

PARSONS

Parsons Road and Highway
People and power to
move the world.



Driving the
industry
forward.



The open road has always meant freedom: freedom to travel, freedom to trade, and freedom to connect with others. At Parsons, we're producing innovative solutions, diverse funding options, sustainable growth strategies, and green practices to keep the dream of the open road alive. We offer solutions that mitigate traffic impacts, and we help our customers navigate environmental processes, maximize value by identifying alternative roadways and infrastructure, and develop congestion-free facilities through the implementation of intelligent transportation systems and tollways. Our expertise in alternative delivery methods helps Parsons provide our customers flexibility and the security of knowing that we can get the job done. Parsons' customers can expect state-of-the-art service through innovative technology packages such as PAR-LINK™ and PARBID™. As the first transportation

engineering firm to achieve companywide certification under the International Organization for Standardization 9001, Parsons' quality management processes ensure that our projects meet the most stringent quality and safety standards. We are committed to sustainable practices that reduce transport times, decrease energy use and carbon dioxide emissions, reduce waste, and protect the environment. And we continue to pioneer solutions for roads and highways that optimize traffic flow and increase driver safety, resulting in economic growth and improved mobility, connecting communities like never before. Since 1919, Parsons Road and Highway has been an industry leader, transforming the open road around the world.

Parsons Road and Highway at a Glance

THE NEW I-64

DESIGN-BUILD

OWNER
Missouri Department of Transportation

PROGRAM VALUE
\$535,000,000

LOCATION
St. Louis, Missouri

PROJECT HIGHLIGHTS
The Missouri Department of Transportation reconstructed I-64 through downtown St. Louis to upgrade aging infrastructure, increase capacity, and enhance safety and mobility through an improved design. Parsons served as lead designer and design manager on the project — the largest highway construction project in the state's history at the time of its award — incorporating several innovative concepts that provided significant cost savings and an accelerated schedule. Despite a controversial full-freeway closure plan, this project received overwhelming public support, approval, and accolades, including more than 20 awards from organizations like the American Association of State Highway and Transportation Officials, the American Public Works Association, the American Council of Engineering Companies, and the American Concrete Pavement Association. Today, the project continues to serve as a model design-build project for opening early, under budget, and with high approval ratings.



INTERCOUNTY CONNECTOR, CONTRACTS A AND B, DESIGN-BUILD

OWNER
Maryland State Highway Administration

PROGRAM VALUE
\$1,040,000,000

LOCATION
Montgomery County, Maryland

PROJECT HIGHLIGHTS
Maryland's Intercounty Connector is the state's first multimodal, all-electronic toll road, built to increase mobility and safety, improve economic development, mitigate the impacts of past development, and meet existing and future growth. Parsons served as the designer for contracts A and B and completed design for both segments in less than 18 months. To accomplish this task, Parsons mobilized more than 150 designers for each contract to a co-located office with the builders, the owner, and the program manager. This new road traverses environmentally sensitive areas and important watersheds. We implemented numerous environmental protection measures, mitigations, and construction methods to meet the environmental and social commitments made during project development. Now complete, this sustainable roadway reflects the burgeoning surrounding community and blends into the natural environment.



SR 101L, I-10 TO TATUM, HOV DESIGN-BUILD

OWNER
Arizona Department of Transportation

PROGRAM VALUE
\$90,000,000

LOCATION
Phoenix, Arizona

PROJECT HIGHLIGHTS
As the lead designer for a joint venture, Parsons is providing management, engineering, and construction support for 30 miles of high-occupancy vehicle (HOV) lanes on SR 101L from I-10 to Tatum Boulevard. The project provides additional HOV lanes by filling in the median with concrete pavement, separated by concrete median barrier. Additional work included sound walls, retaining walls, five bridge widenings, drainage, freeway management system components, utilities coordination and relocation, right-of-way acquisition, geotechnical engineering, and pavement design. From the design-concept level, the project was delivered in 9 months using the design-build method. This HOV lane project reduces traffic congestion along this segment of SR 101L while providing connectivity and completing the existing HOV lanes on the Pima Freeway.

Photo courtesy of Missouri Department of Transportation

NORTHWEST ANTHONY HENDAY DRIVE

OWNER
Province of Alberta

PROGRAM VALUE
CAD \$1,000,000,000

LOCATION
Edmonton, Alberta, Canada

PROJECT HIGHLIGHTS
Northwest Anthony Henday Drive (Edmonton Ring Road) is a public-private partnership project that involved the design and construction of a portion of Northwest Anthony Henday Drive in the city of Edmonton, in Alberta, Canada. Parsons, as a member of the design-build joint venture, was responsible for designing Segment 1 of the project, which included road and bridge design for the area of the interchange of Northwest Anthony Henday Drive and Highway 16. In addition, Parsons performed overall design and construction quality management for the project. The project received the 2009 Minister's Award for Technical Transportation Innovation from the Alberta Ministry of Transportation. When the final northeast portion is completed, in 2016, Anthony Henday Drive will be the first free-flowing ring road in Canada.



R800 RAS AL KHOR/BUSINESS BAY BRIDGE DESIGN

OWNER
Government of Dubai, Roads and Transport Authority

PROGRAM VALUE
USD \$767,000,000

LOCATION
Dubai, United Arab Emirates

PROJECT HIGHLIGHTS
Dubai's rapid growth led to the city's need for roadway improvements to ease the traffic congestion that inevitably followed. Parsons was awarded the detailed design and tendering of the Ras Al Khor corridor and Business Bay Crossing Bridge. This new 17-kilometer freeway corridor was designed to link the Beirut Road tunnel, underneath Dubai International Airport, to Interchange 1, at Sheikh Zayed Road and Al Khail Road; a new interchange and additional link to Sheikh Rashid Road; and a third bridge crossing Dubai Creek. The existing highways on the corridor were upgraded to eight-lane freeways, and the major intersecting highways were connected with grade-separated, free-flow interchanges. The project was executed under seven contracts and included roadway and bridge design, utility relocation, and landscaping design. The new free-flow corridor features seven hybrid interchanges connecting with surrounding developments and major corridors, improving mobility in the region.



I-15 WIDENING, 500 NORTH TO I-215 (BECK STREET), DESIGN-BUILD

OWNER
Utah Department of Transportation

PROGRAM VALUE
\$123,800,000

LOCATION
Salt Lake City, Utah

PROJECT HIGHLIGHTS
Parsons led the design and engineering support efforts during construction to deliver this nearly \$124 million project for the Utah Department of Transportation (UDOT). The I-15 Widening, 500 North to I-215 (Beck Street), design-build project involved the design, reconstruction, and widening of the mainline I-15 highway in order to add an express lane (high-occupancy toll) and to reconstruct three general-purpose lanes in each direction, in addition to sign structures, advanced traveler management systems, and lighting. Three structures were also replaced, including the I-15 bridge over Beck Street, which is UDOT's first operational seismic bridge design. Accelerated bridge construction techniques and self-propelled modular transporters were used to put the prestressed concrete bulb-tee spans in place. The project has received many awards and was recognized as a top-10 road project in 2010 by *Roads & Bridges* magazine.

Parsons Road and Highway at a Glance

SHEIKH ZAYED ROAD

OWNER
Government of Dubai, Roads and Transport Authority

PROGRAM VALUE
USD \$640,600,000

LOCATION
Dubai, United Arab Emirates

PROJECT HIGHLIGHTS
Dubai is a major hub of commerce and tourism in the Middle East. To alleviate congestion and accommodate increased traffic volumes along the Sheikh Zayed Road freeway, Parsons was selected to design comprehensive improvements to 29 kilometers (18 miles) of the roadway, including seven existing interchanges and six new interchanges. Parsons began work at the preliminary study stage in 1999 and has continued work in the corridor, most recently on Interchange 5.5 (also known as the Jumeirah Lakes Towers Interchange), now opened to traffic. The interchange, located between a number of new urban developments, is a five-leg, multilevel interchange with 18 bridge structures, five elevated viaducts, and connections to two new major arterials, as well as accommodations for the Dubai Metro Light Rail Red Line. The project had a challenging, expedited, 45-day design schedule and construction across live traffic. It received numerous accolades, including Exceptional Best Project recognition by the Roads and Transport Authority's Safety Audit.



PIONEER CROSSING, LEHI/AMERICAN FORK INTERCHANGE, DESIGN-BUILD

OWNER
Utah Department of Transportation

PROGRAM VALUE
\$172,000,000

LOCATION
American Fork, Utah

PROJECT HIGHLIGHTS
Parsons served as the lead designer for this new 5.75-mile arterial connection between American Fork, Lehi, and Saratoga Springs, Utah, and 1 mile of reconstruction on I-15 just south of Salt Lake City. The basic section consists of six 12-foot lanes, 8-foot shoulders, curb and gutter, park strips, and 6-foot sidewalks. The existing I-15 mainline was widened and reconstructed through the limits of the interchange ramps and includes five general-purpose lanes and one express lane in each direction. This award-winning project uses a diverging diamond interchange (DDI) solution at I-15 and American Fork's Main Street to eliminate signalized left turns at the interchange's ramp access points, thereby increasing capacity and enhancing safety. It was the first DDI in Utah and saved millions in construction costs. As a result of the collaborative design efforts, the owner has implemented new design standards and guidelines for DDIs.



DOHA EXPRESSWAY

OWNER
Public Works Authority

PROGRAM VALUE
USD \$3,500,000,000

LOCATION
Doha, Qatar

PROJECT HIGHLIGHTS
With Qatar's rapidly expanding population, traffic has become a major problem, especially in its capital city, Doha. Parsons performed the initial concept study in 2002 for the Doha Expressway, a 22-kilometer (14-mile) alignment, which in 2004 was expanded to 90 kilometers (56 miles) with 39 grade-separated interchanges to serve future development and growth and to create uninterrupted traffic flow through the city. The improvements required to upgrade the Doha Expressway to a fully access-controlled, high-speed motorway were extensive, particularly in congested urban areas. The design was optimized within this corridor by using retaining walls, cantilevered overhangs, and median concrete barriers. Utilities were relocated, and access to the existing utilities was maintained at all times. This project is one of many that Qatar is undertaking to accommodate both its own growth and the surge of tourism the city expects as it prepares to host the 2022 World Cup.

OHIO RIVER
BRIDGES

GENERAL ENGINEERING CONSULTANT

OWNERS
Kentucky Transportation Cabinet and
Indiana Department of Transportation

PROGRAM VALUE
\$2,600,000,000

LOCATION
Kentucky and Indiana

PROJECT HIGHLIGHTS
The Ohio River Bridges project is the largest bi-state transportation project ever undertaken by the states of Kentucky and Indiana. Parsons, as lead firm of a joint venture, is managing the design and construction and the preparation of environmental impact statement documents for the Downtown Crossing, between Louisville, Kentucky, and Jeffersonville, Indiana, and the East End Crossing, from the intersection of Route 84/I-265 and I-71 in Kentucky to the SR 265/SR 62 interchange in Indiana, including a 1,940-foot tunnel. Through an extensive public involvement program, Parsons ensured the successful development of the two new Ohio River bridges by eliciting key support, expediting decision making, facilitating communication, and shaping the project to meet the goals of both the community and the stakeholders. The Parsons joint venture is currently providing public-private partnership procurement services for the East End Crossing and design-build procurement services for the Downtown Crossing.



GUAM TRANSPORTATION IMPROVEMENT
PROGRAM MANAGEMENT

OWNER
Government of Guam, Department of Public Works

PROGRAM VALUE
\$250,000,000

LOCATION
Islandwide, Guam

PROJECT HIGHLIGHTS
Since 2008, Parsons has served as program manager for the Guam Department of Public Works' (DPW) federally funded roads program. The program management team (PMT), which includes DPW and the Federal Highway Administration (FHWA), developed and implemented a highways program to mirror a state department of transportation. Parsons initiated a training program with various stakeholders to implement the program in conformance with FHWA requirements. The PMT is delivering more than \$250 million in design and construction projects involving more than 40 non-PMT contracts and 30 different local companies. To date, the PMT has completed nearly 30 projects worth more than \$125 million. Parsons also developed Volume 6 – Roadways and Utilities of the environmental impact statement for the planned \$10 billion military build-up on Guam, identifying approximately 50 roadway mitigation projects worth an estimated \$1 billion.



ACEH ROAD/BRIDGE RECONSTRUCTION AND
REHABILITATION PROJECT

OWNER
U.S. Agency for International Development (USAID)

PROGRAM VALUE
\$282,000,000

LOCATION
Aceh Province, Sumatra, Indonesia

PROJECT HIGHLIGHTS
In 2004, a massive tsunami destroyed a 242-kilometer coastal road that linked the provincial capital of Banda Aceh to Meulaboh, Indonesia. USAID contracted with Parsons to provide design and construction management to design, rehabilitate, and reconstruct this vital road. Parsons considered Aceh's unique blend of rainforest, coastal swamplands, and steep limestone hills during design. The alignment's design included segments of new road to replace the roads that disappeared where the coastlines were reshaped. These segments were linked with segments of the preexisting road, which were rehabilitated and often widened. Collectively, Parsons managed the construction of 148 kilometers of new and rehabilitated road, as well as 28 steel truss and concrete bridges and 248 drainage culverts, all of which will help rebuild Aceh and heighten the economic vitality of the region.

SANBAG TRANSPORTATION PROGRAM

PROGRAM MANAGEMENT

OWNER
San Bernardino Associated Governments

PROGRAM VALUE
\$4,500,000,000

LOCATION
San Bernardino, California

PROJECT HIGHLIGHTS
The San Bernardino Associated Governments' (SANBAG) \$4.5 billion transportation program includes 25 projects in varying phases of development, including grade separations, freeway interchanges, freeway widening projects, and toll and high-occupancy vehicle lanes throughout San Bernardino County. As program manager, Parsons is overseeing the work of the consultants and engineering firms responsible for the development of these projects, actively monitoring progress, and providing over-the-shoulder quality assurance and peer reviews. We have also implemented a project controls system to effectively plan and manage project costs and schedules and a fund management tool to help SANBAG manage more than 200 federal, state, and local funding sources. Parsons is also supporting SANBAG in the management and procurement of its first design-build project, the Devore Interchange, and the implementation of toll facilities on I-10 and I-15.



ELIZABETH RIVER TUNNELS ENGINEERING CONSTRUCTION SERVICES OVERSIGHT

OWNER
Virginia Department of Transportation

PROGRAM VALUE
\$1,900,000,000

LOCATION
Hampton Roads, Virginia

PROJECT HIGHLIGHTS
Parsons is overseeing all aspects of design and construction for this \$1.9 billion public-private partnership that consists of transportation improvements in Norfolk and Portsmouth, Virginia, with three components: the Downtown Tunnel, the Midtown Tunnel, and the Martin Luther King (MLK) Freeway extension. The dual-tube Downtown Tunnel includes safety, lighting, ventilation, signage, and traffic management improvements. The single-tube Midtown Tunnel on U.S. Route 58 involves a new immersed-tube tunnel under the Elizabeth River, maintenance and safety improvements to the existing Midtown Tunnel, and modifications to the Brambleton Avenue/Hampton Boulevard interchange. The MLK Freeway improvements involve extending the existing freeway south from London Boulevard to a new interchange at I-264, including a new interchange at High Street.



BAKERSFIELD PROGRAM MANAGEMENT

OWNER
City of Bakersfield

PROGRAM VALUE
\$1,300,000,000

LOCATION
Bakersfield, California

PROJECT HIGHLIGHTS
The City of Bakersfield is implementing the Thomas Roads Improvement Program (TRIP) to address the concerns of an aging highway system, increasing traffic congestion, and future population growth. The TRIP consists of multiple projects designed to enhance interregional connectivity, promote economic development, reduce travel time, and improve air quality and traffic safety. The City hired Parsons to apply its program management expertise to formulate project delivery strategies and to implement the strategies through construction. Parsons' services include project management, environmental vision and strategy development/implementation, alternative delivery strategies, corridor concept design, design oversight, construction management, public information, project/document controls, traffic modeling, and financial planning. Through the important projects included in the program, Bakersfield and its surrounding area will have reliable, safe, congestion-free roads for years to come.

SR 91 CORRIDOR IMPROVEMENTS

PROJECT AND CONSTRUCTION MANAGEMENT

OWNER
Riverside County Transportation Commission

PROGRAM VALUE
\$1,300,000,000

LOCATION
Riverside, California

PROJECT HIGHLIGHTS
SR 91 is one of Southern California's most congested routes, with average daily traffic rates that are expected to increase 50 to 70 percent by 2030. Parsons is providing project and construction management for 9 miles of SR 91 and 3 miles of I-15. Our services involve working in close coordination with the California Department of Transportation and the Federal Highway Administration to provide project improvements, including the addition of one general-purpose lane in each direction, a superstructure flyover bridge and auxiliary lanes between most major interchanges, one tolled express lane, and the conversion of one existing high-occupancy vehicle lane to tolled express lanes in each direction. These corridor improvements will create jobs, significantly improve commutes, and offer greater access to recreational areas and economic hubs, and the tolled express lanes will offer drivers a fast, reliable option and improve the fluidity of the entire roadway.



TURNPIKE MAINLINE WIDENING, I-4 TO BEULAH ROAD

OWNER
Florida's Turnpike Enterprise

PROGRAM VALUE
\$130,000,000

LOCATION
Orange County, Florida

PROJECT HIGHLIGHTS
Parsons provided final design and construction support services for the 9-mile widening of Florida's Turnpike from I-4 to Beulah Road in Orange County, Florida. The project involves widening four lanes to eight lanes from I-4 to SR 408 and six lanes to 12 lanes from SR 408 to Beulah Road. The project also included three bridge widenings and four bridge replacements. The Parsons team completed roadway, drainage, permitting, structures, signing, pavement marking, traffic control, lighting, environmental, geotechnical, surveying, and right-of-way mapping. Parsons developed an innovative traffic control scheme to provide maximum safety for Florida's Turnpike travelers. This scheme was designed to prevent crossover accidents, to drain the temporary pavement, and to allow for additional lighting.



DALLAS/FORT WORTH INTERNATIONAL AIRPORT IMPROVEMENT DESIGN AND DESIGN MANAGEMENT SERVICES

OWNER
Dallas/Fort Worth International Airport

PROGRAM VALUE
\$750,000,000

LOCATION
Dallas, Texas

PROJECT HIGHLIGHTS
Parsons was selected by Dallas/Fort Worth International Airport (DFW) for a multiyear on-call contract for design and design management services. Under this agreement, Parsons is providing management, design, and construction support for a variety of airside and landside improvements, including runway/taxiway upgrades, airfield lighting enhancements, access road reconstruction, intersection improvements, parking lot expansions, terminal modifications, commercial development, and strategic planning. By November 2012, Parsons had initiated 45 individual projects, ranging from a 4-week noise modeling task to an 8-month design for the full reconstruction of Taxiway Lima. The Parsons team is also providing commissioning services to the Terminal Renewal and Improvement Program and other projects, where appropriate. DFW is the world's fourth busiest airport and is considered an airport city.

SH 99 (GRAND PARKWAY) DESIGN-BUILD

OWNER
Texas Department of Transportation

PROGRAM VALUE
\$1,100,000,000

LOCATION
Harris and Montgomery Counties, Texas

PROJECT HIGHLIGHTS
On September 27, 2012, the Texas Transportation Commission approved the selection of a team that includes Parsons as the design lead to develop, design, construct, and maintain segments F1, F2, and G of the Grand Parkway project, from south of U.S. 290 in Harris County to west of U.S. 59 North in Montgomery County. The project consists of approximately 37 miles of a new limited-access corridor that will serve as a portion of the third ring road around the Houston metroplex and includes more than 50 bridges, frontage roads and associated drainage, and utility infrastructure. A value-added approach will deliver technical solutions and cost reductions through alternative technical concepts in order to tailor the project to the Texas Department of Transportation's needs. The overall Grand Parkway is a proposed 180-mile highway crossing seven counties in the greater Houston area.

TRAFFIC
OPERATIONS
IMPROVEMENTS

OWNERS
Michigan Department of Transportation and
City of Detroit

PROGRAM VALUE
\$2,200,000

LOCATION
Detroit, Michigan

PROJECT HIGHLIGHTS
Parsons recently completed two projects in Detroit that have improved traffic operations and safety. Under contract with the City of Detroit, Parsons optimized and installed traffic signal timing at 156 intersections in the downtown, Wayne State University, and Medical Center areas of the city. The project, funded by the federal Congestion Mitigation and Air Quality Improvement Program, resulted in reduced delays, fuel consumption, and vehicle emissions. Safety benefits will result from updated vehicle and pedestrian clearance times. This project brought the total number of optimized signals by Parsons in the state of Michigan to more than 1,500. In another project, Parsons, under contract with the Michigan Department of Transportation (MDOT), designed an intelligent transportation system for M-8, a depressed eight-lane urban Detroit freeway. The new system includes closed-circuit televisions, dynamic message signs, and microwave vehicle detectors that tie into the MDOT Traffic Operations Center.



I-75 MANAGED AND AUXILIARY LANES PLANNING
AND DESIGN

OWNER
Georgia Department of Transportation

PROGRAM VALUE
\$140,000,000

LOCATION
Metropolitan Atlanta, Georgia

PROJECT HIGHLIGHTS
Parsons was selected by the Georgia Department of Transportation to provide various design services for the construction of a 1.25-mile northbound auxiliary lane on I-75 from Eagles Landing Parkway/Hudson Bridge Road to I-675, as well as 12 miles of managed lanes on southbound I-75 from SR 155 to SR 138 in Henry and Clayton counties. As a leader in the planning, design, and operation of managed-lane facilities, Parsons' scope of work included public involvement, construction support, bridge and retaining wall design, right-of-way, signing and pavement marking, erosion control, and staging plans. We also provided concept development, supplemental surveys, and environmental studies and documentation. The addition of two managed lanes will greatly improve accessibility and efficiency through this heavily traveled metropolitan Atlanta corridor.



REGIONS 8, 10, AND 11 TERM AGREEMENTS TRAFFIC
AND SAFETY STUDIES

OWNER
New York State Department of Transportation

PROGRAM VALUE
\$6,000,000

LOCATION
Various, New York

PROJECT HIGHLIGHTS
Parsons has executed multiple contracts for the downstate regions of New York to improve the safety, operations, and mobility of some of the nation's most heavily traveled corridors. Under these agreements, Parsons performed highway safety investigations throughout New York City, the lower Hudson Valley, and Long Island at several hundred high-accident locations, recommending and implementing safety improvement measures. We also developed traffic-simulation models to evaluate operational and mobility improvements for motorists and goods movement, including various scenarios for truck lane use, ramp metering, and capacity improvements. These efforts have helped reduce the number of traffic-related crashes and improve mobility in the region.

I-66 ENVIRONMENTAL IMPACT STATEMENT

OWNER
Virginia Department of Transportation

PROGRAM VALUE
\$500,000,000 to \$1,500,000,000 (Estimated)

LOCATION
Fairfax and Prince William Counties, Virginia

PROJECT HIGHLIGHTS
Virginia's I-66 corridor stretches 25 miles between the Capital Beltway in Fairfax County and SR 15 in Prince William County. A divided highway with four lanes in each direction and adjacent mixed land uses, the corridor is being studied for the potential impacts of proposed multimodal transportation improvements. Parsons, a leader in environmental studies and a top environmental firm according to *Engineering News-Record*, is responsible for preparing the National Environmental Policy Act (NEPA) document and leading the engineering, traffic forecasting and analysis, public involvement, and agency coordination tasks for the Tier 1 environmental impact statement. We are responsible for developing alternative transportation solutions, coordinating all activities between agency representatives, conducting Section 4(f) and Section 106 requirements, determining the necessary environmental permits, and following a rigorous quality assurance/quality control process to ensure that the NEPA document is in full compliance with all agency regulations.



AC TRANSIT EAST BAY BRT

OWNER
Alameda-Contra Costa Transit District

PROGRAM VALUE
\$175,000,000

LOCATION
Oakland and San Leandro, California

PROJECT HIGHLIGHTS
Serving more than 25,000 passengers per day, the 17-mile study corridor through Berkeley, Oakland, and San Leandro has the highest ridership in the Alameda-Contra Costa Transit District system. Following the completion of a major investment study that identified bus rapid transit (BRT) as the preferred transit mode, the project team prepared an environmental impact statement/report identifying downtown Oakland to San Leandro as the locally preferred alternative. This 9.5-mile route includes exclusive transit lanes over 80 percent of the alignment, transit signal priority, real-time bus information, level boarding, and barrier-free (proof-of-payment) fare collection, which will offer riders a more efficient, rail-like experience. After the record of decision, Parsons was selected as the prime consultant for preliminary and final design. The BRT service will operate every 5 minutes during peak periods and will serve 32 stations.



GEORGIA DEPARTMENT OF TRANSPORTATION
ON-CALL DESIGN SERVICES

OWNER
Georgia Department of Transportation

PROGRAM VALUE
\$15,000,000

LOCATION
Statewide, Georgia

PROJECT HIGHLIGHTS
Since 2003, Parsons has provided design services as part of consecutive on-call task-order contracts for the Georgia Department of Transportation (GDOT). As part of our services, Parsons has provided design for more than 100 task-order assignments; developed GDOT's *Context-Sensitive Design* and *Roadway Design* manuals; performed interchange lighting designs for seven locations on I-575, I-75, and I-85; and performed the milling and inlay of the I-75/I-85 downtown connector from University Avenue to Brookwood Interchange, just to name a few. We have been responsible for coordinating and leading groups of more than 20 subconsultants and have received several letters of recommendation for our work. Parsons is proud of our longstanding relationship with GDOT and continues to work to improve mobility throughout the state.

U.S. 95, SANDPOINT
NORTH AND SOUTH

SAND CREEK BYWAY
OWNER
Idaho Transportation Department
PROGRAM VALUE
\$112,000,000
LOCATION
Sandpoint, Idaho

PROJECT HIGHLIGHTS
This \$112 million construction project is one of the largest single projects in the Idaho Transportation Department's history. Parsons was the prime contractor for the 2.1-mile byway, which was constructed adjacent to an operating railroad, a historic railway depot, operating commercial buildings, Sand Creek, Lake Pend Oreille, and nesting areas for bald eagles. The new alignment of U.S. 95, runs past a marina and cuts between downtown Sandpoint and its popular beach. The project scope included shoreline extensions involving dredging and sheet pile walls; four steel girder bridge structures; 17 mechanically stabilized earth walls totaling 155,000 square feet; pedestrian walkways; interchange modifications, including new on- and off-ramps at each end of the project; and a railroad embankment for future rail expansion. The Sand Creek Byway was constructed to create a safer, less congested, and more direct route for commerce to the Canadian border.



Photo by Jerry Luther at Lutherworks



I-40 BRIDGE SEISMIC RETROFIT OVER
THE MISSISSIPPI RIVER
OWNER
Tennessee Department of Transportation and
Arkansas State Highway and Transportation Department
PROGRAM VALUE
\$260,000,000
LOCATION
Memphis, Tennessee

PROJECT HIGHLIGHTS
The I-40 Mississippi River Bridge is a steel tied-arch bridge that connects West Memphis, Arkansas, to Memphis, Tennessee. One of only two Mississippi River crossings in the area, this bridge is a vital transportation link, and because of its location near the New Madrid Seismic Zone, high priority was given to the seismic evaluation and retrofit of the structure. Parsons is providing construction engineering and inspection services for the project, which involves performing the seismic retrofit for footings, columns, and pier caps, as well as the installation of modular seismic expansion joints of bearings, structural steel, and other roadway items. As a result of these improvements, the bridge will be able to remain operational in the event of an earthquake, allowing emergency vehicles to cross the river and access communities on either side, thus enhancing the safety and security of the public.



SR 9A/SR 202 (JOHN T. BUTLER) INTERCHANGE CEI
OWNER
Florida Department of Transportation
PROGRAM VALUE
\$89,000,000
LOCATION
Jacksonville, Florida

PROJECT HIGHLIGHTS
Parsons was responsible for the construction engineering and inspection for this interchange project. The project consisted of converting a signalized intersection to a fully directional interstate interchange and included multiple radial-steel trapezoidal girders for the new ramps, American Association of State Highway and Transportation Officials concrete beams for existing bridge widenings, flat slab bridge widenings, 1.4 million yards of embankment, extensive drainage, asphalt and concrete pavement widening, and new construction. This project involved cross-slope corrections, milling and resurfacing, and new pavement widening on SR 202, for a total of 46,900 tons of Superpave asphalt construction. The project also included 95,000 square yards of concrete pavement for the new ramps and rehabilitation of existing concrete pavement on SR 9A. This project was completed 5 months ahead of schedule and won the Florida Transportation Builders' Association's 2009 Best in Construction award for interchanges.

MUSCAT EXPRESSWAY

OWNER
Muscat Municipality

PROGRAM VALUE
\$342,000,000

LOCATION
Muscat, Oman

PROJECT HIGHLIGHTS

Nearly a quarter of Oman's 2.7 million residents live in the Muscat capital area, which occupies a relatively narrow strip of land between the Sea of Oman and the Al Hajar Mountains. With tremendous economic growth and only one main transportation corridor, Muscat Municipality recognized a need for a second corridor and selected Parsons to design and supervise the construction of the 54-kilometer-long Muscat Expressway (previously known as the Southern Expressway). The roadway traverses a combination of highly developed urban, semi-urban, and relatively undeveloped areas along its route, making the selection and finalization of the alignment challenging. This expressway was designed and constructed to modern international freeway standards. It comprises three travel lanes in each direction with 12 interchanges using aesthetically pleasing structures and up to 60-meter-high mechanically stabilized earth walls. In addition to alleviating traffic congestion, the new expressway provides environmental benefits and encourages economic growth by opening up new areas of development with access to previously inaccessible areas.



A world of possibilities.

Much has changed in the way people move from place to place in the past 100 years, but the desire for freedom continues to unite people across the globe. Through the design and construction of new roads and the optimization of existing infrastructure, Parsons Road and Highway fulfills that desire. Whether managing a complex highway program or converting a road to a managed-lane configuration, we provide the means for easy, fast, stress-free travel and the efficient transport of goods, helping people connect and communities thrive.

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