

# Public-Private Partnerships for Design-Build

Public-Private Partnerships are the wave of the future. O. R. Colan Associates (ORC) has led the way in providing right-of-way services for some of the largest design-build Public-Private Partnership (PPP) projects undertaken to date - including the Pocahontas Parkway in Richmond, Virginia, and SH 130 in Austin, Texas.

When your design-build project requires the acquisition of right-of-way and related activities, your company can't hire a more successful, experienced and qualified firm than ORC.

The incorporation of right-of-way activities into the Design-Build schedule makes your project far more challenging than designing and building it within existing right-of-way. The right-of-way process involves state and federal regulations that mandate certain notification requirements for appraisal, negotiation, relocation and condemnation. If these time periods are not built into the schedule, then risks associated with late delivery of construction are significantly increased. You need a right-of-way firm that understands the practical application of state and federal regulations, when necessary. This understanding is an essential part of your team's effort to assure that construction can be delivered on schedule.

A cornerstone of our success is ORC's unparalleled ability to quickly find and implement creative land acquisition and relocation solutions for construction path clearance. ORC's success continues today with the SH 130 project in Austin, Texas. ORC worked with Lone Star Infrastructure (Fluor, Balfour Beatty



and T. J. Lambrect) to build Sections 1-4 of SH 130 and is currently working with the SH 130 Concession Company, LLC (Centra and Zachary) to complete Sections 4 & 5 of the 90 mile tollway extending from Interstate 35 north of Georgetown southward to Seguin.

To date, SH 130 is the largest design-build project in the United States in which the design-build team has been responsible for right-of-way purchases. The project involves the acquisition of hundreds of parcels and the relocation of hundreds of residences and businesses. The pace of these acquisition and relocation activities has been described in the local newspaper as "break neck". Even so, with miles of road already under construction, ORC has maintained compliance with all state and federal regulations.

ORC's success in Texas is predicated upon its previous work on

the Pocahontas Parkway, a design-build project in Richmond, Virginia, where our firm was part of the Fluor Daniel/Morrison Knudsen team. The Pocahontas Parkway, Route 895, is a connector road linking Chesterfield and Henrico counties in Virginia.

The Pocahontas Parkway involved complex acquisition and relocation of residences and businesses. Like the SH 130 Project, ORC provided project management, scheduling, acquisition, relocation, appraisal, appraisal review, title search, negotiation, demolition, eminent domain support services and clerical support. Most importantly, ORC understood and coordinated the critical relationships between these services to help preserve the construction schedule. This unique understanding has helped ORC successfully complete other high-speed projects such as the Veteran's Expressway in Tampa, Florida, and the Polk County Parkway in Lakeland, Florida.

The inclusion of right-of-way and relocation activities in design-build projects is a new and developing phenomenon. When you put together your next team for a fast-paced Public-Private Partnership design-build project, include ORC on your team to reduce the risk associated with late delivery of real estate/right-of-way in order to assure overall timely delivery of the project.



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