

*Western Bridge Engineer's Seminar
Sept 25 – 28, 2011 Phoenix, Arizona*

RE-ENVISIONING DOYLE DRIVE

PRESIDIO PARKWAY

Replacement of The Doyle Drive

South Access to the Golden Gate Bridge

Public Private Partnership (PPP)

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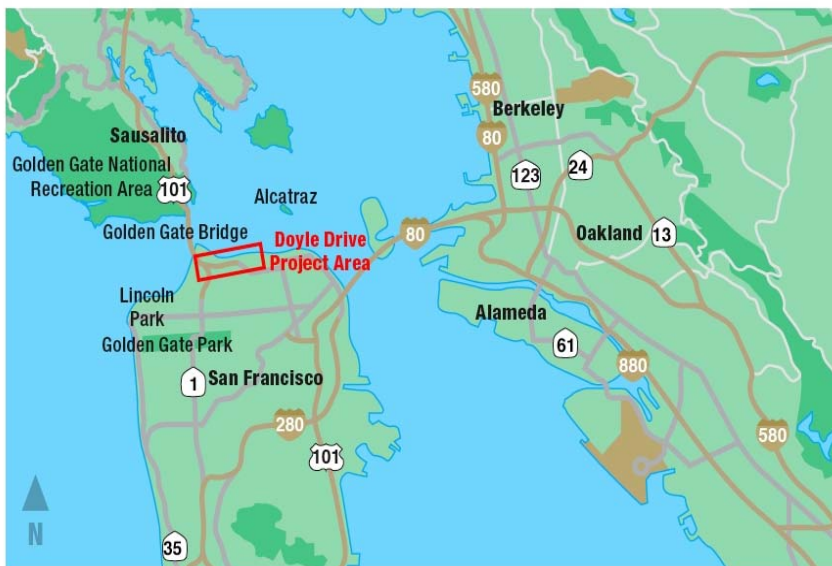
California Department of Transportation
Office of Structure Design
Sacramento, California



Introduction

➤ Gateway to San Francisco

- In the Heart of Presidio National Park and National Cemetery
- Project Stakeholders and Interested Parties



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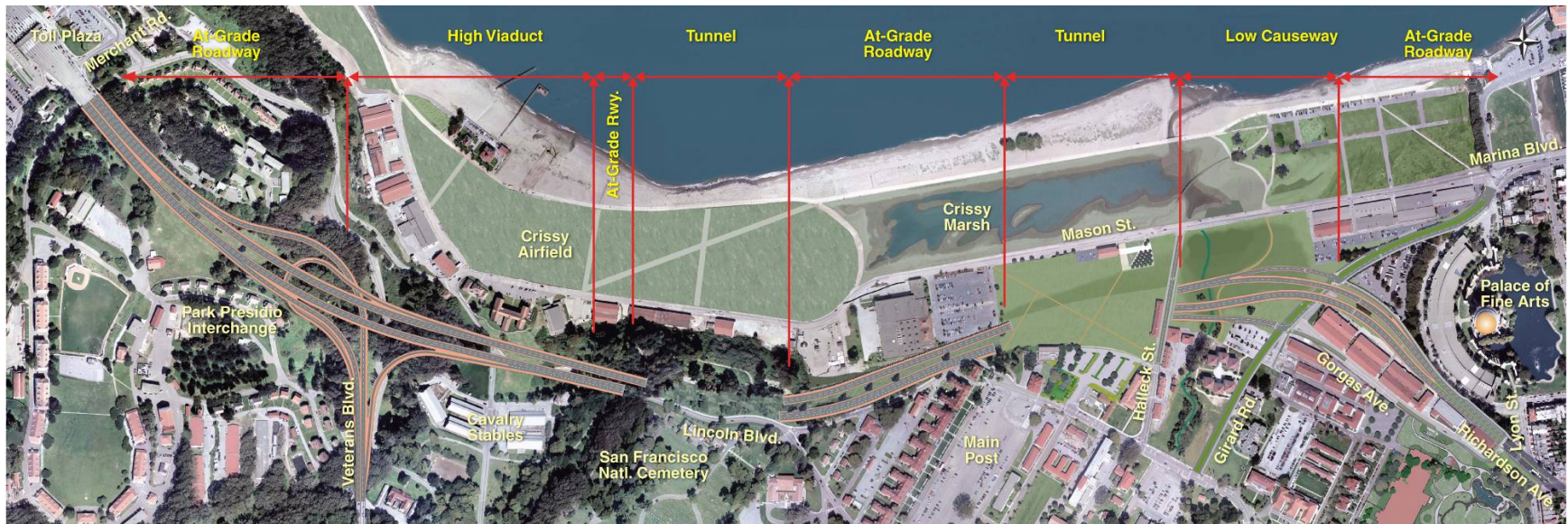
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Doyle Drive Overview

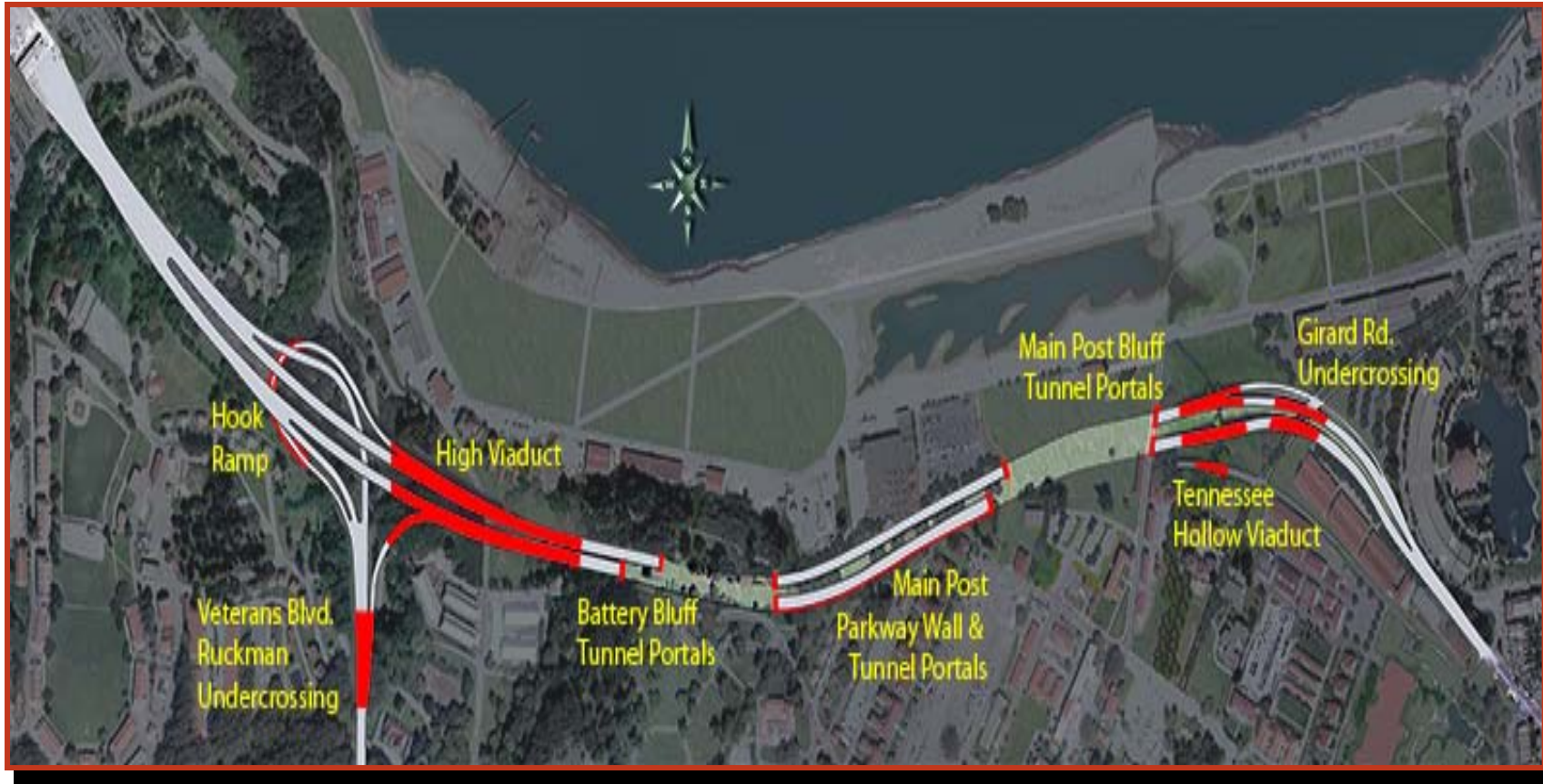
- Originally Built in 1936 – Extensive Seismic, Structural and Traffic Safety



- Environmental Impact Statement to evaluate design alternatives for the replacement of the Doyle Drive

Doyle Drive Overview

- Presidio Viaduct
- Cut and Cover Tunnels
- Low Viaduct

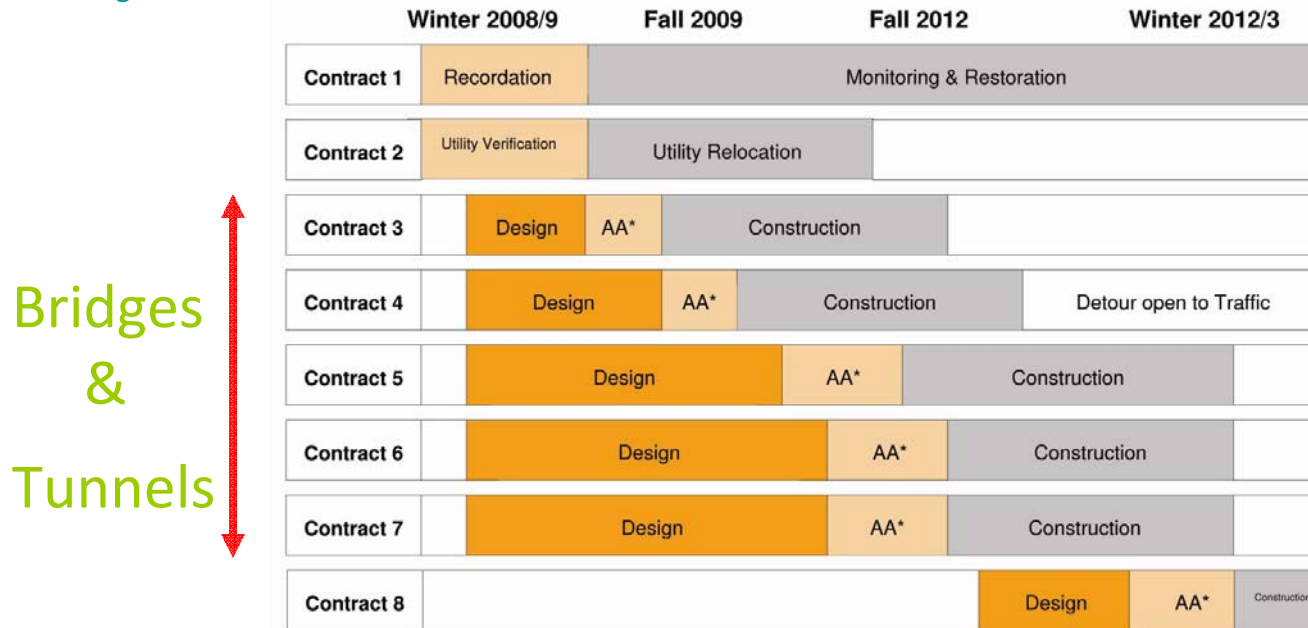


- 14 Bridges
- 4 Cut and Cover Tunnels
- Project cost baseline \$1.04 Billion



Doyle Drive Overview

➤ Project executed on 8 contracts



- Contracts: 1 – 4 In Construction – Late 2011
 - In-House : Bridges and Roadways
 - ARUP/PB JV : Cut and Cover Tunnels
- } Phase 1
- Contracts: 5 – 8 Public Private Partnership – 2011
- Phase 2

Doyle Drive – Presidio Parkway Public Private Partnership (P3)



P3 for Presidio Parkway

Key Benefits for Project



Evolution of P3s

Development



Business Case for P3

Quantitative & Qualitative



Why Presidio Parkway as a Public Private Partnership (P3)?



- ▶ Lower lifecycle cost and better cost certainty
- ▶ Better schedule certainty
- ▶ Better product; asset guaranteed to be well maintained & operated throughout concession agreement
- ▶ Eliminate project funding challenges
- ▶ State funds freed up now for other projects around the state

P3~Initial Construction Phase

- ▶ Local Ramp Closures
- ▶ Traffic Remains on Existing Doyle Drive



1st Weekend Closure – 2011

- ▶ Doyle Drive Closed for three day weekend





Traffic on Final Alignment



Doyle Drive – Presidio Parkway Public Private Partnership (P3)



P3 for Presidio Parkway

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Better legislation for delivery



Business Case for P3

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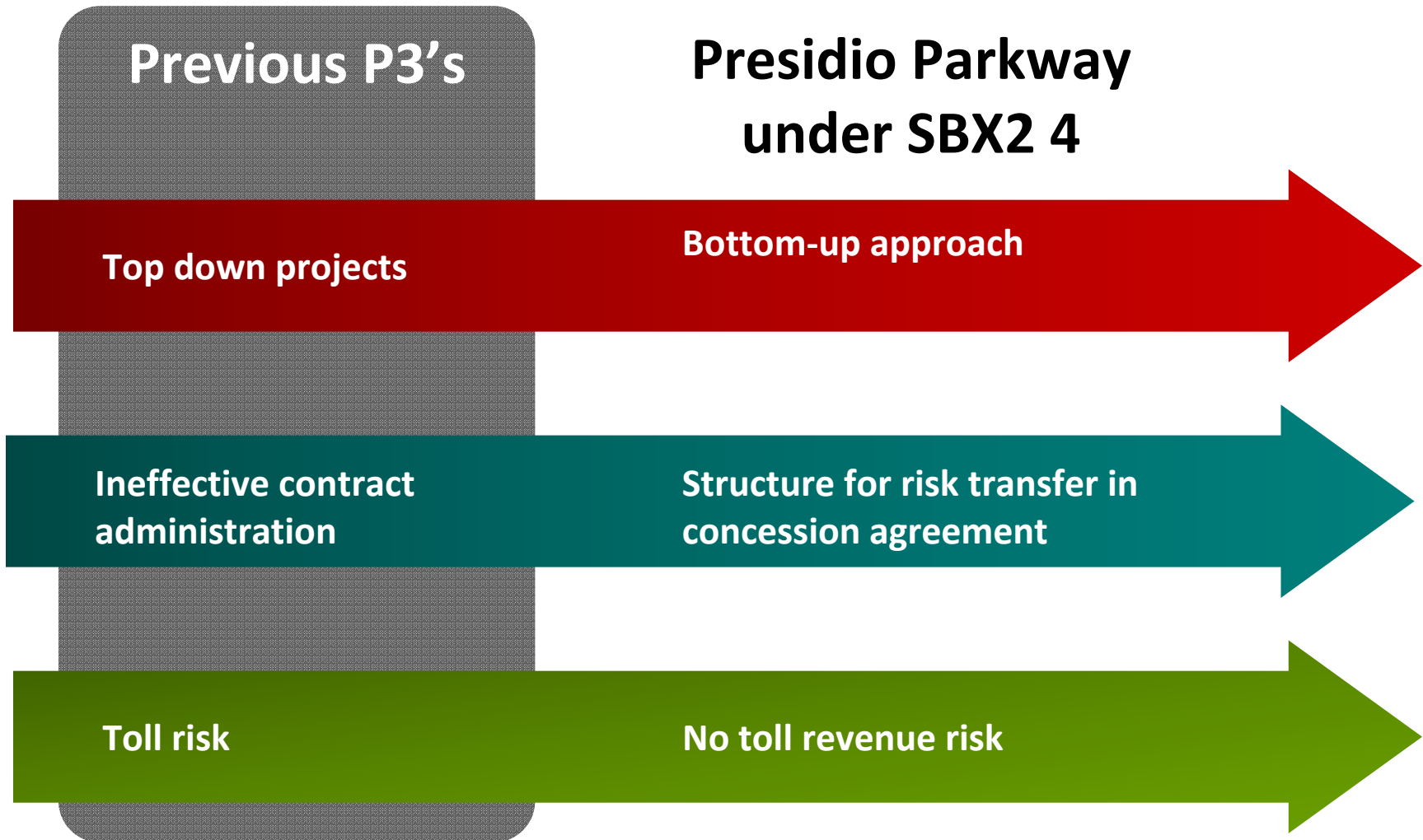


A New Generation of P3s Under SB4





A New Generation of P3s Under SB4



Emerging P3 Pipeline

Level 4

- Level 3 criteria, plus CTC Selection
- Start of procurement

Level 3

- Level 2 criteria, plus completed business case analysis and nominated for CTC selection

Level 2

- Level 1 criteria, plus signed cooperative agreement and CTC nomination

Level 1

- Project has multiple indicators of P3 suitability, 1+ agencies actively screening for P3 suitability, and known private sector interest in P3 delivery

Doyle Drive – Presidio Parkway Public Private Partnership (P3)



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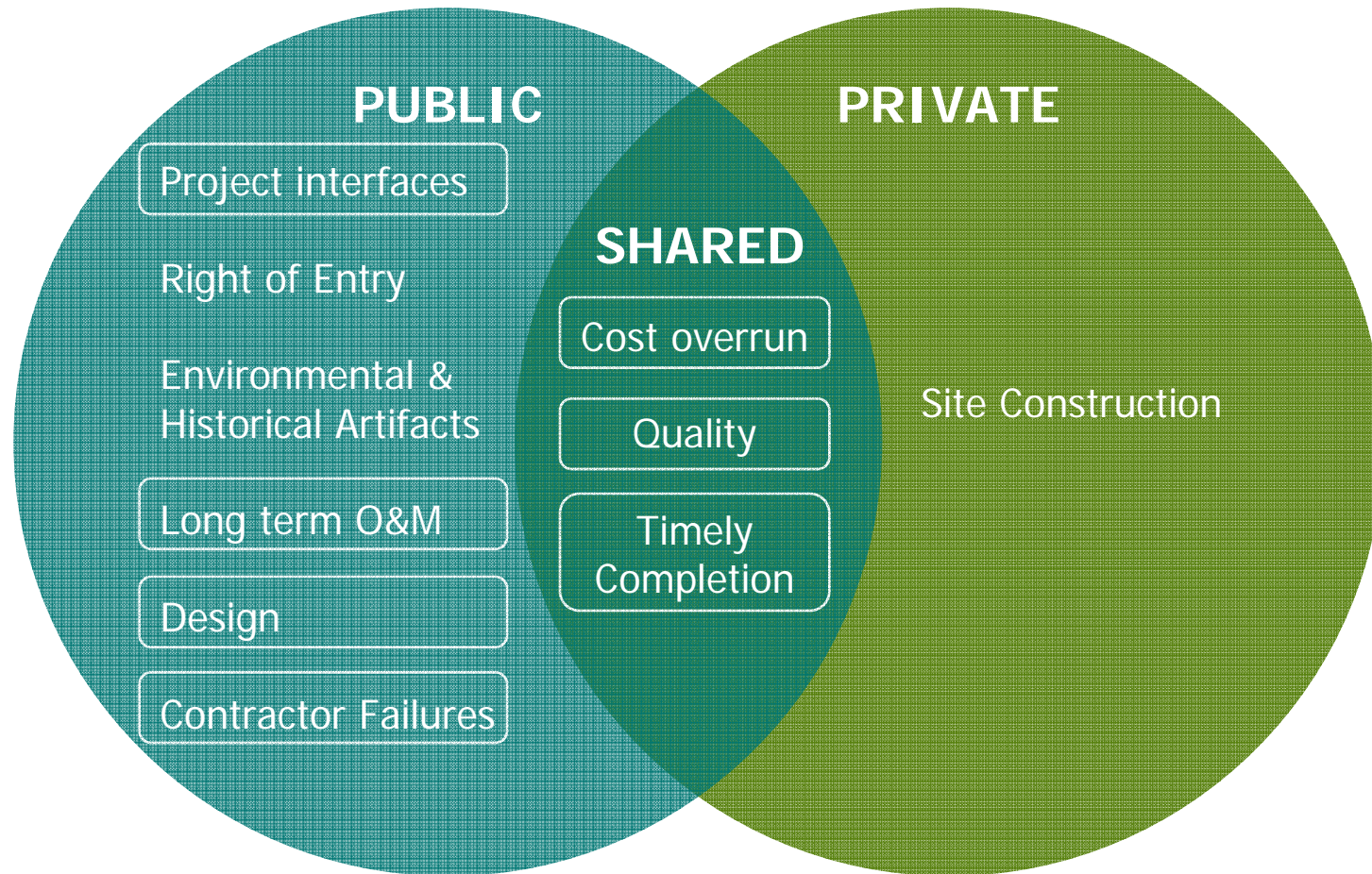


Procurement Objectives

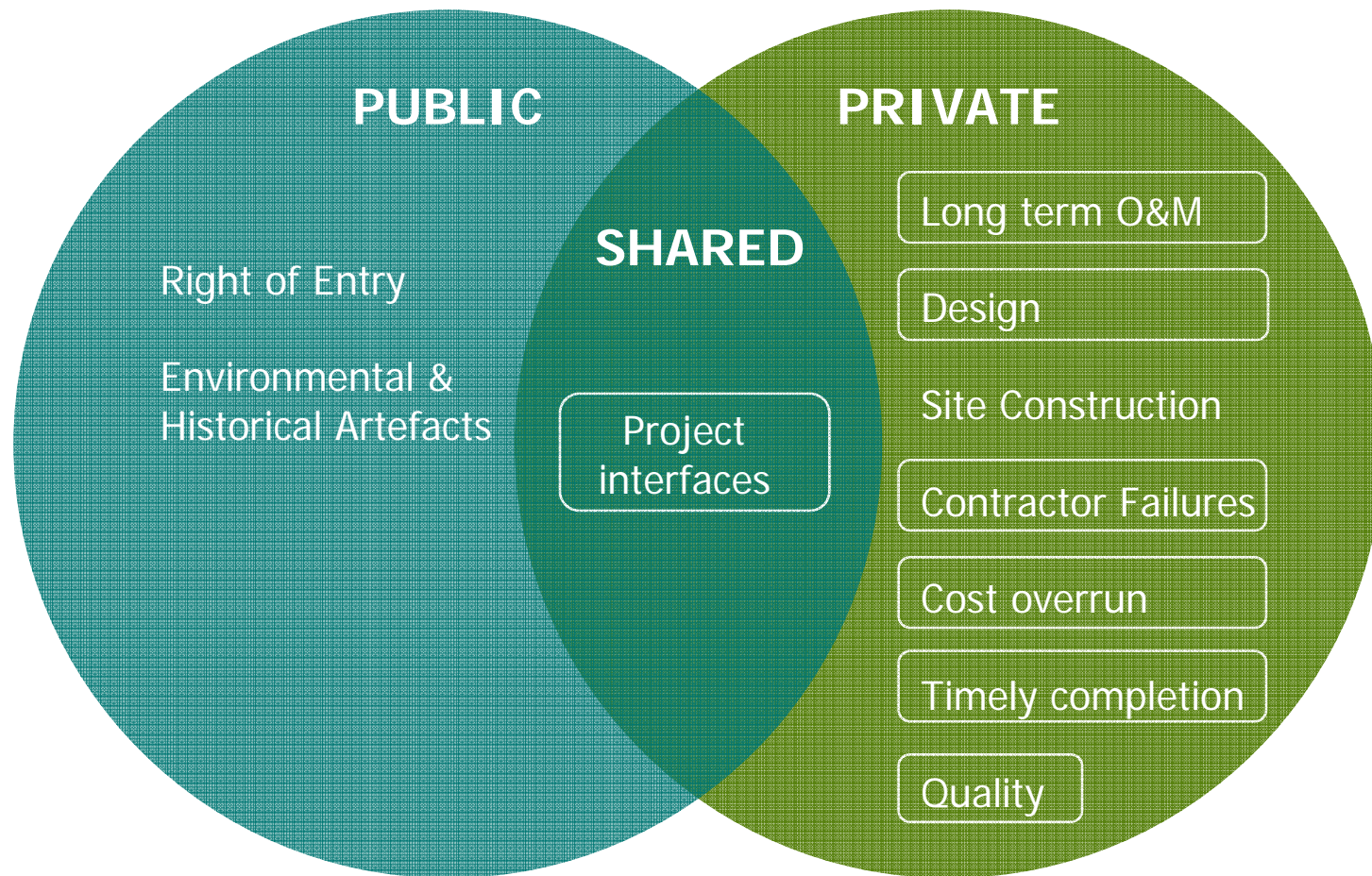
	Traditional	P3
Best value for money	?	?
Optimal risk transfer	?	?
Schedule and cost certainty	?	?
Best use of public funds	?	?
Optimal level of operation and maintenance (O&M) service	?	?



Risk Sharing: Traditional



Risk Sharing: P3

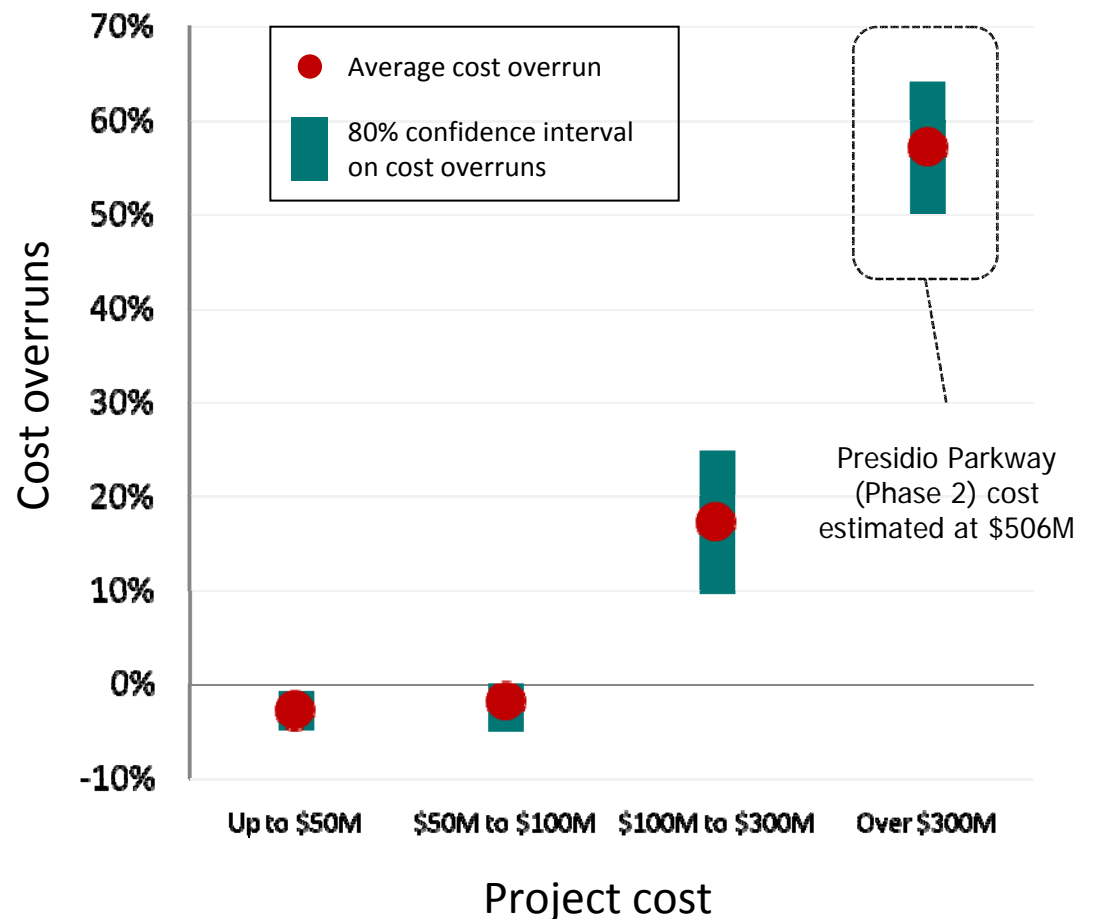




Cost Certainty: Historical Performance

- ▶ Historically, worst overruns on projects over \$300M
- ▶ Figure illustrates
 - ◆ Historical average cost overruns by project size (red)
 - ◆ Range of likely cost overruns on future projects traditionally procured (blue)
- ▶ Some cost growth and schedule slippage already present in Presidio Parkway Phase I

California Project Cost History



Source: Caltrans

Benefits of P3 for Presidio Parkway

- ▶ Schedule certainty
- ▶ Better product
 - ▶ Asset maintained and operated to consistent level
 - ▶ O&M crucial for Presidio Parkway, with complex structures and tunnels requiring upkeep of life safety systems
- ▶ Design life achieved as result of better O&M throughout



Benefits of P3 beyond Presidio Parkway

- ▶ Private sector up-front capital infusion means that state funds freed up for other projects around the state
- ▶ Payment Schedule:
 - ▶ End of Substantial Completion – Lump Sum payment
 - ▶ Yearly Payment: O&M 30 yrs
- ▶ Deferred up-front and lower NPV means more funds for other state projects





Procurement Objectives

	Traditional	P3
Best value for money	X	✓
Optimal risk transfer	X	✓
Schedule and cost certainty	X	✓
Best use of public funds	X	✓
Optimal level of operation and maintenance (O&M) service	X	✓

Doyle Drive Project



- ▶ Qualified bidders submitted Statements of Qualifications and Bids

- ▶ Selection Criteria:

- ▶ Technical documents
- ▶ Financial
- ▶ Best Value for the money



- ▶ Project awarded: GOLDEN LINK CONCESSIONAIRE
(Flatiron/Kiewit Joint Venture: HNTB – HOCHTIEF & MERIDIAN)

Project ~ Current Status



- ▶ Phase 1: construction completion: Late 2011
- ▶ Status of Phase 2:
 - ◆ NTP1: Authorize to design
 - ◆ NTP2: Authorize to O&M Phase 1
 - ◆ NTP3: Authorize to Construct Phase 2
 - ◆ Financial Close anticipated Late 2011
 - ◆ Phase 2 anticipated construction completion Late 2015

Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



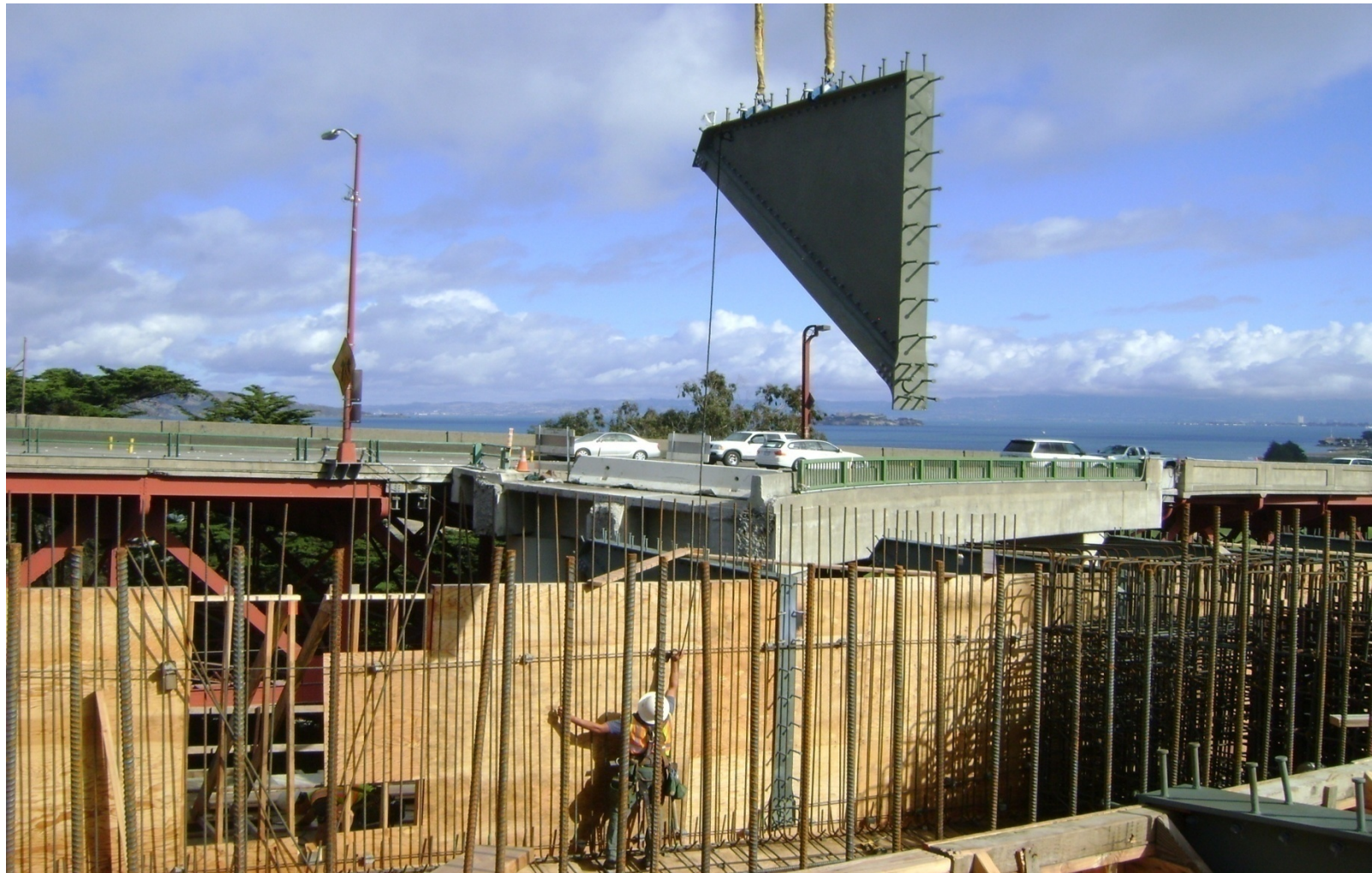
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Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1



RE-ENVISIONING DOYLE DRIVE – PRESIDIO PARKWAY

Construction Update – Phase 1



Construction Update – Phase 1



Construction Update – Phase 1





Construction Update – Phase 1

Thank You

Doyle Drive Project

www.presidioparkway.org

Live webcam