



## Loudoun County, Virginia

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Department of Finance and Budget  
Division of Procurement  
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October 28, 2020

**RE: DESIGN BUILD DELIVERY OF THE ROUTE 50 & TRAILHEAD DRIVE  
ROUNDAABOUT, RFQ 300782**

Memorandum for Record:

In accordance with the Virginia Public Procurement Act, Chapter 43.1, Construction Management and Design-Build Contracting, Article 4, Procedures for Local Public Bodies § 2.2-4382C, the following is a written determination that competitive sealed bidding is not practicable or fiscally advantageous.

Improved traffic operations is the intent of the Route 50 and Trailhead Drive roundabout project with the specific desire to improve traffic movements between Route 50 and Trailhead Drive during peak travel hours. Although the scope of the project is well defined, several existing businesses at the intersection and existing utilities constrain available design options. In order to optimize the design, project constructability needs to be evaluated. Since right-of-way acquisition and utility relocation weigh heavily on overall constructability, these elements need to be included during the constructability evaluation. To integrate right-of-way acquisition, utility relocation, and constructability with the roundabout design, design-build project delivery has been selected.

Unlike design-bid-build procurement where design and construction responsibilities are segregated, design-build procurement integrates the design and construction responsibilities in one team and allows one contracted entity to develop a design strategy that optimizes project constructability. Given the right-of-way and utility constraints of the Route 50 and Trailhead Drive Roundabout project, these elements are critical to overall project constructability and need to be coordinated with the over project design. Design-build procurement uniquely allows designers to work cooperatively with the contractor as an integrated team to optimize all the project elements.

In addition, a design-build project speeds project delivery compared to design-bid-build delivery reducing the amount of cost escalation over the project life. In particular, right-of-way acquisition and utility relocation activities can be performed concurrently by a design-build team during project design compared to design-bid-build procurement where design, right-of-way acquisition, and utility relocation are performed in a more segmented approach. Quicker project delivery benefits the driving public by providing improved travel operations sooner and reduces carrying costs to deliver the project.”

Sincerely,

James C. Zeller, PE  
Assistant Director, Transportation Capital Projects  
Department of Transportation & Capital Infrastructure