TABLE OF CONTENTS
MAJOR SAMUEL B. CORNELIUS FIELD
TXDOT SOLICITATION NO.: RFQ-2404SPEAR-00082

Texas Department of Transportation
Aviation Division
Request for Qualifications (RFQ) for
Professional Engineering Services

The City of Spearman, through its agent, the Texas Department of Transportation (TxDOT), intends to engage a professional engineering firm for services pursuant to Chapter 2254, Subchapter A, of the Government Code. TxDOT Aviation Division will solicit and receive qualification statements for the current aviation project as described below.

Current Project: City of Spearman; TxDOT CSJ/Project No.: 2404SPEAR
The TxDOT Project Manager is Paul Slusser.

Scope: Provide engineering and design services, including construction administration, to

1. Install Runway 02/20 MIRL's
2. Install Runway 02/20 PAPI's
3. Install New Airfield Signage
4. Replace Beacon
5. Install New Wind Cone and Segmented Circle

The Agent, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all respondents that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit in response to this solicitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The proposed contract is subject to 49 CFR Part 26 concerning the participation of Disadvantaged Business Enterprises (DBE).

The DBE goal for the design phase of the current project is **4%**. The goal will be re-set for the construction phase.

To assist in your qualification statement preparation, the criteria, project diagram, and most recent Airport Layout Plan are available online at *http://www.dot.state.tx.us/avn/avninfo/notice/consult/index.html* by selecting "Major Samuel B. Cornelius Field." The qualification statement should address a technical approach for the current scope only.

Response Procedure:

The successful firms will be selected on the basis of a Response. A prime provider may only submit one Response. If a prime provider submits more than one Response, that prime provider will be deemed non-responsive. The Response must contain the required information, and should address the recommended information, as listed below. Response submissions will be scored accordingly.

If the Response is non-compliant with any of the following requirements, the Response may be deemed non-responsive.

1. Qualifications Statement (QS) – The QS shall contain no more than **nine 8.5x11-inch single-sided pages**.
   a. QS Format:
      i. Readability – The submitter has latitude in formatting the QS for visual effectiveness. Graphics, tables, photos, and other visual aids are permitted within the nine allotted pages, except that Quick Response (QR) codes or other external link(s) are not permitted. There is no specific font, font size, color, or other formatting requirements, although a font size smaller than 10 is not recommended. Selection committee members may consider legibility and readability when scoring. Unreadable text will not be considered and may cause the QS to be deemed non-responsive. **It is the submitter's responsibility to provide a legible, readable document.**

   b. QS Content - It is recommended the QS include:
      i. The RFQ number, airport name, name of firm, firm address, email address, telephone number and contact information for key personnel. The response shall also identify each proposed project team member, each proposed member's time commitment to this project as a percentage of their total work week, and whether the proposed member is an employee of the responding firm or a sub-contractor to that firm.

   c. QS Content – For scoring purposes, the QS **must** include:
      i. Information showing the firm's project understanding and technical approach, including similar project-related experience of the project manager and each task leader responsible for a major work category. For each project referenced, identify either the project manager's or the task leader's specific role(s) and work contributed. The project manager is required to be a Professional Engineer registered or licensed in Texas, by the submission deadline. If applicable to project, an Architect, is required to be registered or licensed in Texas, by the submission deadline. License number(s) must be included in the response submission.

      ii. In addition to individual project-related experience of the project manager and task leaders required under (ii), list no more than ten relevant projects performed by the responding firm within the last 10 years. This shall include project start date, airport name, location, phone number, and airport

contact person's name, title, and phone number. It shall also include the original project completion time estimate vs. the actual completion time for the cited design project, as well as a brief narrative description of the project and whether or not your firm served as the prime or the sub on each project cited.

iii. Project Design Schedule: Indicate the number of **weeks** (not months) necessary to design the project in accordance with "Project Design Schedule Information" below.

The Response must be submitted in eGrants following the Submission Procedures at the end of this notice.

Project Design Schedule Information

Based on the published project scope and your technical approach, indicate the number of **weeks** (not months) necessary for each phase and total design time to design the project. Some of the basic responsibilities within each design phase are included for reference. Do not include TxDOT review time. Assume, however, that your work will require some revision after TxDOT review, and that the time required to address these comments should be included within your schedule. If time is required for specialized studies, indicate the additional time.

NOTE: This proposed schedule will set the basis for the contract deadlines in the professional services agreement if your firm is selected.

Preliminary Report Phase
Attend pre-design conference
Obtain and analyze necessary survey data
Obtain and analyze necessary geotechnical data
Prepare comprehensive report

Preliminary Design Phase
Attend project meeting(s)
Prepare project drawings (70%)
Provide all technical specifications
Provide project cost estimate

Final Design Phase
Attend project meeting(s)
Finalize drawings and contract documents (100%)
Provide a revised opinion of probable total project costs
Prepare a Construction Management Plan
Update, if necessary, the Preliminary Report
Prepare and submit airspace study to FAA

Evaluation Criteria for Architectural/Engineering Qualifications

1. **Recent experience of the project team with comparable airport projects within the past ten years.** (25 points)

Do the qualifications indicate that the project team has recent direct experience on other general aviation airports designing similar improvements to those proposed at this location?

2. **Proposed technical approach** (30 points)

Does the architect/engineer provide evidence of understanding of the project; and any unique architectural/engineering aspects associated with the proposed project and how to address them?

3. **Project design schedule and ability to meet schedules and deadlines** (25 points)

Does the proposed design team have sufficient time to work on this project? Has the firm demonstrated an ability to meet design schedules in the past? Reasonableness of proposed schedule.

4. **Construction Management Experience** (20 points)

The architect/engineer will oversee the airport construction. Therefore, it is critical that the architect/engineer be involved in the day-to-day construction activities through a full-time resident project representative and periodic site visits. What evidence do the qualifications provide as to the architect/engineer's commitment to proactive and consistent representation during construction?

Submission Procedure:

The completed Response must be received in the TxDOT Aviation eGrants system no later than **November 14, 2024,** 2:00 p.m. (CST).

Firms that wish to submit a Response to this solicitation must be a user in the TxDOT Aviation eGrants system no later than one business day before the solicitation due date. To request access to eGrants, please complete the Contact Us web form located at *http://txdot.gov/government/funding/egrants-2016/aviation.html*

The consultant selection committee will be composed of local government representatives. The final selection by the committee will generally be made following the completion of review of Responses. The committee will review all Responses and rate and rank each. All firms will be notified, and the top-rated firm will be contacted to begin fee negotiations for the design and bidding phases. The selection committee does, however, reserve the right to conduct interviews for the top-rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

Please contact TxDOT Aviation for any technical or procedural questions at (800)-68-PILOT (74568). For procedural questions, please contact Noemi Rios, Contract Specialist. For technical questions, please contact Paul Slusser, Project Manager.

For questions regarding responding to this solicitation in eGrants, please contact the TxDOT Aviation help desk at 1-800-687-4568 or *avn-egrantshelp@txdot.gov*.

Respondents are responsible for checking the TxDOT Aviation website regularly for any changes to the RFQ documents, such as Addenda. Here is a link to the TxDOT Aviation website for your convenience at http://www.txdot.gov/inside-txdot/division/aviation/projects.html**.**

Aviation Division

eGrants Workflow:	**RFQ Response**
eGrants Role:	Subgrantee Administrator (SA) Subgrantee Staff (SS)
eGrants link eGrants help:	https://apps2.dot.state.tx.us/apps/egrants2/logout2.aspx eGrants help desk Monday – Friday 8AM – 4PM CD/ST (excluding state/federal holidays) avn-egrantshelp@txdot.gov or 1-800-687-4568

STEP	ROLE	ACTIONS	NOTES
01	SA	Go to View Opportunities. a. Select Apply Now to the opportunity b. The RFQ Response Menu is opened	Very important to click on the name of the document and not the organization name. Make a note of the opportunity due date to ensure you respond in time
02	SA/SS	Click on View, Edit and Complete Forms a. Select RFQ Applicant Form b. Confirm Project information and address c. Upload RFQ response PLEASE MAKE SURE YOU SELECT THE CORRECT PDF FILE BEFORE CHANGING STATUS.* d. Hit Save	You should print the proposal document to a PDF so that it becomes un-editable.
03	SA	When you are ready to submit your response, click on "Save and submit to CS review". YOU ARE DONE	You will get an email saying the response was successfully submitted; the status must be changed to RFQ Response in CS Review by the due date and time posted in the solicitation.
04	SA/SS	WAIT UNTIL A SELECTION NOTIFICATION IS SENT TO YOU	
05	SS/SA	AFTER SELECTION NOTIFICATION IS RECEIVED Log in to view status of response. Once the scores are verified, TxDOT will move the response to an interview, selected or not selected status of which you can log in to see the status of your response.	The selection notification will refer users to eGrants to view the status of their response. User may also view the TxDOT website for selection information.

*If the responder posts the incorrect file.

- If status has been changed and the due date for the response has not expired, contact the help desk to ask for the status to be administratively changed back to Response in Process.
- If the incorrect submission was posted, the incorrect file may be deleted and the correct one posted as long as the status has not been changed to Response in CS Review. Respondent will need to check the "delete" box and hit save. The page refreshes. Then post the correct submission, save, and change the status.

If you are not set up in eGrants and wish to respond to a posted solicitation, you may contact the aviation help desk for assistance by using the webform available at

eGrants Help Desk Form

Some organizations will have many user members. Each organization should determine which user member will submit the completed submission in eGrants. After the opportunity is selected for the organization, it will no longer appear on any other user's home page unless the initiating user cancels the response.

Major Samuel B Cornelius Field (E42)

Not for design purposes

BUILDING TABLE		
	DESCRIPTION	TOP ELEV.
1	SMALL OPERATIONS BLDG	3104.4
2	HANGAR	3113.8
3	HANGAR	3110.1
4	HANGAR	3110.7
5	HANGAR	3108.6
6	HANGAR	3115.6
7	HANGAR (NEW)	3110.7
8	OIL BATTERY	3101.4
9	NEW TERMINAL BLDG	
10	FUTURE HANGAR	
11	FUTURE HANGAR	
12	FUTURE HANGAR	

JANUARY 1, 2001
W 00°05'08" ANNUAL CHANGE

0 400' 800'

SCALE: 1"=400'

GENERAL NOTES

1. BUILDING RESTRICTION LINES (BRL) ENCOMPASS THE RUNWAY PROTECTION ZONES, THE RUNWAY OBJECT FREE AREA, AND THE RUNWAY VISIBILITY ZONE. THE BRL'S ARE SET FOR THE ULTIMATE RUNWAY CONDITION.

   THE BRL'S AT SPEARMAN MUNICIPAL AIRPORT HAVE BEEN ESTABLISHED TO PROVIDE PART 77 IMAGINARY SURFACE CLEARANCE FOR AN OBJECT THAT IS EITHER 0 OR 18 FEET IN HEIGHT. OBJECT OF LESSER HEIGHT MAY BE MOVED CLOSER TO THE RUNWAY CENTERLINE, AS LONG AS THE RESTRICTIONS INDICATED IN THE PARAGRAPH ABOVE HAVE BEEN MET. PRIOR TO CONSTRUCTING ANY BUILDING OR OBJECT ON THE AIRPORT, A F.A.R. PART 77 OBSTRUCTION EVALUATION SHOULD BE CONDUCTED.

2. AIRPORT CONTOURS WERE DERIVED FROM DIGITAL COPIES OF THE U.S.G.S. 7.5 DEGREE SURVEY MAPS.

3. THE FOLLOWING DATA WAS OBTAINED OR DERIVED FROM THE AUGUST, 1995 AERONAUTICAL DATA SHEET BY THE NATIONAL GEODETIC SURVEY: AIRPORT AND RUNWAY END ELEVATIONS, RUNWAY END COORDINATES, RUNWAY BEARINGS, RUNWAY LENGTHS, AND COORDINATES.

4. HORIZONTAL COORDINATES FOR THIS ALP ARE GEOGRAPHIC, NORTH AMERICAN DATUM 1983 (NAD 83). THE VERTICAL DATUM FOR THIS ALP IS THE NATIONAL GEODETIC VERTICAL DATUM OF 1988 (NAVD 88).

5. MAGNETIC DECLINATION INFORMATION OBTAINED FROM NOAA "GEOMAG" ONLINE.

AIRPORT DATA TABLE

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	SAME
AIRPORT ELEVATION (M.S.L.)	3089.8	3096.0
AIRPORT & TERMINAL VISUAL AIDS	WIND CONE, BEACON, SEGMENTED CIRCLE, TETRAHEDRON	SAME PLUS LIGHTED WIND CONE
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH(°F)	JULY, 95°	SAME
AIRPORT REFERENCE POINT (BASED ON NAD 83)	LAT-36°13'15.632" LON-101°11'40.19"	LAT-36°13'16.026" LON-101°11'42.248"
TAXIWAY LIGHTING	NONE	NONE
TAXIWAY MARKING	CENTERLINE	CENTERLINE

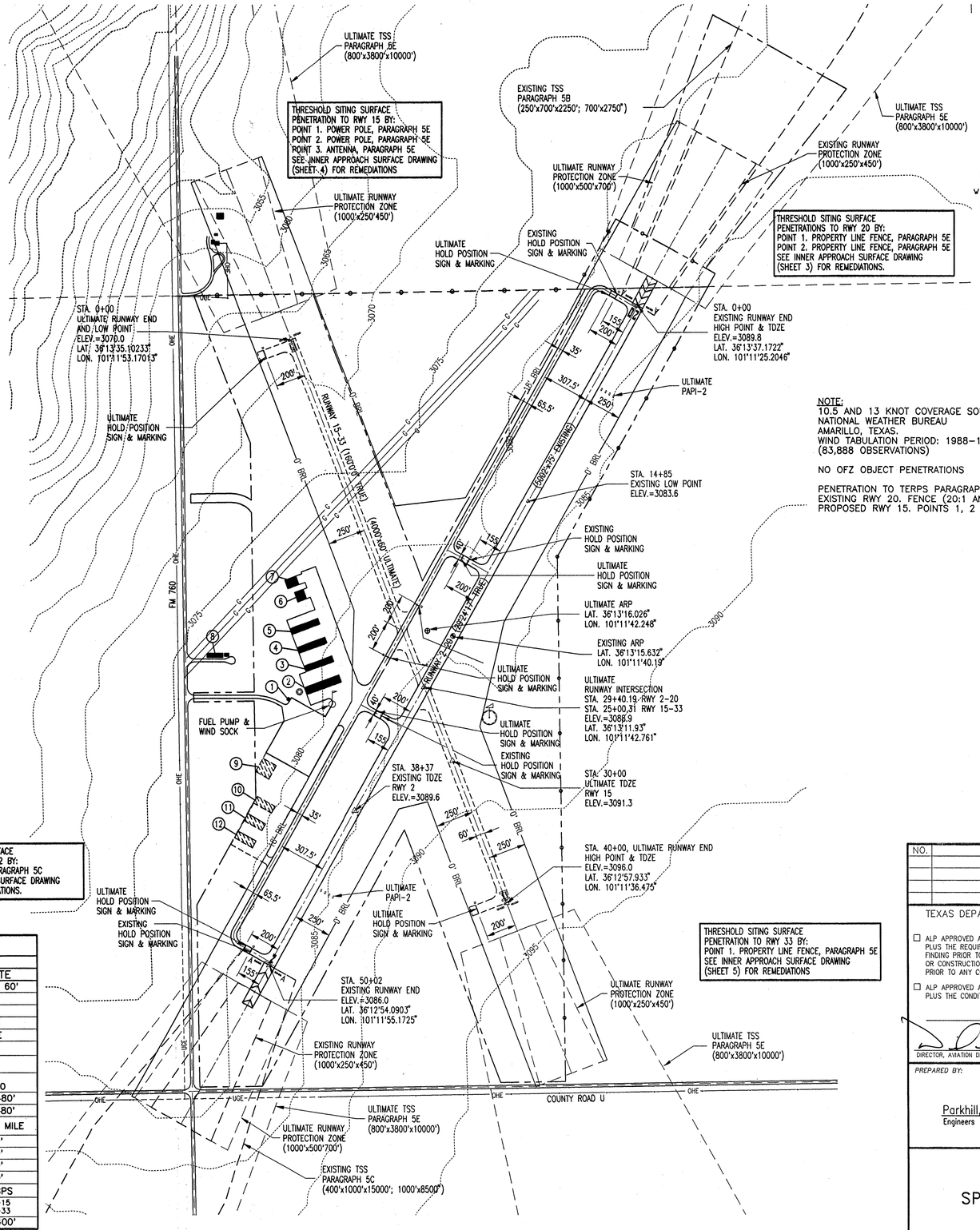
SURVEY MONUMENTS

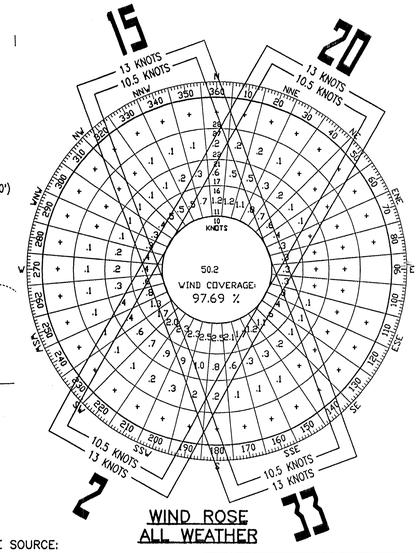
DESIGNATION	NATIONAL GEODETIC SURVEY PERMANENT IDENTIFICATION #	LATITUDE	LONGITUDE	ELEVATION
SPEARMAN	GK 0852	36°12'36.94421"	101°11'04.51640	3097.0
SPEARMAN AZ MK	AD 9438	36°12'45.83647"	101°11'20.02828"	3101.2
SPEARPORT	GK 1101	36°13'09.35755"	101°11'46.40734"	3090.6
SPEARPORT AZ MK	GK 1102	36°12'52.52354"	101°11'57.04046"	3084.0
E 42 A	AD 9439	36°13'39.34613"	101°11'28.97168"	3097.0

SOURCE: NATIONAL GEODETIC SURVEY PRODUCTS & SERVICES WEBSITE (10/13/00)

RUNWAY DATA TABLE

DESCRIPTION	RUNWAY 2-20		RUNWAY 15-33	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
PHYSICAL LENGTH & WIDTH	5002' x 75'	SAME	NA	4000' x 60'
EFFECTIVE GRADIENT (%)	.12	SAME	NA	.65
INSTRUMENT (NONPRECISION)	YES	YES	NA	YES
APPROACH SURFACE	20:1	SAME	NA	20:1
VISUAL AIDS	NONE	REIL'S, PAPI-2	NA	NONE
RUNWAY LIGHTING	MIRL	SAME	NA	MIRL
RUNWAY MARKING	NPI/VIS	NPI	NA	NPI
DESIGN WEIGHT (SINGLE WHEEL) FOR PAVEMENT STRENGTH (LB.)	12,500	30,000	NA	30,000
RUNWAY OBJECT FREE AREA	250'x5482'	500'x5602'	NA	250'x4480'
RUNWAY SAFETY AREA	120'x5482'	150'x5602'	NA	120'x4480'
APPROACH VISIBILITY MINIMUMS	RW2 1 1/4 MI / RW20 VISUAL	1 MILE/1 MILE	NA/NA	1 MILE/1 MILE
TAKE OFF RUN AVAILABLE (TORA)	5002'	5002'	NA	4000'
TAKE OFF DISTANCE AVAILABLE (TODA)	5002'	5002'	NA	4000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5002'	5002'	NA	4000'
LANDING DISTANCE AVAILABLE (LDA)	5002'	5002'	NA	4000'
RUNWAY NAVIGATION AIDS	VOR, GPS	VOR, GPS	NA	VOR, GPS
TOUCHDOWN ZONE ELEVATION	3089.6-2 3089.8-20	SAME	NA	3091.3-15 3096.0-33
OFZ	250'x5402'	400'x5402'	NA	250'x4400'





WIND ROSE
ALL WEATHER

NOTE:
10.5 AND 13 KNOT COVERAGE SOURCE:
NATIONAL WEATHER BUREAU
AMARILLO, TEXAS.
WIND TABULATION PERIOD: 1988-1997
(83,888 OBSERVATIONS)

NO OFZ OBJECT PENETRATIONS

PENETRATION TO TERPS PARAGRAPH 251
EXISTING RWY 20. FENCE (20:1 AND 34:1)
PROPOSED RWY 15. POINTS 1, 2 AND 3 (20:1)

ALL WEATHER WIND ROSE		
	WIND COVERAGE	
	10.5 KNOT	13 KNOT
RUNWAY 2-20	85.82%	92.42%
RUNWAY 12-30	79.52%	87.90%
COMBINED COVERAGE	95.24%	97.69%

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
BUILDING		
FENCE		
AIRFIELD PAVING		
AIRPORT PAVING TO BE REMOVED		
R.O.W. LINE		
ROAD		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE & FENCE		
AIRPORT EASEMENT BOUNDARY LINE		
EASEMENT BOUNDARY LINE & FENCE		
BUILDING RESTRICTION LINE		BRL
GROUND CONTOURS	3100	
THRESHOLD LIGHTS		
WIND CONE & SEGMENTED CIRCLE		
PAPI		
PLASI		
REIL		
HOLD SIGN & MARKING		
OVERHEAD ELECTRIC LINE	OHE	
BEACON		
TETRAHEDRON		

NO.	REVISIONS	BY	CHK'D	DATE

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

☐ ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 6 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION AND AN FAA FORM 7460-1 SUBMITTED PRIOR TO ANY CONSTRUCTION ON AIRPORT PROPERTY

☐ ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 6 PLUS THE CONDITIONS/COMMENTS IN LETTER DATED:

DIRECTOR, AVIATION DIVISION — DATE 4/16/03

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

MR. ROBERT PATRICK, CITY MANAGER
TITLE, AIRPORT SPONSOR'S REPRESENTATIVE
SIGNATURE — DATE 6-28-03

PREPARED BY:

Parkhill, Smith & Cooper, Inc.
Engineers Architects Planners

MDH	DESIGNED BY	03-26-2003 DATE
WAT	DRAWN BY	03-26-2003 DATE
JTH	CHECKED BY	03-26-2003 DATE

AIRPORT LAYOUT PLAN
SPEARMAN MUNICIPAL AIRPORT
SPEARMAN, TEXAS

Texas Department of Transportation
Aviation Division

SHEET 1 OF 6

Xrefs: XPROP-SP, TOPO, HANSFORD, XALP1-SP, XTB-SP

3/26/2003 16:46:36

Drawing File: R:\projects\2000\40153.00\CADD\CIVIL\Spearman\ALP01-SP.dwg (WALTER)