

TABLE OF CONTENTS
DALLAS EXECUTIVE AIRPORT
TxDOT SOLICITATION No.: RFQ-25ALDALAS-00055

1. REQUEST FOR QUALIFICATIONS
2. EVALUATION CRITERIA
3. INSTRUCTIONS FOR RESPONDING TO A SOLICITATION IN EGRANTS
4. AIRPORT LAYOUT DRAWING

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

The City of Dallas through its agent, the Texas Department of Transportation (TxDOT), intends to engage a qualified firm for services. This solicitation is subject to 49 U.S.C. §47107(a)(17) and will be administered in the same manner as a solicitation conducted under Chapter 2254, Subchapter A, of the Texas Government Code. TxDOT Aviation Division will solicit and receive qualification statements for professional services as described below:

Airport Sponsor: City of Dallas; TxDOT CSJ/Project No.:25ALDALAS. The TxDOT Project Manager is Christian Cox.

Scope: Prepare an ALP with Narrative to include an 18B Obstruction Survey and Drainage Study consistent with the most current FAA Advisory Circulars and Standard Operating Procedures.

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 is set at **4%**.

To assist in your qualification statement preparation, the criteria and most recent Airport Layout Drawings are available online at <http://www.dot.state.tx.us/avn/avninfo/notice/consult/index.html> by selecting “Dallas Executive Airport.”

Response Procedure:

The successful firm 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.
 - 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 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. The proposed team must demonstrate that a Licensed Professional Engineer registered in Texas will draft, sign, and seal the drainage study component.
- iv. Proposed Project Schedule: Indicate the number of weeks (not months) necessary to complete the project in accordance with “Proposed Project Schedule” information below.

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

Proposed Project Schedule

Based on the published project scope and your technical approach, indicate below the number of weeks (not months) necessary for each phase and total time to complete the project. Some of the basic responsibilities within each planning phase are included for reference. Do not include review time. Assume, however, that your work will require some revision after 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 may set the basis for the contract deadlines in the professional services agreement if your firm is selected. A draft contract will be sent out to the selected firm to begin the fee proposal/negotiations phase.

Kick-Off; Establish Goals and Strategic Plan

- Conduct target market and SWOT analysis; establish objectives
- Strategic vision – Airport vision, mission, and value statements
- Create public outreach program with digital component

Phase I: Airport Role and Planning Standards

- Update aviation demand forecasts – based aircraft and operations
- Determine current and future critical design aircraft
- Airfield design and landside hangar/business market assessment

Phase II: Airport Facility and Land Use Alternatives

- Evaluate highest and best uses of airport property
- Develop airside and landside facility requirements/alternatives
- RSA Evaluations

Phase III: Development Plan, CIP, ALP, HHZ, Etc.

- Recommend concept plan and CIP for short- and long-term periods
- Height/hazard and land use compatibility
- Update Airport Layout Plan (ALP), Final Documents, and Meetings

Additional Item

- Drainage Study

EVALUATION CRITERIA FOR AIRPORT PLANNING AND DRAINAGE STUDY QUALIFICATIONS

1. Capability to perform all of the services required for this project and professional qualifications of key personnel assigned to this project relevant to the work to be performed. (25 points)

Does the consultant have the necessary resources to perform all of the services required (e.g.: planning, surveying, CAD, etc.)? Who are the professionals that will be working on this project on a daily basis and how do their qualifications and experience with general aviation airport planning and drainage study projects compare with other respondents?

2. Recent experience, within the last ten years, in the development of airport plans and drainage studies comparable to the proposed project. (25 points)

Does the consultant have direct experience developing general aviation airport plans and drainage studies similar to those proposed for this location?

3. Ability to meet the schedules and deadlines of this project and reputation for competence, timeliness, and quality of performance and work product. (25 points)

Does the proposed planning and engineering team have sufficient time to devote to this project in order to meet the schedule submitted in the qualifications? Is the proposed schedule realistic? Does the consultant consistently meet contractual timetables? Has the work performed for other airports been satisfactory?

4. Proposed Technical Approach and Schedule to Accomplish the Project. (25 points)

Does the consultant show specific understanding and familiarity with the particular requirements of this project and how to address them? Is the consultant familiar with relevant planning and engineering? Is the schedule appropriate to accomplish the project?

Submission Procedure

The Response must be received in the TxDOT Aviation eGrants system no later than May 2, 2025, 2:00 PM. (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 submissions responses and rate and rank each. The evaluation criteria for airport planning projects can be found at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html> under Information for Consultants. All firms will be notified, and the top-rated firm will be contacted to begin fee negotiations. 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 Kelle Chancey, Contract Specialist. For technical questions please contact Christian Cox, 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. <http://www.txdot.gov/inside-txdot/division/aviation/projects.html>.

Instructions for Responding to an RFQ Solicitation

Aviation Division

Grants Workflow:	RFQ Response		
eGrants Role:	Subgrantee Administrator (SA) Subgrantee Staff (SS)		
eGrants link	https://apps2.dot.state.tx.us/apps/egrants2/logout2.aspx		
eGrants help:	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 <u>Apply Now</u> 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. <u>PLEASE MAKE SURE YOU SELECT THE CORRECT PDF FILE BEFORE CHANGING STATUS.*</u> 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 <u>YOU ARE DONE</u>	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	<u>WAIT</u> UNTIL A SELECTION NOTIFICATION IS SENT TO YOU	
05	SS/SA	<u>AFTER SELECTION NOTIFICATION IS RECEIVED.</u> 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 file 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 file, 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 RFQ response 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.

BUILDING TABLE			
BUILDING NUMBER	DESCRIPTION		TOP
	EXISTING	ULTIMATE	ELEVATION
1	EXECUTIVE HANGAR	—	679.6
2	EXECUTIVE HANGAR	—	675.5'
3	EXECUTIVE HANGAR	—	674.6'
4	BOX HANGAR	—	674.6'
5	CONVENTIONAL HANGAR	—	671.3'
6	CONVENTIONAL HANGAR	—	692.3'
7	CONVENTIONAL HANGAR	—	696.9'
8	CONVENTIONAL HANGAR	—	698.4"
9	AIRPORT STORAGE FACILITY	—	647.9
10	FUEL FARM	—	NA
11	ROTATING BEACON/TERMINAL BLDG/CONFERENCE FACILITY	—	702.5
12	FIRE STATION #49	—	666.6
13	T-HANGARS	TO BE REMOVED	666.6'
14	T-HANGARS	TO BE REMOVED	678.7'
15	T-HANGARS	TO BE REMOVED	667.0'
16	T-HANGARS	—	666.2'
17	CONVENTIONAL HANGAR	—	690.5'
18	CONVENTIONAL HANGAR	—	686.2'
19	EXECUTIVE HANGAR	—	679.7'
20	EXECUTIVE HANGAR	—	678.3'
21	CONVENTIONAL HANGAR	—	683.6'
22	EXECUTIVE HANGAR	—	674.1'
23	SELF-SERVICE FUEL FACILITY	—	658.7"
24	FUEL FARM	TO BE REMOVED	NA
25	EXECUTIVE HANGAR	—	676.2'
26	EXECUTIVE HANGAR	—	675.3'
27	EXECUTIVE HANGAR	—	670.3'
28	CONVENTIONAL HANGAR	—	675.9'
29	CONVENTIONAL HANGAR	—	672.8'
30	BOX HANGARS	—	673.4'
31	BOX HANGARS	—	673.3'
32	BOX HANGARS	—	670.8'
33	BOX HANGARS	—	668.4"
34	T-HANGARS	—	669.7'
35	EXECUTIVE HANGARS	—	681.1'
36	BOX HANGARS	—	672.2'
37	CONVENTIONAL HANGAR	—	673.1'
38	FUEL FARM	TO BE REMOVED	NA
39	U.S. POST OFFICE	—	669.5'
40	COVERED AUTO PARKING	TO BE REMOVED	651.4'
41	CONVENTIONAL HANGAR	—	665.5'
42	CORPORATE BUILDING	—	718.3'
43	CORPORATE BUILDING	—	712.5'
44	TEXAS NATIONAL GUARD ARMORY	—	693.3'
45	AIRPORT MAINTENANCE FACILITY	—	687.8'
46	ATCT	—	711.4
47	RUNWAY 31 GUIDESLOPE SHELTER	—	TBD
48	RUNWAY 31 LOCALIZER SHELTER	—	656.0'
49	CORPORATE HANGAR	—	TBD
50	CORPORATE HANGAR	—	TBD
51	CORPORATE HANGAR	—	TBD
52	CORPORATE HANGAR	—	TBD
53	CORPORATE HANGAR	—	TBD
54	CORPORATE HANGAR	—	TBD
55	CORPORATE HANGAR	—	TBD
56	CORPORATE HANGAR	—	TBD
57	DALLAS POLICE DEPARTMENT HANGAR	—	TBD
58	FUEL FARM	—	659'
59	FUEL FARM	—	661'
60	FUEL FARM	—	678'
61	BURCHFIELD HANGAR	—	TBD
62	BURCHFIELD HANGAR	—	TBD
63	—	CORPORATE HANGAR	688'
64	—	CORPORATE HANGAR	686'
65	—	CORPORATE HANGAR	686'
66	—	CORPORATE HANGAR	685'
67	—	CORPORATE HANGAR	684'
68	—	CORPORATE HANGAR	683'
69	—	CORPORATE HANGAR	679'
70	—	CORPORATE HANGAR	683'
71	—	CORPORATE HANGAR	678'
72	—	CORPORATE HANGAR	683'
73	—	CORPORATE HANGAR	688'
74	—	CORPORATE HANGAR	686'
75	—	CORPORATE HANGAR	686'
76	—	CORPORATE HANGAR	685'
77	—	CORPORATE HANGAR	684'
78	—	CORPORATE HANGAR	684'
79	—	CORPORATE HANGAR	684'
80	—	CORPORATE HANGAR	684'
81	—	CORPORATE HANGAR	679'
82	—	CORPORATE HANGAR	679'
83	—	CORPORATE HANGAR	683'
84	—	CORPORATE HANGAR	681'
85	—	CORPORATE HANGAR	675'
86	—	CORPORATE HANGAR	675'
87	—	CORPORATE HANGAR	675'
88	—	CORPORATE HANGAR	675'
89	—	COMMEMORATIVE AIR FORCE FACILITY	TBD

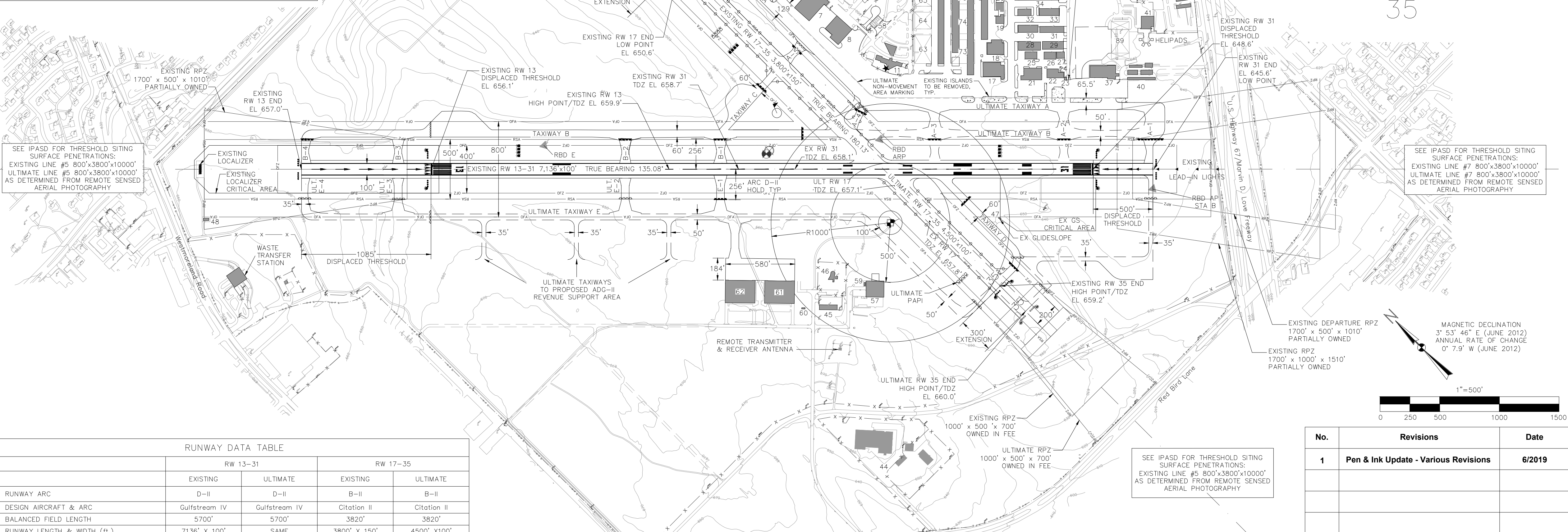
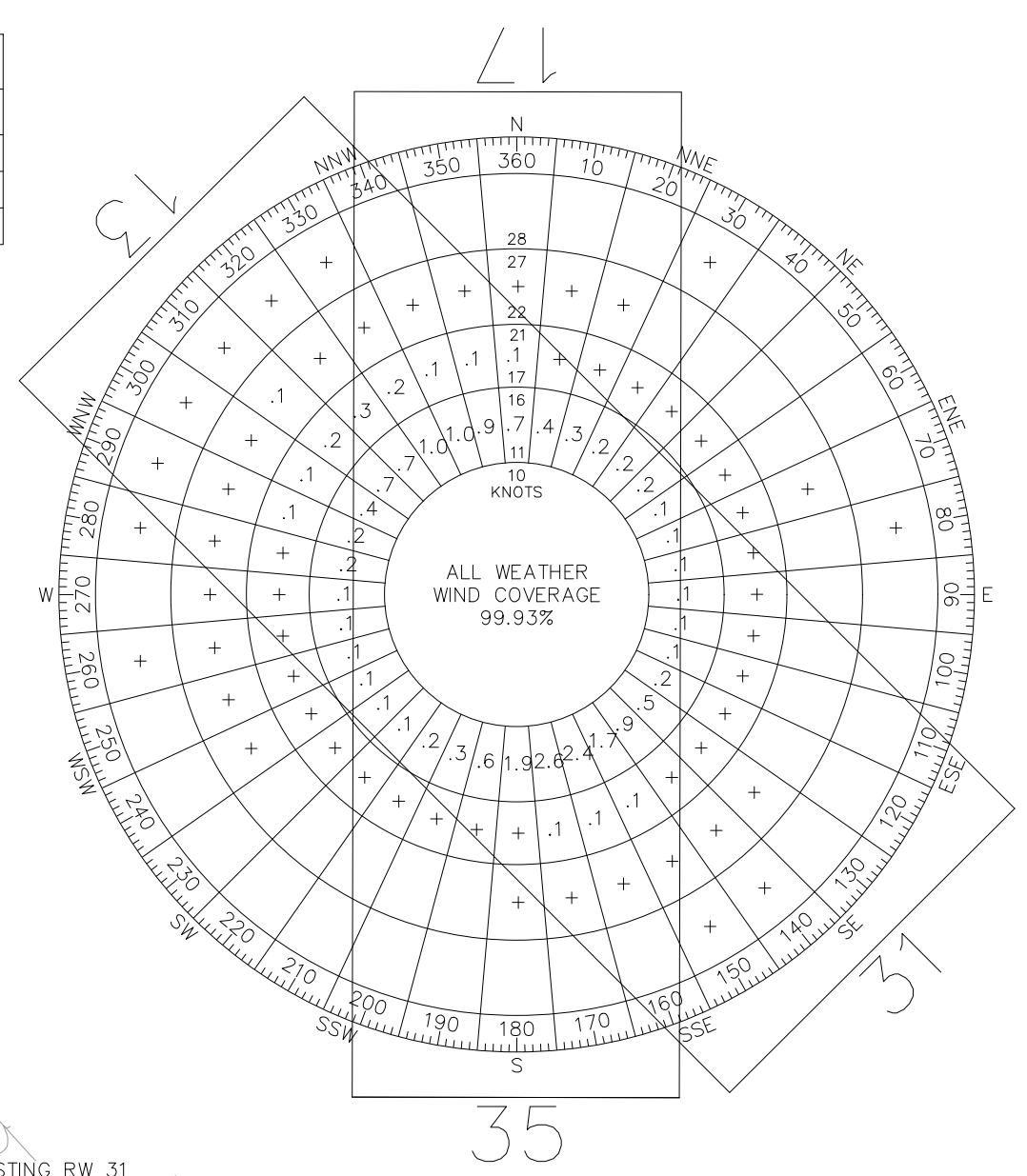
AIRPORT DATA TABLE			
		EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)		659.8'	659.8'
AIRPORT NAVIGATION AIDS		ILS OR LOC, GPS, VOR/DME, VOR	ILS OR LOC, GPS, VOR/DME, VOR
MEAN MAX TEMP (Hottest Month °F)		96°F	96°F
AIRPORT REFERENCE CODE (ARC)		D-II	D-II
TAXIWAY MARKING		STD W/ C REF	STD W/ C REF
TAXIWAY LIGHTING		MITL	MITL
AIRPORT REFERENCE POINT COORDINATES		32°40'52.7" N 96°52'07.6" W	32°40'52.8" N 96°52'07.1" W
NOTES			
DATUM COORDINATE SYSTEMS – HORIZONTAL DATUM NAD 1983 STATE PLANE TEXAS NORTH CENTRAL ZONE, 4202 FEET, VERTICAL DATUM NAVD88.			
THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR DALLAS EXECUTIVE AIRPORT (RBD): RUNWAY 13–31, 6451'X150', ZONED 6452' PIA; RUNWAY 17–35, 3800'X150', ZONED 5000' NPI. AS OF DECEMBER 10, 2010.			
AERIAL SURVEY DATA IS NOT AVAILABLE FOR THE ENTIRE EXTENTS OF THE THRESHOLD SITING SURFACES TO RUNWAYS 13–31 AND 17–35; THEREFORE PENETRATIONS ARE ESTIMATES BASED ON PARTIAL SURVEY DATA.			
RUNWAY IS MARKED AND LIGHTED IN ACCORDANCE WITH FAA GUIDANCE. CAUTION ZONE LIGHTS AVAILABLE LAST 2000' OF RUNWAYS 13–31 AND 17–35.			
EXISTING CONDITIONS ALLOW FOR A 815' OF A CLEARANCE BEYOND THE DEPARTURE END OF RUNWAY 31, AND A 466' OF A CLEARANCE BEYOND THE DEPARTURE END OF RUNWAY 13. DEFICIENCIES ARE MET THROUGH USE OF DECLARED DISTANCES BEYOND DEPARTURE END OF RUNWAY 31 AND A MODIFICATIONS TO STANDARD BEYOND DEPARTURE END OF RUNWAY 13.			
NO OFZ OBJECT PENETRATIONS			
ULTIMATE PERIMETER SERVICE ROAD LOCATION BY GARVER LLC.			
SEE SHEET 6 OF 6 FOR TERMINAL AREA DETAILS.			

MODIFICATIONS TO FAA STANDARDS TABLE		
EXIST./ULT.	DESCRIPTION OF MODIFICATION	REASON FOR MODIFICATION
EXISTING	MODIFICATION TO DESIGN STANDARD, AIRSPACE NUMBER (2013–ASW–1949–NRA), (12/5/13)	THE EXISTING PERIMETER FENCING AND SERVICE ROAD PENETRATE THE OFA BEYOND THE DEPARTURE END OF RUNWAY 13 BY 20'

WIND COVERAGE		
RUNWAY	CROSSWIND COMPONENT	PERCENT
RUNWAY 13–31	16 KNOTS	99.82%
RUNWAY 17–35	13 KNOTS	98.11%
COMBINED COVERAGE		99.93%

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Dallas Executive Airport
Dallas, TX

OBSERVATIONS:
86,954 All Weather Observations
2001–2010



RUNWAY DATA TABLE									
		RW 13–31				RW 17–35			
		EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
DESIGN AIRCRAFT & ARC		D-II	D-II	B-II	B-II	B-II	B-II	B-II	B-II
BALANCED FIELD LENGTH		5700'	5700'	3820'	3820'	3820'	3820'	3820'	3820'
RUNWAY LENGTH & WIDTH (ft.)		7136' X 100'	SAME	3800' X 150'	4500' X100'	3800' X 150'	4500' X100'	3800' X 150'	4500' X100'
PAVEMENT DESIGN STRENGTH (1000 lbs.)		35S, 60D, 110DT	60S, 90D, 110DT	35S, 60D, 110DT	SAME	35S, 60D, 110DT	SAME	35S, 60D, 110DT	SAME
RUNWAY LIGHTING		MIRL	SAME	MIRL	SAME	MIRL	SAME	MIRL	SAME
PERCENT EFFECTIVE GRADIENT		0.1%	0.2%	0.2%	0.22%	0.1%	0.2%	0.2%	0.22%
PERCENT WIND COVERAGE		99.82% 16 kts	SAME	98.11% 13 kts	SAME	99.82% 16 kts	SAME	98.11% 13 kts	SAME
MAXIMUM ELEVATION ABOVE MSL		659.9'	660.0'	659.3'	660.0'	659.9'	660.0'	659.3'	660.0'
RW SURFACE TYPE		ASPH/CONCRETE	SAME	ASPH/CONCRETE	SAME	ASPH/CONCRETE	SAME	ASPH/CONCRETE	SAME
RSA – LENGTH BEYOND RW END		1000'	SAME	300'	SAME	1000'	SAME	300'	SAME
RSA – WIDTH		500'	SAME	150'	SAME	500'	SAME	150'	SAME
OFA – LENGTH BEYOND RW END		1000'	SAME	300'	SAME	1000'	SAME	300'	SAME
OFA WIDTH		800'	SAME	500'	SAME	800'	SAME	500'	SAME
OFZ – LENGTH BEYOND RW END		200'	SAME	200'	SAME	200'	SAME	200'	SAME
OFZ WIDTH		400'	SAME	400'	SAME	400'	SAME	400'	SAME
RUNWAY END		13	31	13	31	17	35	17	35</