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MAJORS AIRPORT
TxDOT SOLICITATION No.: RFQ-25ALGREEN-00031

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

The City of Greenville 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 Greenville; TxDOT CSJ/Project No.: 25ALGREEN. The TxDOT Project Manager is Christian Cox.

Scope: Prepare an ALP with Narrative

1. Prepare an ALP with Narrative consistent with the most current FAA Advisory Circulars and Standard Operating Procedures, to include the following sheets:

- a. Coversheet
- b. Airport layout drawing
- c. Data sheet
- d. Terminal area plan
- e. Airport airspace drawing
- f. Inner portion of the approach surface drawing
- g. On-airport land use drawing
- h. Off-airport land use drawing
- i. Airport property map (Exhibit A)
- j. Runway departure surface drawing
- k. Utility drawing
- l. Airport access plans
- m. Other sheets as necessary

2. Incorporate FAA AGIS requirements and data collection as needed, including an -18B obstruction survey, and upload data to the FAA's Airport Data and Information Portal.

3. Develop a Capital Improvement Plan, including a recommended phasing plan and financial overview that considers local, state, federal, and alternative funding sources;

4. Establish phased, attainable goals for airport improvements and development based on a forecast for aviation demand and current and future critical aircraft; and

5. Consider the emergence of Unmanned Aircraft Systems and Advanced Air Mobility and incorporate any planning in the narrative, to include vertiport siting;

6. Develop and adopt into local zoning airport height hazard protection and airport land use compatibility measures, including associated maps, to ensure the protection of the public investment in the airport;

7. Per FAA SOP 8.00, review any existing RSA determinations and update as needed or complete a determination for any runway that does not have one. If an RSA study is needed,

that study will be conducted as part of this planning effort. A list of follow-on projects or studies will be a deliverable of this task.

8. Per FAA SOP 8.00, review any existing RSA determinations and update as needed or complete a determination for any runway that does not have one. If an RSA study is needed, that study will be conducted as part of this planning effort. A list of follow-on projects or studies will be a deliverable of this task.

9. Initial Pavement Classification Study (PCN) to include Blast Pads

10. Instrument Approach Procedure Amendments

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 **0%**.

To assist in your qualification statement preparation, the criteria and most recent Airport Layout Plan are available online at

<http://www.dot.state.tx.us/avn/avninfo/notice/consult/index.html> by selecting “Majors 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 will set the basis for the contract deadlines in the professional services agreement if your firm is selected.

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

EVALUATION CRITERIA FOR AIRPORT PLANNING 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 projects compare with other respondents?

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

Does the consultant have direct experience developing general aviation airport plans 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 January 22, 2025 at 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 Dawn Denson, 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



Aviation Division

eGrants 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 " <u>Save and submit to CS review</u> ". 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	<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 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.

AIRPORT LAYOUT DRAWING

LEGEND		
EXISTING	ULTIMATE	FACILITIES
PL (E)	PL (U)	BUILDINGS/STRUCTURES
		AIRPORT PROPERTY LINE
		AVIATION EASEMENTS
BRL (E)	BRL (U)	BUILDING RESTRICTION LINE (BRL)
RSA/OF(AE)	RSA/OF(U)	RUNWAY SAFETY AREA (RSA)/OBJECT FREE AREA (OFA)
RPZ(E)	RPZ(U)	RUNWAY PROTECTION ZONE (RPZ)
OFZ(E)	OFZ(U)	OBSTACLE FREE ZONE
RVZ(E)	RVZ(U)	RUNWAY VISIBILITY ZONE (RVZ)
●●●●●●	○○○○○○	RUNWAY THRESHOLD LIGHTS
▲▲▲▲	△△△△	RUNWAY END IDENTIFIER LIGHTS (REL)
⊞⊞⊞	⊞⊞⊞	VISUAL APPROACH SLOPE INDICATORS (VASI)
⊞⊞⊞	⊞⊞⊞	PRECISION APPROACH PATH INDICATORS (PAPI)
⊞	⊞	ROTATING BEACON
⊞	⊞	LOCALIZER ANTENNA ARRAY
⊞	⊞	VORTAC
⊞	⊞	AIRPORT REFERENCE POINT (ARP)
⊞	⊞	WIND CONE & SEGMENTED CIRCLE
⊞	⊞	HOLD POSITION SIGN
⊞	⊞	HOLD POSITION MARKING
⊞	⊞	GROUND CONTOUR (BWR PHOTOGRAMETRIC SURVEY)
⊞	⊞	FENCING
⊞	⊞	PAVED/DIRT ROAD
⊞	⊞	STORMWATER INLET/DRAINAGE STRUCTURE
⊞	⊞	ROAD BLOCK/CLOSURE
⊞	⊞	CREEK/INTERMITTENT DRAINAGE
⊞	⊞	POND/BODY OF WATER
⊞	⊞	TREES/WOODED AREA
⊞	⊞	POWER LINES/POLES

NOTES

NO OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS.

NO THRESHOLD SITING SURFACE (TSS) OBJECT PENETRATIONS.

IT IS RECOMMENDED THAT PONDS, WHICH CAN BE A WILDLIFE ATTRACTANT, THAT ARE ON AIRPORT PROPERTY (EU) NEAR THE RUNWAY ENDS, BE DRAINED/FILLED AS PART OF THE ULTIMATE DEVELOPMENT PLAN.

NUMEROUS MILITARY AIRCRAFT ON THE FIELD FOR MODIFICATION AT THE L3-COMMUNICATIONS FACILITY.

BY DESIGN STANDARDS, FEDERAL/STATE PARTICIPATION IN ULTIMATE TAXILANE DEVELOPMENT/MAINTENANCE IN THE GENERAL AVIATION TERMINAL AREA WILL BE LIMITED TO THE INNER 35 FEET OF THE TAXILANE.

ACCESS TO AIRPORT SERVICE ROAD IN THE VICINITY OF RUNWAY 17 END IS CONTROLLED BY THE AIR TRAFFIC CONTROL TOWER.

DECLARED DISTANCE TABLE									
EXISTING					ULTIMATE				
RUNWAY	TORA	TODA	ASDA	LDA	RUNWAY	TORA	TODA	ASDA	LDA
17	8,030'	8,030'	8,030'	8,030'	17	8,030'	8,030'	8,030'	8,030'
35	8,030'	8,030'	8,030'	8,030'	35	8,030'	8,030'	8,030'	8,030'

BASED ON FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #5. AIRPORT DESIGN, APPENDIX 14

RUNWAY END COORDINATES			
RUNWAY END	LAT/LONG	EXISTING	ULTIMATE
RUNWAY 17	NORTH LATITUDE WEST LONGITUDE	33° 04' 43.95" 96° 03' 54.56"	33° 04' 43.95" 96° 03' 54.56"
RUNWAY 35	NORTH LATITUDE WEST LONGITUDE	33° 03' 24.51" 96° 03' 55.76"	33° 03' 24.51" 96° 03' 55.76"

RUNWAY END COORDINATES AND BEARINGS REFLECT NORTH AMERICAN DATUM (NAD83/NAVDS8).

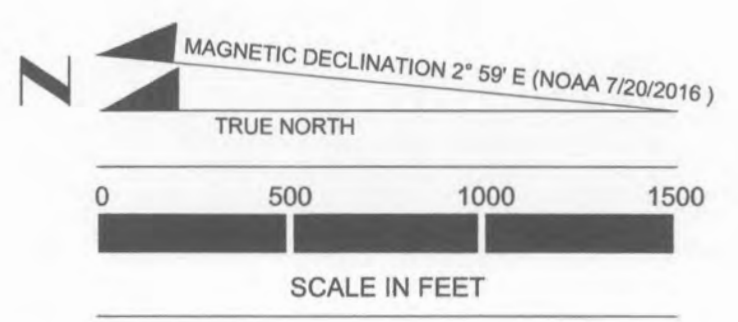
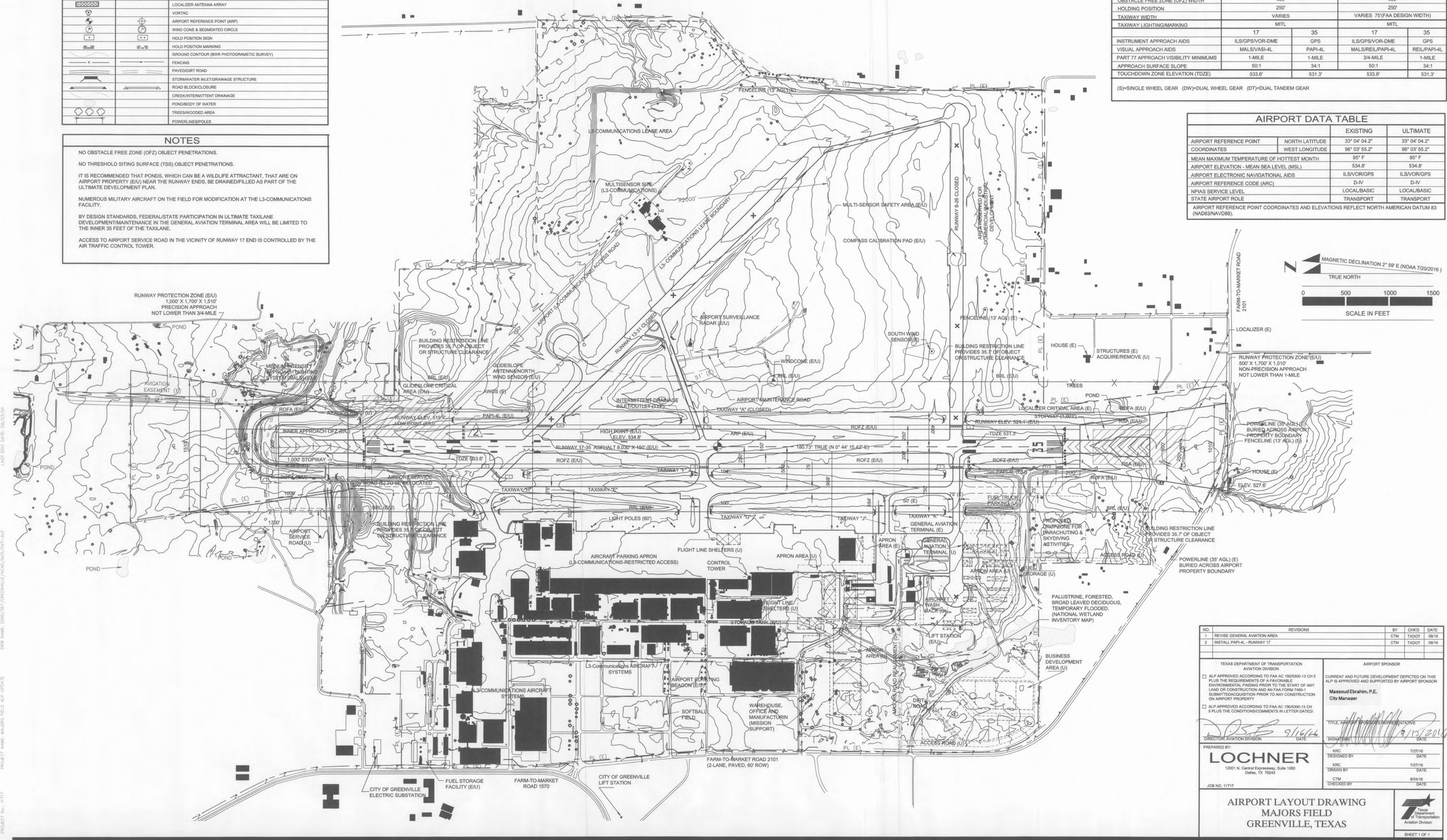
MODIFICATIONS TO STANDARDS	
THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS	

RUNWAY DATA TABLE				
RUNWAY 17-35				
	EXISTING		ULTIMATE	
APPROACH CATEGORY/DESIGN GROUP	D-IV		D-IV	
RUNWAY LENGTH/WIDTH	8,030' X 150'		8,030' X 150'	
RUNWAY LIGHTING	MIRL		HIRL	
RUNWAY TYPE/MARKINGS	PRECISION		PRECISION	
EFFECTIVE RUNWAY GRADIENT (MAX)	0.19% (0.58%)		0.19% (0.58%)	
PAVEMENT MATERIAL	ASPHALT / PCC		ASPHALT / PCC	
PAVEMENT STRENGTH	26,000 (S)/800,000 (DT)		26,000 (S)/800,000 (DT)	
RUNWAY SAFETY AREA (RSA) LENGTH	10,030'		10,030'	
RUNWAY SAFETY AREA (RSA) WIDTH	500'		500'	
OBJECT FREE AREA (OFA) LENGTH	10,030'		10,030'	
OBJECT FREE AREA (OFA) WIDTH	800'		800'	
OBSTACLE FREE ZONE (OFZ) LENGTH	8,430'		8,430'	
OBSTACLE FREE ZONE (OFZ) WIDTH	400'		400'	
HOLDING POSITION	250'		250'	
TAXIWAY WIDTH	VARIES		VARIES 75'(FAA DESIGN WIDTH)	
TAXIWAY LIGHTING/MARKING	MITL		MITL	
	17	35	17	35
INSTRUMENT APPROACH AIDS	ILS/GPS/VOR-DME	GPS	ILS/GPS/VOR-DME	GPS
VISUAL APPROACH AIDS	MALS/VASI-4L	PAPI-4L	MALS/REIL/PAPI-4L	REIL/PAPI-4L
PART 77 APPROACH VISIBILITY MINIMUMS	1-MILE	1-MILE	3/4-MILE	1-MILE
APPROACH SURFACE SLOPE	50:1	34:1	50:1	34:1
TOUCHDOWN ZONE ELEVATION (TDZE)	533.6'	531.3'	533.6'	531.3'

(S)=SINGLE WHEEL GEAR (DW)=DUAL WHEEL GEAR (DT)=DUAL TANDEM GEAR

AIRPORT DATA TABLE			
		EXISTING	ULTIMATE
AIRPORT REFERENCE POINT	NORTH LATITUDE	33° 04' 04.2"	33° 04' 04.2"
COORDINATES	WEST LONGITUDE	96° 03' 55.2"	96° 03' 55.2"
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		95° F	95° F
AIRPORT ELEVATION - MEAN SEA LEVEL (MSL)		534.8'	534.8'
AIRPORT ELECTRONIC NAVIGATIONAL AIDS		ILS/VOR/GPS	ILS/VOR/GPS
AIRPORT REFERENCE CODE (ARC)		D-IV	D-IV
NPIAS SERVICE LEVEL		LOCAL/BASIC	LOCAL/BASIC
STATE AIRPORT ROLE		TRANSPORT	TRANSPORT

AIRPORT REFERENCE POINT COORDINATES AND ELEVATIONS REFLECT NORTH AMERICAN DATUM 83 (NAD83/NAVDS8).



NO.		REVISIONS	BY	CHKD	DATE
1		REVISE GENERAL AVIATION AREA	CTM	TXDOT	06/16
2		INSTALL PAPI-4L - RUNWAY 17	CTM	TXDOT	08/16

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION		AIRPORT SPONSOR	
<input type="checkbox"/> ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 5 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING PRIOR TO THE START OF ANY LAND OR CONSTRUCTION AND AN FAA FORM 7460-1 SUBMITTED FOR ACQUISITION PRIOR TO ANY CONSTRUCTION ON AIRPORT PROPERTY		CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR	
<input type="checkbox"/> ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 9 PLUS THE CONDITIONS/COMMENTS IN LETTER DATED:		Massoud Ebrahimi, P.E. City Manager	
DIRECTOR, AVIATION DIVISION		TITLE, APPROVED FOR SIGNATURE	
PREPARED BY:	DATE	SIGNATURE	DATE
LOCHNER	9/16/16		9/13/2016
DESIGNED BY:	DATE	DRAWN BY:	DATE
KRC	7/27/16	CTM	8/04/16
CHECKED BY:	DATE		

12001 N. Central Expressway, Suite 1050 Dallas, TX 75243		JOB NO. 11717	
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AIRPORT LAYOUT DRAWING MAJORS FIELD GREENVILLE, TEXAS		Texas Department of Transportation Aviation Division	
SHEET 1 OF 1			