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KLEBERG COUNTY AIRPORT
TxDOT SOLICITATION No.: RFQ-25ALKINGS-00063

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

Kleberg County 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: Kleberg County, Kleberg County Airport; TxDOT CSJ/Project No.: 25ALKINGS. The TxDOT Project Manager is Daniel Benson.

Scope: ALP Update with Narrative and Aeronautical Survey (18B)

1. Prepare ALP with Narrative consistent with the most current FAA Advisory Circulars and Standard Operating Procedures.
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. Prepare/update the airport property map (Exhibit A) consistent with the most current FAA Advisory Circulars and Standard Operating Procedures.
5. Establish phased, attainable goals for airport improvements and development based on a forecast for aviation demand and current and future critical aircraft; and
6. Complete and submit the Runway Safety Inventory for Non-certificated Airports, Appendix A, in accordance with FAA ARP SOP 8.0.

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 Drawing is available online <http://www.dot.state.tx.us/avn/avninfo/notice/consult/index.html> by selecting “Kleberg County 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. Aviation staff 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. 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

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 May 13, 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 Aviation Division staff. 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 Sheri Quinlan, Contract Specialist. For technical questions please contact Daniel Benson, 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

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 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.

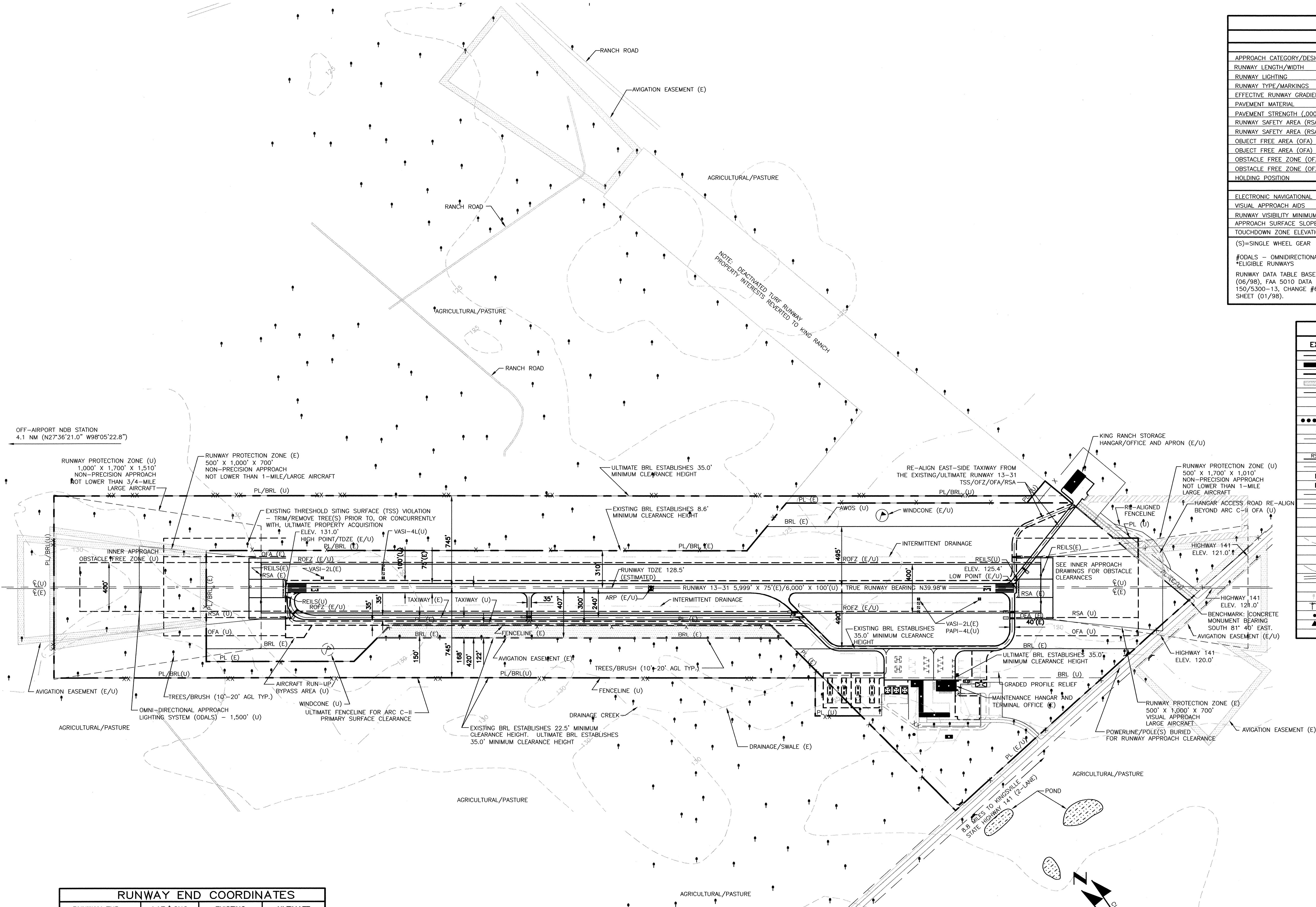
*If the responder posts the incorrect file.

- 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.

AIRPORT LAYOUT DRAWING



RUNWAY DATA TABLE				
	RUNWAY 13-31*			
	EXISTING	ULTIMATE		
APPROACH CATEGORY/DESIGN GROUP	B-II	C-II		
RUNWAY LENGTH/WIDTH	5,999' X 75'	6,000' X 100'		
RUNWAY LIGHTING	MIRL	MIRL		
RUNWAY TYPE/MARKINGS	NON-PRECISION	NON-PRECISION		
EFFECTIVE RUNWAY GRADIENT (%)	0.04%	0.04%		
PAVEMENT MATERIAL	ASPHALT	ASPHALT		
PAVEMENT STRENGTH (,000 LBS)	35(5)/47(DW)/70(DT)	35(5)/60(DW)		
RUNWAY SAFETY AREA (RSA) LENGTH	6,599'	8,000'		
RUNWAY SAFETY AREA (RSA) WIDTH	150'	500'		
OBJECT FREE AREA (OFA) LENGTH	6,599'	8,000'		
OBJECT FREE AREA (OFA) WIDTH	500'	800'		
OBSTACLE FREE ZONE (OFZ) LENGTH	6,399'	6,400'		
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	400'		
HOLDING POSITION	200'	250'		
	13	31	13	31
ELECTRONIC NAVIGATIONAL AIDS	NDB/GPS	NONE	NDB/GPS	GPS
VISUAL APPROACH AIDS	VASI-2L	VASI-2L	#ODALS/PAPI-4L	PAPI-4L
RUNWAY VISIBILITY MINIMUMS	1-MILE	VISUAL	3/4-MILE	1-MILE
APPROACH SURFACE SLOPE	34:1	20:1	34:1	34:1
TOUCHDOWN ZONE ELEVATION (TDZE)	131.0'	128.5'	131.0'	128.5'

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

#ODALS - OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

*ELIGIBLE RUNWAYS

RUNWAY DATA TABLE BASED ON MOST RECENT TEXAS AIRPORT SYSTEM PLAN DEVELOPMENT WORKSHEET (06/98), FAA 5010 DATA SHEET, CURRENT AIRPORT FACILITIES DIRECTORY, AND FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #6. RUNWAY TOUCHDOWN ZONE ELEVATIONS REFLECT NGS AERONAUTICAL DATA SHEET (01/98).

LEGEND		
EXISTING	ULTIMATE	FACILITIES
[Symbol]	[Symbol]	BUILDINGS/STRUCTURES
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AVIATION EASEMENTS
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	WIND CONE & SEGMENTED CIRCLE
[Symbol]	[Symbol]	RUNWAY THRESHOLD LIGHTS
[Symbol]	[Symbol]	RUNWAY END IDENTIFIER LIGHTS (REIL)
[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	ROTATING BEACON
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)/OBJECT FREE AREA (OFA)
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	VISUAL APPROACH SLOPE INDICATORS (VASI)
[Symbol]	[Symbol]	PRECISION APPROACH PATH INDICATORS (PAPI)
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE (RVZ)
[Symbol]	[Symbol]	POND/BODY OF WATER
[Symbol]	[Symbol]	BENCHMARK
[Symbol]	[Symbol]	ABOVE GROUND OIL/GAS WELL/PUMP STATION
[Symbol]	[Symbol]	GROUND CONTOUR (USGS MAP)
[Symbol]	[Symbol]	GUIDANCE/DIRECTIONAL/HOLD POSITION SIGN
[Symbol]	[Symbol]	HOLD POSITION MARKING
[Symbol]	[Symbol]	CREEK/INTERMITTENT DRAINAGE
[Symbol]	[Symbol]	PAVED/DIRT ROAD
[Symbol]	[Symbol]	STORM SEWER/INLET SYSTEM
[Symbol]	[Symbol]	TREES/WOODED AREA
[Symbol]	[Symbol]	POWERLINES/POLES
[Symbol]	[Symbol]	AUTOMOBILE ACCESS GATE
[Symbol]	[Symbol]	ROAD CLOSURE BARRICADE
[Symbol]	[Symbol]	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)

- NOTES**
- SEE INNER APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTION CLEARANCE INFORMATION.
 - NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS (E/U)
 - EXISTING THRESHOLD SITING SURFACE (TSS) VIOLATION - RUNWAY 13. TRIM/REMOVE TREES PRIOR TO, OR CONCURRENTLY WITH, ULTIMATE PROPERTY ACQUISITION.
 - MAINTAIN TREE GROWTH TO PRECLUDE VIOLATION OF THE EXISTING/ULTIMATE FAR PART 77 (APPROACH, TRANSITIONAL, AND PRIMARY) SURFACES. REMOVAL OF TREES/BRUSH FROM THE ULTIMATE RUNWAY SAFETY AREA (RSA), OBJECT FREE AREA (OFA), AND OBSTACLE FREE ZONE (OFZ) REQUIRED TO SATISFY RUNWAY DESIGN CRITERIA.
 - RUNWAY 13 TAXIWAY BYPASS RECOMMENDED DUE TO LARGE AIRCRAFT USE DURING PEAK OPERATING PERIODS.
 - KING RANCH HANGAR AUTO ACCESS ROAD RE-ALIGNED TO ACCOMMODATE ULTIMATE ARC C-II OBJECT FREE AREA (OFA).
 - EAST-SIDE HANGAR ACCESS TAXIWAY RE-ALIGNED TO PROVIDE APPROPRIATE CLEARANCE.
 - TAXIWAY WIDTH OF 35' STANDARD FOR ARC B-II/C-II AIRCRAFT. EXISTING 40-FOOT TAXIWAY WIDTH TO BE MAINTAINED DUE TO LARGE AIRCRAFT USE.

NO.	REVISIONS	BY	CHK'D	DATE
TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION		AIRPORT SPONSOR		
<input type="checkbox"/> 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 1600-1 SUBMITTED PRIOR TO ANY CONSTRUCTION ON AIRPORT PROPERTY		CURRENT AND FUTURE DEVELOPMENT DEPEND ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR		
<input type="checkbox"/> ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 6 PLUS THE CONDITIONS/COMMENTS IN LETTER DATED:		COUNTY JUDGE TITLE: AIRPORT SPONSOR'S REPRESENTATIVE DATE: 2/22/02 SIGNATURE: M. May 26 Feb 02		
PREPARED BY: BURCHER, WILLIS & RATLIFF CORPORATION ONE GLEN LAKE 8140 WALNUT HILL LANE, SUITE 105 DALLAS, TEXAS 75231	DESIGNED BY: RWC DATE: 10/04/00	DRAWN BY: RWC DATE: 10/10/01	CHECKED BY: PLH DATE: 08/30/01	JOB NO. 2000186.06
AIRPORT LAYOUT DRAWING KLEBERG COUNTY AIRPORT KINGSVILLE, TEXAS				
SHEET 2 OF 8				

RUNWAY END COORDINATES				
RUNWAY END	LAT/LONG	EXISTING	ULTIMATE	
RUNWAY 13	NORTH LATITUDE	27° 33' 25.84"	27° 33' 25.92"	
	WEST LONGITUDE	98° 02' 12.74"	98° 02' 12.64"	
RUNWAY 31	NORTH LATITUDE	27° 32' 40.32"	27° 32' 40.40"	
	WEST LONGITUDE	98° 01' 29.81"	98° 01' 29.81"	
RUNWAY END COORDINATES AND BEARINGS REFLECT NGS AERONAUTICAL DATA SHEET (01/98), AND GE083A GEODETIC CALCULATOR IN NORTH AMERICAN DATUM (NAD83).				

DECLARED DISTANCE TABLE									
EXISTING					ULTIMATE				
RUNWAY	TORA	TODA	ASDA	LDA	RUNWAY	TORA	TODA	ASDA	LDA
13	5,999'	5,999'	5,999'	5,999'	13	6,000'	6,000'	6,000'	6,000'
31	5,999'	5,999'	5,999'	5,999'	31	6,000'	6,000'	6,000'	6,000'
BASED ON FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #6, AIRPORT DESIGN, AND NOAA AERONAUTICAL DATA SHEET (01/98).									

AIRPORT DATA TABLE			
		EXISTING	ULTIMATE
AIRPORT REFERENCE POINT	NORTH LATITUDE	27° 33' 03.1"	27° 33' 03.1"
COORDINATES	WEST LONGITUDE	98° 01' 51.3"	98° 01' 51.3"
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		95° F	95° F
AIRPORT ELEVATION - MEAN SEA LEVEL (MSL)		131.0'	131.0'
AIRPORT ELECTRONIC NAVIGATIONAL AIDS		GPS/NDB	GPS
AIRPORT REFERENCE CODE (ARC)		B-II	C-II
STATE AIRPORT ROLE (AIRCRAFT SIZE)		GU-STAGE II (LARGE)	TRANSPORT (LARGE)
TAXIWAY LIGHTING/MARKING		REFLECTORS	MIL/REFLECTORS
DATA TABLE REFLECTS MOST RECENT AIRPORT FACILITY DIRECTORY, TEXAS AIRPORT SYSTEM PLAN DEVELOPMENT WORKSHEET (06/98) AND RECENT BWR SITE INVESTIGATION (04/00). AIRPORT REFERENCE POINT COORDINATES AND AIRPORT ELEVATION REFLECTS NGS AERONAUTICAL DATA SHEET (01/98) IN NORTH AMERICAN DATUM (NAD83), AND GE083A GEODETIC CALCULATOR IN NAD83.			

MODIFICATION TO STANDARDS

THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS

