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**TxDOT CSJ No. 16TBROBST**

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[HTTP://WWW.TXDOT.GOV/INSIDE-TXDOT/DIVISION/AVIATION/PROJECTS.HTML](http://www.txdot.gov/inside-txdot/division/aviation/projects.html)

**Texas Department of Transportation**  
**Aviation Division**  
**Request for Qualifications for Professional Architectural**  
**Services**

Nueces County, through its agent, the Texas Department of Transportation (TxDOT), intends to engage a Professional Architectural Firm for services pursuant to Chapter 2254, Subchapter A, of the Government Code. TxDOT Aviation Division will solicit and receive qualifications statements for the current aviation project as described below.

**Airport Sponsor:** Nueces County; TxDOT CSJ No.: 16TBROBST.

Scope: Architectural services, to include materials testing and inspection services during construction for construction of a new terminal building at the Nueces County Airport. The selected architect will coordinate delivery of the project with a construction manager at risk (CMAR) which will be selected under a separate procurement process.

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 any contract entered into pursuant to this advertisement, that 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 DBE goal for this phase of the current project is 0%. **The goal will be re-set for the construction phase.** TxDOT Project Manager is Stephanie Kleiber.

To assist in your qualification statement preparation the criteria, 5010 drawing, project diagram, and most recent Airport Layout Plan are available online at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html> by selecting “Nueces County Airport.”

**AVN-550 Preparation Instructions:**

Interested firms shall utilize the latest version of Form AVN-550, titled “Qualifications for Aviation Architectural/Engineering Services”. The form may be requested from TxDOT, Aviation Division, 125 E. 11th Street, Austin, Texas 78701-2483, phone number, 1-800-68-PILOT (74568). The form may be emailed by request or downloaded from the TxDOT website at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html>. The form may not be altered in any way. Firms must carefully follow the instructions provided on each page of the form. Qualifications shall not exceed the number of pages in the AVN-550 template. The AVN-550 consists of eight pages of data plus one optional illustration page. A prime provider may only submit one AVN-550. If a prime provider submits more than one AVN-550, that provider will be disqualified. Responses to this solicitation WILL NOT BE ACCEPTED IN ANY OTHER FORMAT.

ATTENTION: To ensure utilization of the latest version of Form AVN-550, firms are encouraged to download Form AVN-550 from the TxDOT website as addressed above. Utilization of Form AVN-550 from a previous download may not be the exact same format. Form AVN-550 is a PDF Template.

Five copies of the completed Form AVN-550 **must be received** by TxDOT, Aviation Division no later than September 27, 2016, 4:00 PM. (CDST). Electronic facsimiles or forms sent by email will not be accepted. Please mark the envelope of the forms to the attention of Sheri Quinlan using one of the delivery methods below:

Overnight Delivery

TxDOT-Aviation Division  
200 East Riverside Drive  
Austin, Texas 78704

\*Hand Delivery or Courier

TxDOT Riverside Campus, Bldg. 150  
150 East Riverside Drive, 1<sup>st</sup> Floor  
Austin, Texas 78704  
(MUST check in at guard’s desk)

\*If hand delivering your response, you must check in with the guard on the 1<sup>st</sup> floor main visitor’s entrance on the east side of Building 150. The guard will contact the Aviation Division’s front desk reception to announce your arrival. If the guard contacts the Aviation Division’s reception desk by the due date and time specified in the RFQ, your response will be considered on time. An Aviation Division representative will meet you downstairs to accept your submittal. **PLEASE PLAN TO ARRIVE AT LEAST 30 MINUTES BEFORE THE DUE DATE AND TIME IN ORDER TO ACCOMMODATE ANY WAIT TIME WHILE OTHERS ARE CHECKING IN WITH THE GUARD.**

The consultant selection committee will be composed Aviation Division staff. The final selection by the committee will generally be made following the completion of review of AVN-550s. The committee will review all AVN-550s and rate and rank each. The Evaluation Criteria for this solicitation can be found at <http://www.txdot.gov/inside->

[txdot/division/aviation/projects.html](http://txdot/division/aviation/projects.html) under Notice to 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 1-800-68-PILOT (74568). For procedural questions, please contact Sheri Quinlan, Grant Manager. For technical questions, please contact Stephanie Kleiber, P.E., Project Manager.

## **EVALUATION CRITERIA FOR ARCHITECTURAL QUALIFICATIONS with CMAR Coordination**

**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? [Sources of information: Aviation Project Design Team Form, Recent Relevant Airport Experience Form, and possibly the Optional Summary.]

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

Does the architect provide evidence of understanding of the project; and any unique architectural aspects associated with the proposed project and how to address them? [Sources of information: Proposed Technical Approach to Project, and possibly the Optional Summary.]

**3. Project design schedule and ability to meet schedules and deadlines**

**(25 points)**

Does the proposed architectural 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 [Sources of information: Aviation Project Design Team Form, Recent Relevant Airport Experience Form, Project Design Schedule Form and possibly the Optional Summary.]

**4. Construction Manager at Risk Experience (CMAR) (20 points)**

The architect will oversee the construction manager at risk.. Therefore, it is critical that the architect be involved in the day-to-day construction activities and periodic site visits. What evidence do the qualifications provide as to the architect's commitment to proactive and consistent representation during other similar work where the Construction Manager at Risk delivery method was utilized? [Source of information: Relevant Airport Experience form; proposed Technical Approach to Project; and possibly the Optional Summary]

ROBSTOWN, TX

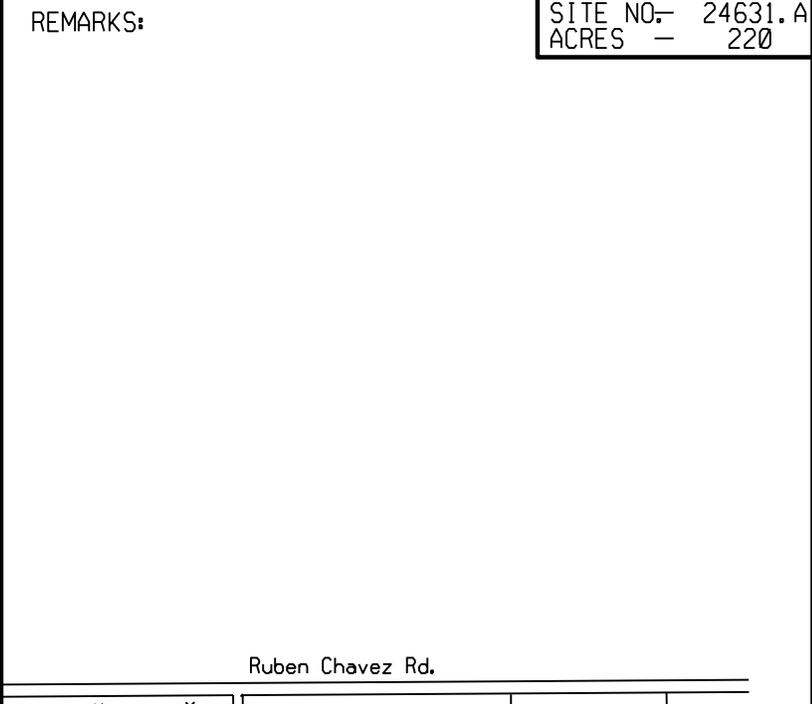
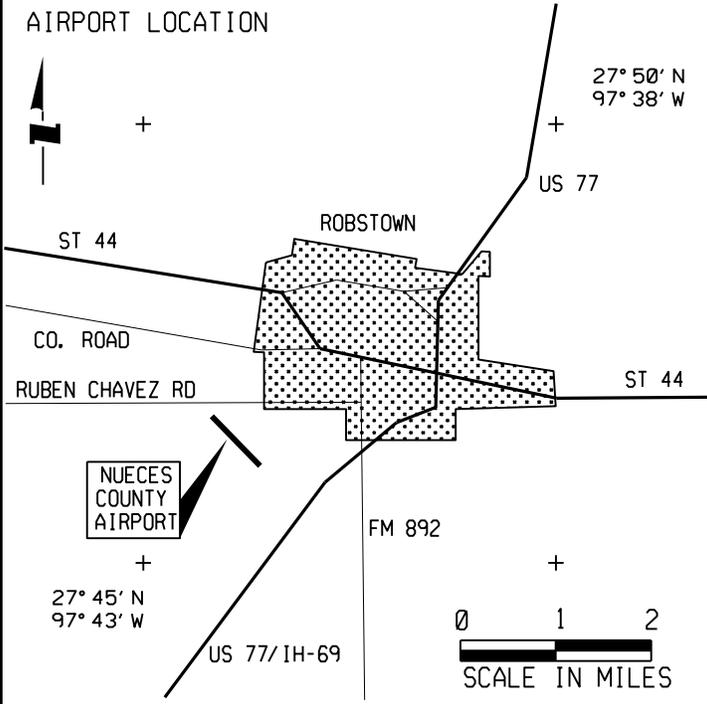
NUECES COUNTY AIRPORT

(RBO)

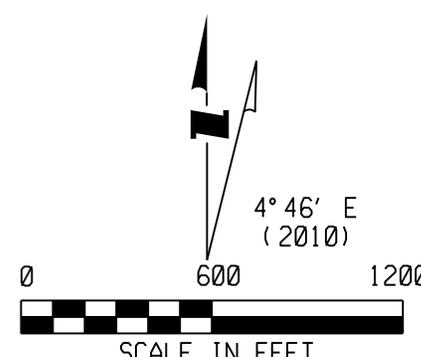
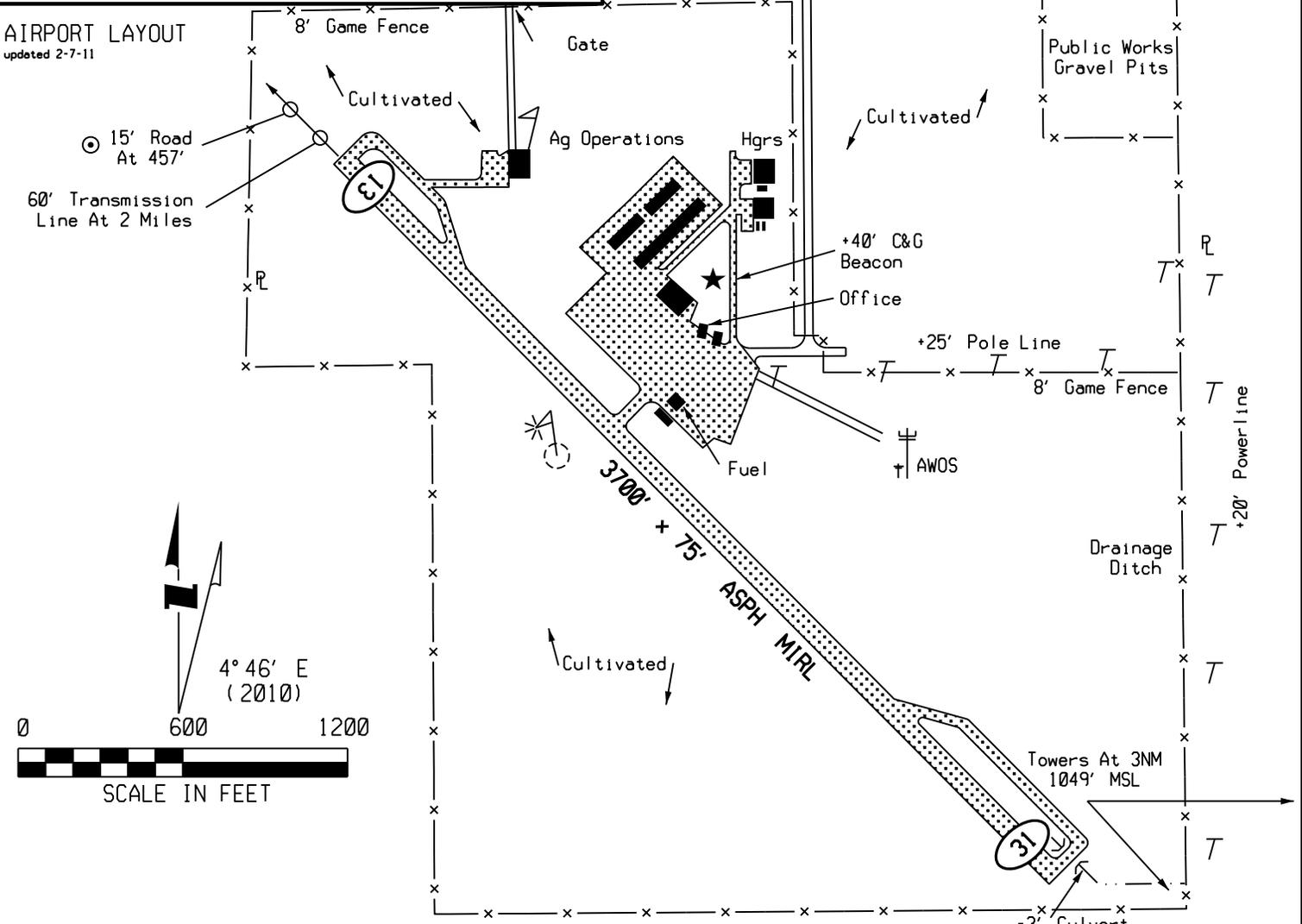
AIRPORT LOCATION

REMARKS:

SITE NO. - 24631.A  
ACRES - 220



AIRPORT LAYOUT  
updated 2-7-11







Construct New Terminal Building & Auto Parking

Nueces County Airport  
Robstown, TX RBO

General layout concept,  
not intended for design.

0 100'

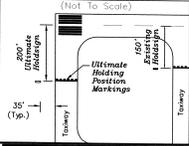
**POWER POLE/LIGHT STANDARD KEY**

| NO.    | ITEM                | TOP OF POLE ELEV. | POLE HEIGHT |
|--------|---------------------|-------------------|-------------|
| WFP-1  | WOODEN POWER POLE   | 76.89             |             |
| WFP-2  | WOODEN POWER POLE   | 114.63            | 38.63       |
| WFP-3  | WOODEN POWER POLE   | 114.10            | 37.60       |
| WFP-4  | WOODEN POWER POLE   | 104.54            | 30.54       |
| WFP-5  | WOODEN POWER POLE   | 105.03            | 31.03       |
| WFP-6  | WOODEN POWER POLE   | 119.63            | 43.63       |
| WFP-7  | WOODEN POWER POLE   | 103.91            | 27.41       |
| WFP-8  | WOODEN POWER POLE   | 105.06            | 29.06       |
| WFP-9  | WOODEN POWER POLE   | 99.66             | 23.66       |
| WFP-10 | WOODEN POWER POLE   | 95.48             | 19.48       |
| WFP-11 | WOODEN POWER POLE   | 94.84             | 18.84       |
| WFP-12 | WOODEN POWER POLE   | 95.80             | 19.80       |
| WFP-13 | WOODEN POWER POLE   | 99.15             | 23.15       |
| WFP-14 | WOODEN POWER POLE   | 89.28             | 13.28       |
| WFP-15 | WOODEN POWER POLE   | 92.03             | 16.03       |
| WFP-16 | WOODEN POWER POLE   | 87.26             | 11.26       |
| WFP-17 | WOODEN POWER POLE   | 87.04             | 11.04       |
| WFP-18 | WOODEN POWER POLE   | 92.03             | 16.03       |
| WFP-19 | WOODEN POWER POLE   | 86.50             | 10.50       |
| WFP-20 | WOODEN POWER POLE   | 87.06             | 11.06       |
| WFP-21 | WOODEN POWER POLE   | 82.99             | 8.99        |
| WFP-22 | WOODEN POWER POLE   | 75.64             | 1.64        |
| WFP-23 | WOODEN POWER POLE   | 76.31             | 2.31        |
| WFP-24 | WOODEN POWER POLE   | 94.82             | 17.82       |
| WFP-25 | WOODEN POWER POLE   | 95.07             | 18.07       |
| WFP-26 | WOODEN POWER POLE   | 100.90            | 24.90       |
| WFP-27 | WOODEN POWER POLE   | 102.06            | 26.06       |
| WFP-28 | WOODEN POWER POLE   | 99.39             | 23.39       |
| WFP-29 | WOODEN POWER POLE   | 92.48             | 16.48       |
| WFP-30 | WOODEN POWER POLE   | 77.31             | 1.31        |
| WFP-31 | WOODEN POWER POLE   | 111.88            | 35.88       |
| WFP-32 | WOODEN POWER POLE   | 96.30             | 30.30       |
| WFP-33 | WOODEN POWER POLE   | 125.80            | 49.80       |
| SE-1   | BASBALL FIELD LIGHT | 138.27            | 61.27       |
| SE-2   | BASBALL FIELD LIGHT | 80.54             | 3.54        |
| SE-3   | BASBALL FIELD LIGHT | 138.03            | 61.03       |
| SE-4   | BASBALL FIELD LIGHT | 134.07            | 57.07       |
| SE-5   | BASBALL FIELD LIGHT | 134.80            | 57.80       |
| SE-6   | BASBALL FIELD LIGHT | 132.83            | 55.83       |
| SE-7   | BASBALL FIELD LIGHT | 133.83            | 56.83       |
| SE-8   | BASBALL FIELD LIGHT | 118.91            | 41.91       |
| SE-9   | BASBALL FIELD LIGHT | 118.91            | 41.91       |
| SE-10  | BASBALL FIELD LIGHT | 118.27            | 41.27       |
| SE-11  | BASBALL FIELD LIGHT | 119.07            | 42.07       |
| SE-12  | BASBALL FIELD LIGHT | 119.42            | 42.42       |
| SE-13  | BASBALL FIELD LIGHT | 119.19            | 42.19       |
| SE-14  | BASBALL FIELD LIGHT | 117.96            | 40.96       |

**RUNWAY END COORDINATES (NAD 83)**

| EXISTING  | ULTIMATE     |
|-----------|--------------|
| Runway 13 | Runway 13-31 |
| Runway 31 | Runway 3-21  |
| Runway 3  | Runway 3-21  |

**HOLDING POSITION MARKING/SIGN (TYP)**



**AIRPORT DATA**

| NUCES COUNTY AIRPORT (TSS)                                     |   |
|--|---|
| CITY: ROBSTOWN, TEXAS  | COUNTY: NUACES COUNTY, TEXAS                        |
| DESIGN AIRCRAFT  | GENERAL AVIATION                                    |
| AIRPORT REFERENCE POINT (ARP)                                  | AC CAT. RING AIR (800)                              |
| AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)             | Latitude: 29°46'54.34" N, Longitude: 97°41'27.04" W |
| AIRPORT REFERENCE POINT (ARP) ELEVATION (ABOVE MEAN SEA LEVEL) | 80.9' MSL   |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH                      | 84° F (Only)  |
| GPS APPROACH   | YES   |

**RUNWAY DATA**

| EXISTING   | RUNWAY 13-31        |                     | RUNWAY 3-21         |                     |
|--|---------------------|---------------------|---------------------|---------------------|
|  | EXISTING            | ULTIMATE            | EXISTING            | ULTIMATE            |
| AIRPORT APPROACH CATEGORY/DESIGN GROUP                         | B-II                | B-II                | B-II                | B-II                |
| RUNWAY ASYMPTOTE (Magnetic)                                    | N 44°38' 24.9300" W | SAME                | N 44°38' 24.9300" W | SAME                |
| RUNWAY DIMENSIONS  | 3700 x 75'          | SAME                | 3700 x 75'          | SAME                |
| MAXIMUM RUNWAY ELEVATION (above MSL)                           | 80.0' MSL           | 80.0' MSL           | 80.0' MSL           | 80.0' MSL           |
| RUNWAY COVERAGE (in %)   | 100%                | 100%                | 100%                | 100%                |
| APPROACH VISIBILITY MINIMUM                                    | 1 MILE VISUAL       | 1 MILE VISUAL       | 1 MILE VISUAL       | 1 MILE VISUAL       |
| FAF PAIR TO CATEGORY   | None                | None                | None                | None                |
| RUNWAY DISTRIBUTION  | Nonprecision/Visual | Nonprecision/Visual | Nonprecision/Visual | Nonprecision/Visual |
| RUNWAY APPROACH SLOPES   | 3.00%/3.00%         | 3.47/24.1           | 3.00%/3.00%         | 3.00%/3.00%         |
| RUNWAY THRESHOLD DISPLACEMENT                                  | None                | None                | None                | None                |
| RUNWAY STOPWAY   | None                | None                | None                | None                |
| RUNWAY OBJECT FREE AREA (OFA)                                  | 4300' x 150'        | 5600' x 150'        | 4300' x 150'        | 5600' x 150'        |
| RSA DISTANCE BEYOND EACH RUNWAY END                            | 300'                | 300'                | 300'                | 300'                |
| RUNWAY DISTANCE FREE ZONE (DFZ)                                | 4000' x 400'        | 5400' x 400'        | 4000' x 400'        | 5400' x 400'        |
| TAXIWAY RUN AVAILABLE (TRA)                                    | 3900'/3900'         | 5000'/5000'         | 3900'/3900'         | 5000'/5000'         |
| TAXIWAY DISTANCE AVAILABLE (TDA)                               | 3900'/3900'         | 5000'/5000'         | 3900'/3900'         | 5000'/5000'         |
| DISCRETE-TYPE DISTANCE AVAILABLE (ASDA)                        | 3900'/3900'         | 5000'/5000'         | 3900'/3900'         | 5000'/5000'         |
| LANDING DISTANCE AVAILABLE (LDA)                               | 3900'/3900'         | 5000'/5000'         | 3900'/3900'         | 5000'/5000'         |
| RUNWAY PAVEMENT MATERIAL                                       | ASPHALT             | ASPHALT             | ASPHALT             | ASPHALT             |
| RUNWAY PAVEMENT STRENGTH (in Recommended lbs/yd <sup>2</sup> ) | 18,000              | 18,000              | 18,000              | 18,000              |
| RUNWAY EFFECTIVE GRADIENT (in %)                               | 0.00%               | 0.00%               | 0.00%               | 0.00%               |
| RUNWAY LIGHTING  | MILE                | MILE                | MILE                | MILE                |
| RUNWAY MARKING   | Nonprecision/Visual | Nonprecision/Visual | Nonprecision/Visual | Nonprecision/Visual |
| RUNWAY APPROACH LIGHTING                                       | None                | None                | None                | None                |
| RUNWAY TOUCHDOWN ZONE ELEVATION (TZSE)                         | 80.0' MSL/79.0' MSL | 80.0' MSL/80.0' MSL | 80.0' MSL/80.0' MSL | 80.0' MSL/80.0' MSL |
| TAXIWAY PAVEMENT MATERIAL                                      | ASPHALT             | ASPHALT             | ASPHALT             | ASPHALT             |
| TAXIWAY LIGHTING   | CL REFLECTORS ONLY  | MILE                | CL REFLECTORS ONLY  | CENTRALINE          |
| TAXIWAY MARKING  | CENTRALINE          | CENTRALINE          | CENTRALINE          | CENTRALINE          |
| HOLDING POSITION MARKING/SIGN (AWY/TWY)                        | 100'                | 100'                | 100'                | 100'                |
| TAXIWAY SAFETY AREA WIDTH                                      | 75'                 | 75'                 | 75'                 | 75'                 |
| TAXIWAY OBJECT FREE AREA WIDTH                                 | 150'                | 150'                | 150'                | 150'                |
| TAXIWAY WIDTH  | 35'                 | 35'                 | 35'                 | 35'                 |
| NAVIGATIONAL AIDS  | VOR/DME-A           | GPS                 | GPS                 | GPS                 |
| VISUAL AIDS  | PAF-4               | REL                 | PAF-2               | REL                 |

**EXISTING BUILDINGS/FACILITIES**

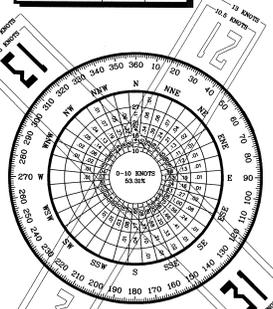
| EXISTING | DESCRIPTION                            | ELEV. (MSL) |
|----------|--|-------------|
| 1        | PRIVATELY OWNED HANGAR                 | 91.23       |
| 2        | NUCES COUNTY T-HANGAR                  | 91.59       |
| 3        | NUCES COUNTY ACQUISITION SERVICE (NAS) | 94.80       |
| 4        | TRANSFER FLIGHT MAINTENANCE            | 98.41       |
| 5        | NUCES COUNTY AIRPORT OFFICE            | 96.41       |
| 6        | NUCES COUNTY HANGAR                    | 91.51       |
| 7        | REGULATOR ENCLOSURE                    | N/A         |
| 8        | FUEL TANKS                             | N/A         |
| 9        | PRIVATELY OWNED HANGAR                 | 97.97       |
| 10       | CHEMICAL STORAGE (NAS)                 |             |

**ULTIMATE BUILDINGS/FACILITIES**

| ULTIMATE | DESCRIPTION | ELEV. |
|----------|-------------|-------|
| 11       | T-HANGAR    | 91.59 |
| 12       | T-HANGAR    | 91.59 |
| 13       | T-HANGAR    | 91.59 |
| 14       | T-HANGAR    | 91.59 |
| 15       | T-HANGAR    | 91.59 |
| 16       | T-HANGAR    | 91.59 |
| 17       | HANGAR      | 91.59 |
| 18       | HANGAR      | 91.59 |
| 19       | HANGAR      | 91.59 |
| 20       | HANGAR      | 91.59 |
| 21       | HANGAR      | 91.59 |
| 22       | HANGAR      | 91.59 |

**ALL WEATHER WIND COVERAGE**

| Runways      | 10.2 Knots @ 13 Knots |
|--------------|-----------------------|
| Runway 13-31 | 88.23% 93.81%         |
| Runway 3-21  | 70.00% 80.82%         |
| Downwind     | 97.23% 99.46%         |



**GENERAL NOTES:**

- Depiction of features and objects, including related elevations within the survey protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
- Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
- As of November, 1999 there is one potential (tree) ULTIMATE Obstacle Free Zone (OFZ) Object Penetration. Recommended that the tree be removed prior to Ultimate Runway 13-31 activation.
- As of November, 2001 there are no Threshold Siting Surface Object Penetrations.
- Building Restriction Lines (BRL) are established to provide Part 77 clearance for a 35-foot object at the BRL. The BRL may be reduced to the limits of the Runway Object Free Area and Runway Protection Zone.
- Existing Runway 13-31 is to be abandoned except for a 35-foot wide portion (Ultimate Parallel Taxiway (T-PA)).
- Nueces County Airport is situated on a primary flat coastal plain. Existing topographic information is taken from the 1998 engineering project by Swayer, Coyn, & Rahmet Engineering Company (April, 1998). The 1998 topographic information reveals little additional topographic information for the immediate airport area. No other topographic information is available at the time this drawing was created.
- As of April, 2001 there are no modifications from FAA Design Standards.

**LEGEND**

| EXISTING | ULTIMATE | DESCRIPTION                             |
|----------|----------|---|
| (Symbol) | (Symbol) | AIRPORT REFERENCE POINT (ARP)           |
| (Symbol) | (Symbol) | AIRPORT ROTATING BEACON                 |
| (Symbol) | (Symbol) | BUILDING CONSTRUCTION                   |
| (Symbol) | (Symbol) | BUILDING RESTRICTION LINE (BRL)         |
| (Symbol) | (Symbol) | RAILROAD                                |
| (Symbol) | (Symbol) | ROAD                                    |
| (Symbol) | (Symbol) | UTILITY                                 |
| (Symbol) | (Symbol) | NAVIGATIONAL AID INSTALLATION           |
| (Symbol) | (Symbol) | RUNWAY END IDENTIFICATION LIGHTS (REIL) |
| (Symbol) | (Symbol) | RUNWAY THRESHOLD LIGHTS                 |
| (Symbol) | (Symbol) | IDENTIFIER LIGHTS AND INDICATOR         |
| (Symbol) | (Symbol) | TOPOGRAPHIC CONTOURS                    |

**MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS**

| DEVIATION DESCRIPTION | EFFECTED DESIGN STANDARD | STANDARD | EXISTING | PROPOSED DISPOSITION |
|-----------------------|--------------------------|----------|----------|----------------------|
|                       |                          |          |          |                      |

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION

APPROVED ACCORDING TO FAA AC 150/200-13 CH 5 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.

APPROVED ACCORDING TO FAA AC 150/5300-13 CH 5 PLUS THE CONDITIONS/COMMENTS IN LETTER DATED:

Prepared by: *[Signature]* Director, Aviation Division  
 Checked by: *[Signature]* County Engineer, Nueces Co.  
 County Engineer, Nueces Co. *[Signature]*  
 M. J. Rogers, L.D. Johnson 7-25-2001  
 Stephen E. Wagner 7-25-2001

**Coffman Associates**  
 Airport Consultants  
 AIRPORT LAYOUT DRAWING  
 NUACES COUNTY AIRPORT  
 ROBSTOWN, TEXAS