

REQUEST FOR QUALIFICATIONS
PAVEMENT REMOVAL OF TAXIWAY C, PAVEMENT RELOCATION OF
TAXIWAY H, AND REMOVAL OF TAXIWAY H

The Akron-Canton Airport is hereby soliciting request of qualifications and experience from airport consultants for the design of pavement evaluation, rehabilitation, construction, and/or removal of taxiways at two airfield 'hot spot' locations.

A qualification-based selection process conforming to FAA Advisory Circular 150/5100-14E will be utilized. Fee information will not be considered in the selection process and should not be submitted with the statement of qualifications. Selection criteria will include:

- Recent experience on similar projects
- Qualification to perform all aspects of project
- Ability to meet schedules within budget
- Quality of previous airport projects undertaken
- Disadvantaged Business Enterprises participation
- Local participation

Fee will be negotiated for project based upon a detailed scope as approved by the FAA.

This contract is subject but not limited to the following federal provisions:

- Title VI of the Civil Rights Act of 1964
- Section 520 of the Airport and Airway Improvement Act of 1982
- DOT Regulations 49 CFR Part 26 – Disadvantage Business Enterprises Participation
- DOT Regulations 49 CFR Part 30–Federal Trade Restriction Clause

A mandatory pre-qualifications conference is scheduled for Friday, February 25, 2022 at 1PM-3PM at the CAK Terminal 2nd Floor Conference Rooms 1 & 2. Interested firms should submit three copies of their statement of qualifications and experience along with references to Akron-Canton Airport, 5400 Lauby Road NW, North Canton, OH 44720, **no later than 1:00 PM, Friday, March 25, 2022.** Interested firms can request a detailed package by contacting Kristie Gates, Executive Assistant, at kgates@akroncantonairport.com or (330) 499-4059, x 483.

AKRON-CANTON REGIONAL AIRPORT AUTHORITY

Renato Camacho
President & CEO

TO BE ADVERTISED ON:
February 21, 2022
February 24, 2022

AKRON-CANTON AIRPORT
REQUEST FOR QUALIFICATIONS
PAVEMENT REMOVAL OF TAXIWAY C, PAVEMENT RELOCATION OF
TAXIWAY H, AND REMOVAL OF TAXIWAY H

I. Introduction

- A. The Akron-Canton Airport (“Airport”) is requesting qualifications and experience from airport consultants for the design of pavement evaluation, rehabilitation, construction, and removal of taxiways at two airfield ‘hot spot’ locations.

II. Background

- A. The Akron-Canton Airport is owned and operated by the Akron-Canton Regional Airport Authority which is a political subdivision of the State of Ohio. Eight trustees serve on the Authority Board, which is responsible for the strategic direction of the organization.

The Airport sits astride the Stark / Summit County border at Exit 113, off Interstate 77. It serves the entire Northeastern Ohio region. Akron-Canton Airport is served by 4 airlines and handled about 840,000 passengers in 2019. The Airport also serves as home for many corporate and general aviation aircraft. The Airport provides over \$1B in economic impact to the region.

- B. The Airport has two runways; 5-23 which is 8,205’ and 1-19 which is 7,601’.

III. Project Description

- A. This project will involve the design of pavement evaluation, rehabilitation, construction, and/or removal of multiple ‘hot spot’ taxiway areas, one located in the mid-portion of the Airport airfield, with the other located on the airfield’s Northwest quadrant. The pavement improvements must be designed in accordance with FAA Advisory Circular 150/5320-6F Airport Pavement Design and Evaluation.

- B. This project involves the **pavement removal of Taxiway C** (255’ x 80’, 3,000 SY) between Runway 19 and Taxiway E. Taxiway C is currently “Hot Spot 2” on the CAK Airport Diagram due to its high energy location and direct access from the terminal ramp to the Runway 19 environment. This direct access to the terminal apron from the runway presents both an opportunity for an arriving aircraft to turn into the apron across Taxiway E or to depart the terminal apron directly to Runway with little distance to note their impending runway entrance. Taxiway C has historically contained a potential risk of collision or runway incursion, and where heightened

attention by pilots and drivers has been necessary. This taxiway has been a consistent topic of discussion of the regional Runway Safety Action Team agenda for removal. Please see attached schematic for location.

- C. The project also includes the design of the pavement relocation of Taxiway H in the Northwest quadrant of the airfield. Taxiway H is currently within the Runway 19 ILS critical area and part of “Hot Spot 1” on the CAK Airport Diagram. This taxiway has historically contained a potential risk of collision or runway incursion, and where heightened attention by pilots and drivers has been necessary. Taxiway H has been a consistent topic of discussion of the regional Runway Safety Action Team agenda for relocation.
- D. Design for the **relocation of Taxiway H will be required**. New construction will need to occur that meets TDG III design standards (50’ wide taxiway and tapers). The installation of the relocated Taxiway H is proposed from the Northwest general aviation ramp to Taxiway D (905’ x 75’, 6,040 SY). See attached schematic. Taxiway H is anticipated to serve these aircraft via proposed general aviation and corporate developments in the northwest quadrant in accordance with the CAK Airport Layout Plan. Design aircraft includes the A220, B737 in accordance with current commercial service aircraft operating at CAK. **Furthermore, as wetlands exist in the vicinity of the planned relocation, a detailed environmental analysis will be required to ensure compliance with any federal NEPA requirements**. Refer to attached ‘disturbance area’ schematic. As part of this effort, affected pavement drainage, signage, taxiway edge markings, and other associated utilities should be part of the design effort.
- E. The project will also require **removal of existing Taxiway H** from the Northwest general aviation ramp to Runway 19 (500’ x 50’, 2,850 SY), and from Taxiway H from Runway 19 to Taxiway B (260’ x 75’, 2,355 SY). Refer to attached schematic.
- F. The selected firm/team will be required to submit a detailed scope of services that encompasses the above tasks along with coordination with the Airport and FAA. Based upon the approved scope, the firm/team will submit a detailed cost estimate and schedule for the completion of the project. The FAA must approve this detailed scope and schedule before the project can move forward.
- G. The design task must be completed and ready for bid by December 31, 2022. The Airport anticipates construction of these pavement improvements in 2023.
- H. The Airport is committed to the utilization of approved Disadvantaged Business Enterprise (DBE) firms. A copy of our

approved DBE Utilization Plan is available in the Airport office. This project has a DBE goal of 15%. DBE participation may be in the form of one or more joint ventures, partnerships, subcontracts or other legal arrangements meeting the eligibility standards in 49 CFR Part 26. If the DBE goal cannot be met, then the successful Firm must provide a letter indicating that a good faith effort has been attempted, including at least three (3) minority firms that were contacted in the DBE participation process. Certified DBE firms in the State of Ohio can be found at www.dot.state.oh.us/Divisions/ODI/SDBE/Pages/UCP.aspx.

IV. Selection Process

- A. The Airport utilizes a Qualification Based Selection (QBS) process to select airport engineering firms per the requirements of FAA Advisory Circular 150/5100-14E Architectural, Engineering and Planning Consultant Services for Airport Grant Projects. Submittals will be evaluated for completeness, specificity, and experience in similar assignments, qualifications of personnel, knowledge and experience in design of pavement evaluation and rehabilitation.

V. Selection Criteria

- A. A submittal will not be evaluated unless it meets all the requirements of this RFQ.
- B. Each Statement of Qualifications (SOQ) will be evaluated according to the following:

<u>Selection Criteria</u>	<u>Points</u>
1. Recent experience (within the past 5 years) and past performance of your firm/team on similar pavement design projects at similar airports. <u>Statements of experience and past are to be limited to a maximum of 8 pages.</u>	20
2. Qualifications and role of the proposed project team members. Include resumes for each member of the team and provide an organizational chart of all team members. <u>Resumes are to be limited to key people in the organizational chart and limited to one page per person. Additional information may be included in an appendix.</u>	30
3. Demonstrated ability to complete the project on time and within budget (provide specific project examples within the past five years).	15

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| 4. | Plan to meet the project goal of 15% DBE participation, or pertinent good faith effort. | 10 |
| 5. | Provide letter of reference from a minimum of three and a maximum of five similar projects performed within the last five years. Any work performed for the Akron-Canton Airport will be considered. | 10 |
| 6. | Team can be comprised of both local and nationally recognized firms. Either firm may be the lead if the demonstrated experience is shown. | 15 |

Total 100

- C. At the conclusion of the SOQ evaluation process, the Airport may choose to select up to three firms to participate in the short-list interview process with the selection committee or may select a single firm directly based on the evaluation scoring.

VI. Information Required of Respondents

- A. The purpose of the RFQ is for the Airport to determine if your firm/team is qualified to evaluate and design airfield pavement. To assist the selection committee in the evaluation process, each proposal should include the following information and any other information deemed relevant.

1. Firm name, complete address and zip code; telephone/fax numbers; web site; type of ownership (sole proprietor, partnership, corporation, etc.); firm structure (including organizational chart) and a brief firm overview/history (provide this information for all members of your team, if applicable).
2. Qualifications of key personnel assigned to this project.
 - a. Include team structure/organizational chart
 - b. Include resumes of key staff
3. Provide related experience.
 - a. Airport projects of similar scope with dates of completion.
 - 1) List owners' representative and phone number.
 - b. Relevant experience with the FAA's Detroit Airport District Office with dates of projects.

4. Current Workload:

- a. Demonstrate the ability to complete the study within the given time frames. List all major projects underway and their planned completion date (refer to Section VII-B of this RFQ).

5. Knowledge of FAA Standards and Policies:

- a. All work will be developed in accordance with current FAA standards and policies and will be approved by the FAA.

6. Understanding of the project.

7. DBE Participation.

8. Project cost estimating performance. Provide a listing of all project estimates versus bid for the past five years.

9. References.

V. Submission Requirements:

- A. All submittals shall be received at the following address not later than 1:00 PM, Friday, March 25, 2022:

Akron-Canton Airport
Renato Camacho, President & CEO
5400 Lauby Road NW
North Canton, OH 44720

- B. Interested firms shall submit 3 copies of their submittal by the deadline stated above. The proposal shall be no more than 20 double-sided or 40 single-sided sheets.

- C. Submittals that arrive after the deadline, for any reason, will be rejected.

D. Submittals shall be sealed in one envelope and clearly marked, "Pavement Removal of Taxiway C, Pavement Relocation of Taxiway H, and Removal of Taxiway H".

VI. Questions:

- A. All inquiries regarding this RFQ shall be made in writing to Kevin Ripple, Facility Manager, at the above address, via email at kripple@akroncantonairport.com or via fax at (330) 499-5176. For clarification questions, please contact the above at (330) 499-4059.

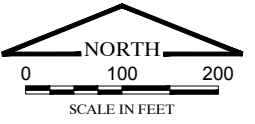
If a modification to this RFQ becomes necessary, then a written addendum will be sent to each recipient of the documents.

VII. Award of Contract:

A. The Airport will negotiate a contract with the top-ranked firm. If a satisfactory contract cannot be negotiated, negotiations will be terminated with that firm and negotiations will begin with the second ranked firm, and so on down the line until a contract can be finalized.

B. Project Timeline:

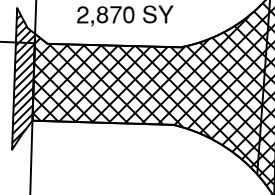
1. February 21, 2022 & February 24, 2022 - RFQ release
2. February 25, 2022 – Pre-qualifications conference
3. March 25, 2022 - RFQ submittals due
4. April 1, 2022 – Final firm selection
5. April 6, 2022 – IFE's completed
6. April 11, 2022 – Submit final grant application to FAA
7. April 15, 2022 - Detailed scope meetings begin
8. April 21, 2022 - Airport Authority action on selected firm



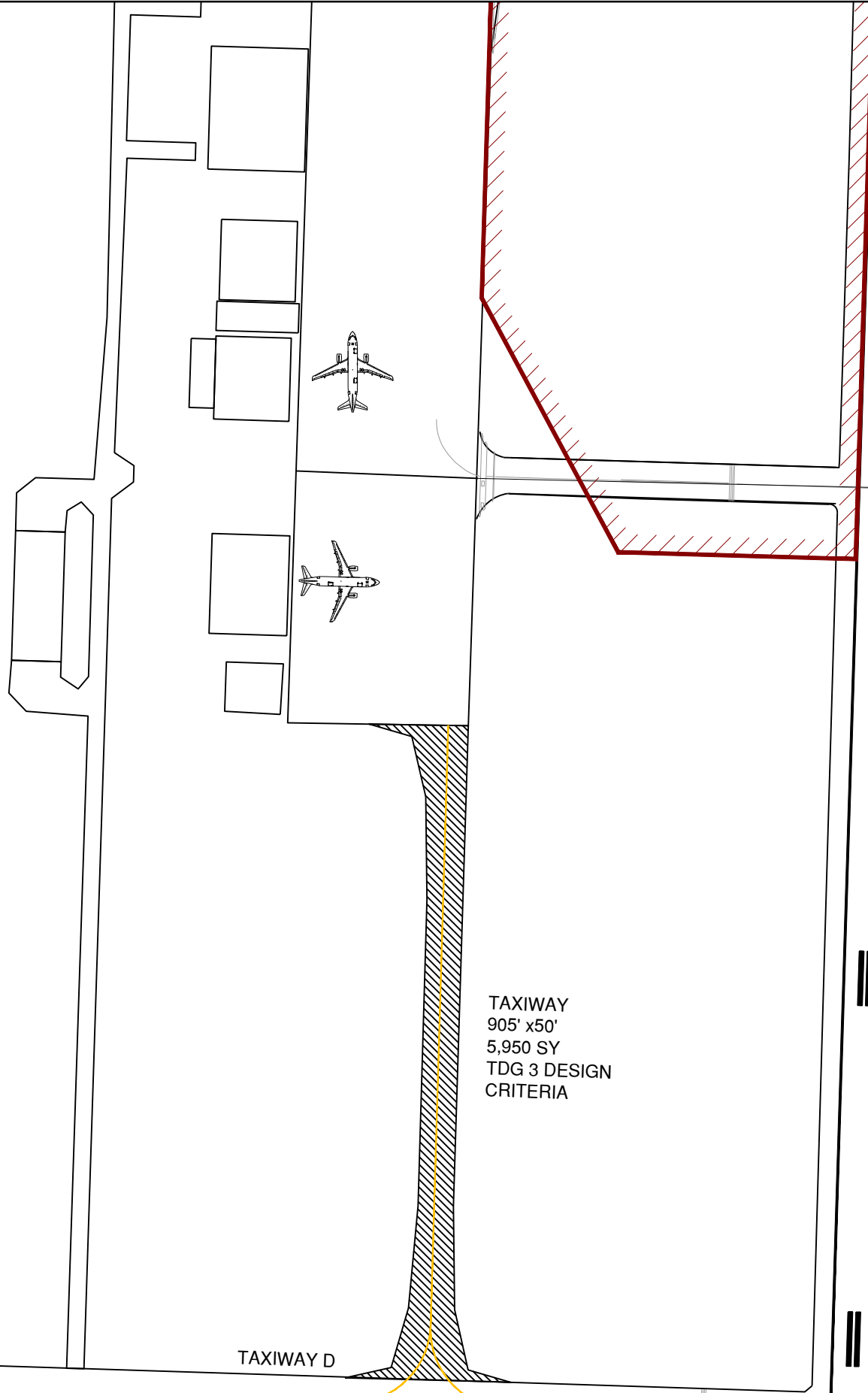
RUNWAY 5/23

RUNWAY 1/19

TAXIWAY C
255' x 80'
2,870 SY



x

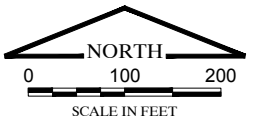


TAXIWAY
905' x 50'
5,950 SY
TDG 3 DESIGN
CRITERIA

TAXIWAY D

RUNWAY 1/19

61

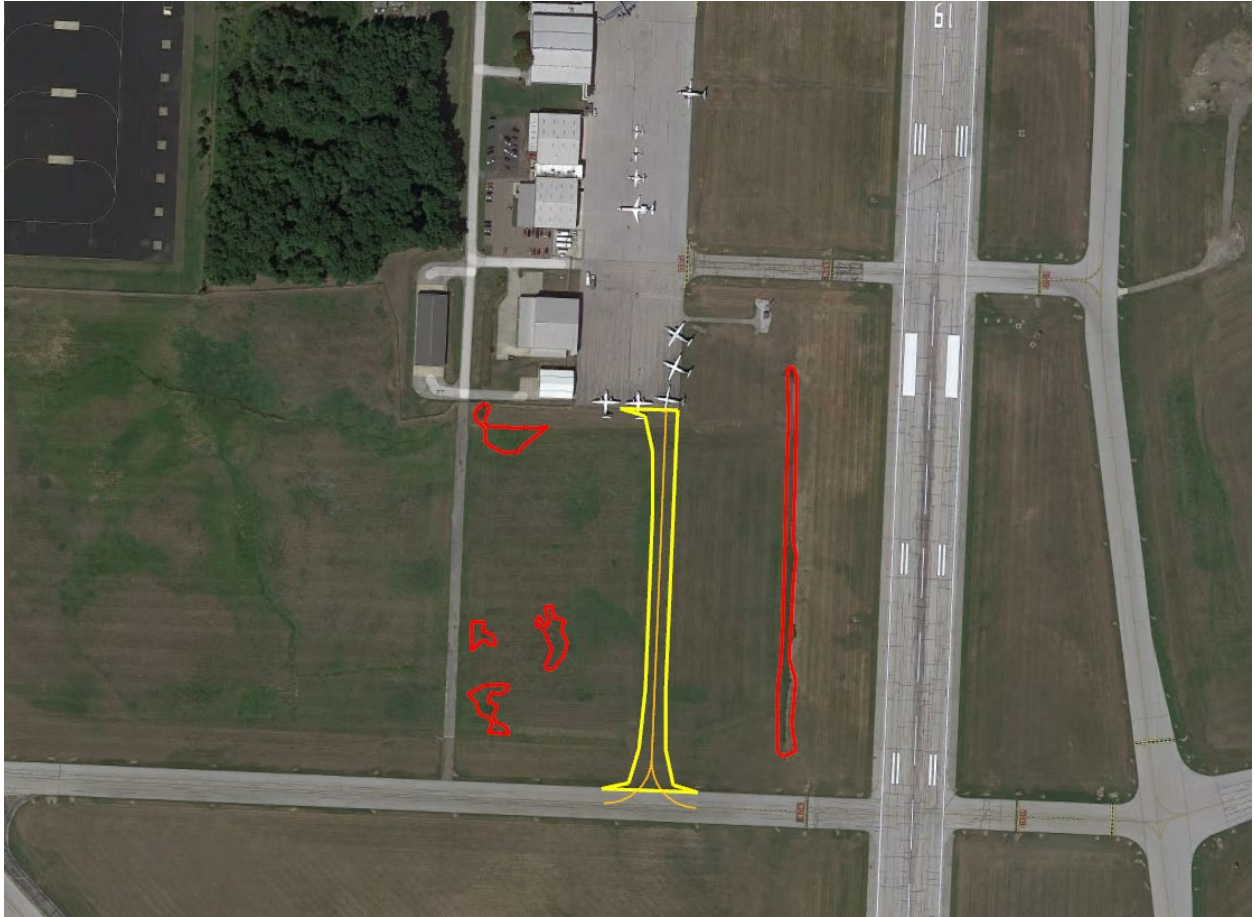


TAXIWAY H 500' x 50'
2,850 SY

TAXIWAY H 260' x 75'
2,355 SY

RUNWAY 1/19

TAXIWAY D



DISTURBANCE AREA