

**MASSACHUSETTS PORT AUTHORITY
CAPITAL PROGRAMS AND ENVIRONMENTAL AFFAIRS DEPARTMENT
SUITE 209S – LOGAN OFFICE CENTER SUITE 209S
ONE HARBORSIDE DRIVE
EAST BOSTON MA 02128-2909**

REQUEST FOR QUALIFICATIONS

L1828

LOGAN INTERNATIONAL AIRPORT

2023 AIRFIELD CAPITAL IMPROVEMENT PROJECTS

EAST BOSTON, MASSACHUSETTS



SUPPLEMENTAL INFORMATION PACKAGE

LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for **MPA CONTRACT NO. L1828, 2023 LOGAN AIRPORT AIRFIELD CAPITAL IMPROVEMENT PROJECTS, LOGAN INTERNATIONAL AIRPORT, EAST BOSTON, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional engineering services for planning, design, and construction, including resident inspection for its airfield capital improvement projects. The Consultant must be able to work closely with the Authority and other interested parties in order to provide such services in a timely and effective manner. Multiple consultant selections will be made according to FAA direction relating to the Airport Improvement Program (AIP) grant program.

This RFQ includes specific scope for the following 5 projects: (1) Rehabilitate Taxiway November from Runway 15R-33L to Runway 22L and Install PCC Pavement on Runway 22R, (2) Runway 4R-22L Upgrade Lighting to LED, Cable Re-circuitry and Edge Light Infrastructure Replacement (3) Rehabilitate Taxiway B North, (4) Install Duct Bank from RTR Site to Base of ATCT, and (5) Land and Hold Short Operations System Upgrade.

The contract will be work order based, and Consultant's fee for each work order shall be negotiated; however, the total fee for each contract shall not exceed **TWO MILLION DOLLARS (\$2,000,000)** per project.

A Supplemental Information Package will be available, on **WEDNESDAY, MAY 31, 2023** on the Capital Bid Opportunities webpage of Massport <http://www.massport.com/massport/business/bids-opportunities/capital-bids> as an attachment to the original Legal Notice, and on COMMBUYS (www.commbuys.com) in the listings for this project. If you have problems finding it, please contact Susan Brace at Capital Programs SBrace@massport.com. The Supplemental Information Package will provide detailed information about Scope of Work, Selection Criteria and Submission Requirements.

In recognition of the unique nature of the projects included as part of this RFQ, the Authority has scheduled a Consultant Briefing to be held at **9:00 AM on THURSDAY, JUNE 8, 2023 via ZOOM MEETING**. **All participants shall use the following Zoom Instructions. Link:** <https://massport.zoom.us/j/84850326748>; **Dial in:** 1 646 558 8656 or 1 267 831 0333. At this session, an overview of the projects will be provided, the services requested by the Authority will be described, and questions will be answered.

This work might be funded, in part, by the FAA under the Airport Improvement Program (AIP) or through the Bipartisan Infrastructure Law (BIL). By responding to this solicitation, consultants agree to accept the terms and conditions of Massport's standard work order agreement, including all the federal requirements imposed by the Bipartisan Infrastructure Law or other federal funding requirements. A copy of the Authority's standard agreement, which incorporates the federal requirements, can be found on the Authority's web page at <http://www.massport.com/massport/business/capital-improvements/important-documents/>. Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

This submission shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on THURSDAY JULY 13, 2023** Via **Bid Express** <https://www.bidexpress.com/businesses/27137/home>. Any submission which is not received by the deadline shall be rejected by the Authority as non-responsive.

MASSACHUSETTS PORT AUTHORITY
LISA S. WIELAND
CEO & EXECUTIVE DIRECTOR

BACKGROUND

The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, construction related services, and resident inspection for its airfield capital improvement projects at Boston-Logan International Airport. The Consultant must be able to work closely with the Authority and other interested parties in order to provide such services in a timely and effective manner. Multiple consultant selections will be made under this RFQ in accordance with FAA guidelines for Consultant selection.

This series of projects supports the FAA Airport Capital Improvement Program (ACIP) for Logan International Airport. The listed projects are anticipated to be eligible for FAA grant funding and will require compliance with FAA design and construction standards. Each project is identified in the paragraphs below along with a brief description. These projects reflect the current plan for grant eligible work within the next two to three years based on the ACIP developed and reviewed with the FAA New England Region Airports Division. The order of projects is numerical only. The actual sequence of work is dependent on several factors including the need for any environmental approvals, current pavement condition, electrical needs, along with tenant construction activity and overall airport operations.

Refer to the attached graphic entitled “Logan International Airport Projects for Consultant Selection.”

(1) L1653 Rehabilitate Taxiway November from Runway 15R-33L to Runway 22L and L1737 Install PCC Pavement on Runway 22R

Taxiway November is a key taxiway at Logan that services Runways 4L-22R and 4R-22L. The taxiway is a low-visibility route and a designated route for A380 aircraft. The project limits would extend from the northern side of the Runway 15R-33L safety area to Runway 22R. The project also includes installing Portland Cement Concrete pavement on Runway 22R adjacent to Taxiway N where the pavement is subjected to heavy aircraft loading while they are awaiting take-off.

Taxiway November was rehabilitated in 2010, 2019, 2021, and 2023. The taxiway is comprised of sections of both hot mix asphalt and Portland Cement Concrete pavement. Since that time preventative maintenance in terms of crack sealing, pavement repairs and patching for both HMA and PCC have been undertaken, but over the years, due to traffic loads, age and environmental factors, the taxiway is in need of rehabilitation.

The consultant will be expected to evaluate the existing Portland Cement Concrete pavement and make recommendations on potential repairs and rehabilitation limits or overall removal and replacement. For those sections that are currently comprised of asphalt, the Consultant will need to present options for not only hot mix asphalt rehabilitation but also Portland Cement Concrete Pavement installation in its place, particularly between Runways 22R and 22L and Runways 15R-33L and 15L-33R.

The lighting systems on Taxiway N include edge and centerline lights as well as in-pavement runway guard lights. The runway guard light in-pavement light bases and associated conduit will be replaced and new circuitry installed. New circuitry and homerun cables for the taxiway edge and centerline lights will also be included as part of this project.

Runway 22R sees heavy loading when aircraft have entered the runway from Taxiway N and are awaiting clearance for take-off. This area was rehabilitated in 2016 and repaired in 2017, 2019, 2021 and 2023. The area will need to be converted to Portland Cement Concrete pavement.

The project will require close coordination with Massport Operations, especially during the development of phasing concepts due to the heavy use of the taxiway and its role serving as a main route for outbound traffic, particularly during a southwest wind configuration and as an inbound route during other airfield configurations.

Anticipated project schedule: Design FY 24 (Fall 2023); Construction FY24/25
Estimated project cost: \$22 million

Note: Massport Fiscal Year runs from July 1 to June 30. FY 24 starts July 1, 2023 and ends June 30, 2024.

(2) L1566 Runway 4R-22L Upgrade Lighting to LED, Cable Re-Circuitry and Edge Light Infrastructure Replacement

Runway 4R-22L is 10,006 feet long, 150 feet wide, and is constructed of hot mix asphalt pavement. The runway has paved shoulders on either side, widths vary from 50' to 75'. The adjoining taxiways are also constructed of hot mix asphalt pavement and are predominantly 100' wide with paved 35' wide shoulders. Each runway has a displaced threshold: Runway 4R's displacement is 1,155 feet with a landing distance available of 8,851 feet and Runway 22L's displacement is 1,199 feet with a landing distance available of 8,806 feet. The runway has CAT III capabilities and is a main runway for larger long-haul aircraft.

The lighting systems on Runway 4R-22L include edge, centerline, touchdown zone, and in-pavement approach lights at Runway 4R (ALSF2) and 22L (MALSF). Runway Status Lights (RWSL) are on Taxiways C and E inbound short of 4R-22L as Runway Entrance Lights (RELs) and Takeoff Hold Lights are on Runway 9 through the intersection with Runway 4R. The adjoining taxiways have edge and centerline lights and most have elevated or in-pavement runway guard lighting.

The last time Runway 4R-22L lighting circuitry was replaced was in 2004, when the edge system was converted to three circuits. The touchdown zone circuitry was replaced and the centerline lighting infrastructure and circuitry were replaced. The edge light infrastructure is estimated to be in the range of 40 years old.

The electrical scope of this project will include work at the intersections of Runway 14-32, Runway 9-27, Runway 15R-33L, Runway 15L-33R, as well as work to Taxiways B, M1, E, D, P, C, H, F, Y, R, N3, and N as necessary within the runway safety area (RSA).

Anticipated project schedule: Design FY 24 (Fall 2023); Construction FY24/25
Estimated project cost: \$10 million

(3) L1707 Rehabilitate Taxiway B North

Taxiway B North is a key taxiway at Logan that services Runway 15R-33L as well as Terminal E and the North Cargo area. The taxiway is a low-visibility route and a designated route for A380 aircraft. The project limits would extend to approximately Taxiway Q and would also include the North Cargo Taxilane adjacent to Terminal E Gates 10, 11, and 12 as well as the Bravo taxilane extension, extending down towards the Hangar 5 ramp.

Taxiway B north and the North Cargo Taxilane were last rehabilitated in Fall, 2013. The mill and inlay performed was a typical depth of 4” inches with some select areas receiving a deeper mill based on pavement condition and pavement core analysis. Since that time preventative maintenance in terms of crack sealing, pavement repairs and patching have been undertaken, but over the years, due to traffic loads, age and environmental factors, the taxiway and taxilane are in need of rehabilitation. The Taxiway B extension was last rehabilitated in 1982 and 2001 and may need a more substantial repair than a mill and inlay.

The lighting systems on Taxiway B include edge and centerline lights. As part of this project, new centerline and edge light conduits and light bases will be installed within the limits of the taxiway. New circuitry will be included as part of this project for the edge and centerline lights.

The rehabilitation and electrical upgrades will require close coordination with Massport Operations, especially during the development of phasing concepts due to the heavy use of the taxiway and its role serving as a main route to Terminal E and the North Cargo area for large frame aircraft.

Anticipated project schedule: Design FY 24; Construction FY 25
 Estimated project cost: \$17 million

(4) L916 Install Duct Bank from RTR Site to Base of ATCT

Communications and connectivity from the Air Traffic Control Tower are critical to the safe and efficient operation of the airfield. This project will install a new duct bank and associated manholes from the RTR site in the center of the airfield to a set of manholes near the bottom of the air traffic control tower airside adjacent to Terminal B/C to allow for updated key Massport and FAA infrastructure to be installed.

A previous series of projects installed the first section of duct bank from the building out to a manhole as well as replaced FAA copper communication cables from the ATCT to the base of the tower. This project would complete the connection through a very complex operational area as this duct bank system needs to cross one runway, two taxiways, and an aircraft parking area serving several different airlines. Close coordination with Massport Operations, Massport Electrical, FAA Technical Operations as well as various tenants will be required to complete this installation.

Anticipated project schedule: Design FY 24; Construction FY 25
 Estimated project cost: \$3.5 million

(5) L1765 Land and Hold Short Operations System Upgrade

Logan International Airport has Land and Hold Short Operations in effect at four locations on the airfield. Standard LAHSO runway markings and signs exist in all four locations which are as follows:

Landing Runway	Hold Short Point
22L	Prior to 27/9 intersection
4L	Prior to 15L/33R intersection
27	Prior to 22L/4R intersection
15R	Prior to 9/27 intersection

The existing Land and Hold Short Operations system was installed in the early 2000s. Given the age of the system is in excess of twenty (20) years old, the regulators are now deemed obsolete, can no longer receive technical support from the vendor, and will need to be upgraded. The possibility of consolidating the regulators into one (1) central location instead of four (4) separate locations will need to be studied and determined as part of preliminary design efforts. This project will also replace the circuitry and convert the fixtures to LED.

The project may also include relocating the existing LAHSO bar on Runway 4L further north to accommodate future airfield geometry changes.

Anticipated project schedule: Design and Regulator Upgrade FY 24 Construction FY25/26
Estimated project cost: \$2.4 million

SCOPE OF WORK:

The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, construction related services, and resident inspection for its airfield capital improvement projects at Boston-Logan International Airport. The Consultant must be able to work closely with the Authority and other interested parties in order to provide such services in a timely and effective manner. Multiple consultant selections will be made in accordance with FAA guidelines for Consultant selection.

The consultant shall demonstrate experience in several disciplines including but not limited to:

- Airfield civil/Civil 3D/CIM
- Airfield electrical
- Airfield construction phasing
- Subsurface investigation sand construction acceptance testing
- Cost estimating,
- LEAN Practices,
- Sustainable design, and
- FAA AGIS requirements as applicable.

Topographic survey of the airfield and utility base map drawings will be provided by Massport.

The subject projects will be procured using the Chapter 30 design-bid-build method. The Consultant should have experience with this delivery method. The Consultant will provide a canvas of bids and a recommendation for award for the subject project.

Due to the phased nature of the work in an active airfield, the Consultant will need to demonstrate success in working with contractors in a fast-paced construction environment. The Consultant must be experienced in providing prompt responses to design inquiries in order to keep the project moving forward. This is key in order to avoid impacts to the airport and our tenants.

Work will be primarily in the movement area of the airport with work in or near runway and taxiway safety areas. The consultant should fully understand and be able to advise regarding the most current version of the FAA criteria regarding construction on an active Part 139 certificated airport.

The scope of work for each respective project shall include, but not be limited to, the following:

- (1) The Consultant must commence work by performing a detailed review of existing conditions, original design documents, record drawings, available reports, and submittals. With this information, the Consultant shall prepare a Preliminary Design Report in accordance with FAA guidelines which identifies the project scope, budgetary cost, schedule, and logistical concerns.
- (2) The Consultant will be expected to assist in any permitting required as part of these changes, in particular with relation to Natural Heritage Endangered Species Protection (as appropriate by project).
- (3) The Consultant will be expected to develop design documents suitable for bidding and construction. This shall include specifications, cost estimates, contract drawings including but not limited to phasing, civil and electrical. A construction safety and phasing plan (CSPP) shall also be developed for the project.
- (4) The Consultant will be required to perform Construction Administration services and provide full-time resident inspection services for all aspects of construction. This will likely include providing multiple inspectors on a daily basis based on construction activities as well as supporting work on weekends and at night.
- (5) The Consultant will be required to provide the necessary acceptance testing during construction and manage the closeout of the construction contract.
- (6) The Consultant will also be required to specify FAA AGIS attributes in the bid documents and submit and upload an FAA compliant AGIS as-built document at project completion.
- (7) Construction of the airfield electrical project and pavement rehabilitations will need to be coordinated and phased to minimize impacts to airport operations. The implementation each project is likely to take place in one construction season or a portion of one season. The Consultant will be required to develop detailed phasing plans for review with internal Massport departments and for Massport to use when presenting the project to the BOS users and the FAA for multiple meetings.

The contract will be work order based and the Consultant's fee for each work order shall be negotiated; however, the total fee for each separate project contract shall not exceed \$2,000,000.

In recognition of the unique nature of the projects and the services required to support it, the Authority has scheduled a Consultant Briefing to be held **via zoom AT 9:00 A.M. on THUESDAY JUNE 8, 2023**. At this session, an overview of the projects will be provided, the services requested by the Authority will be described, and questions will be answered.

EVALUATION CRITERIA:

The submission shall be evaluated on the basis of the following equally weighted criteria:

- (1) Demonstrated experience and knowledge of the team for similar projects of similar size and complexity particularly important to demonstrate for the Project Manager. Highlight the experience and expertise for major sub-consultants and their assigned staff. Familiarity with public construction procurement under MGL Ch. 30, and demonstrated ability to design to FAA specifications and requirements.
- (2) Project understanding and proposed technical approach for each project the firm would like to apply for, including QA/QC process during document preparation, cost management and

- scheduling capabilities, construction oversight, ability to plan and perform work with minimal disruption to airport operations.
- (3) Demonstrated experience in integrating and managing CIM/Civil 3D in the planning, design and construction. Experience of utilizing Lean Design & Construction (Last Planner System®, Scrum or others tools) to increase the reliability and significantly improve projects and teams' performance.
 - (4) Demonstrated project experience in sustainable and resilient airfield and infrastructure design and construction, including experience with airfield features and project aspects that reduce environmental impact and measure and report quantifiable results. These may include strategies such as reducing stormwater runoff, lifecycle analysis including embodied carbon for materials used as part of the respective airfield project, materials re-use and recycling as part of an overall waste management program and infrastructure certification schemes relevant to this proposal and in accordance with FAA guidelines. Firms are encouraged to demonstrate “outside of the box” thinking for examples of inclusion of sustainable practices into its projects and specify how those practices may be applied to this project proposal. Firms must demonstrate the capability to incorporate design features into any project type that reflect best practices in environmental stewardship, and
 - (5) Proposed approach to enhance diversity and inclusion of the project team to increase the pool of consultants working on the Authority's projects. For those DBE firms proposed, please describe type and/or category of work (i.e. architecture, structural, Lean, etc.); include the specific roles to be played by DBE and the extent to which such DBE involvement is anticipated as of date of the proposal submission, (% goal)

The Authority recommends that each evaluation criteria is addressed in the response as a separate section.

The selection shall involve a two-step process including the shortlisting of a minimum of three firms **for each project** based on an evaluation of the Statements of Qualifications received in response to this solicitation, followed immediately by a final selection of the consultant by the Authority. The Authority reserves the right to interview the firms prior to final selection, if deemed appropriate.

SUBMISSION REQUIREMENTS:

Responses to this RFQ will require a single submission package to cover all projects the consulting team is interested in applying. The Project Understanding and Technical approach evaluation criteria section shall be used to describe the Consultant's knowledge and understanding of the work that is entailed for each project separately. Each submission shall include a Statement of Qualifications that provides detailed information in response to the evaluation criteria set forth below and include Architect/Engineer & Related Services questionnaires SF 330 (www.gsa.gov/portal/forms/download/116486) with the appropriate number of Part IIs. DBE certification of the prime and subconsultants shall be current at the time of submittal and the Consultant shall provide a copy of the DBE certification letter from the MassUCP for DBE, within its submittal.

All individuals responsible for technical disciplines shall, upon commencement of the project, be registered Architects or Engineers, in that discipline, in the Commonwealth of Massachusetts.

The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

The Authority may reject any application if any of the required information is not provided: Cover Letter, Insurance Requirements, and SF330 Part IIs for the Prime and every sub-consultant. Make sure that in the Cover Letter you mention the Insurance requirements.

RFQ Instructions for Electronic Submission:

Electronic submissions will be via <https://www.bidexpress.com/businesses/27137/home>. Please refer to <https://www.massport.com/massport/business/bids-opportunities/capital-bids/> website for instructions on how to submit an electronic RFQ submittal.

1. Download RFQ documents in Bid Express and fully review them before submitting your electronic Statement of Qualifications.
2. Upload ALL required documents listed below in accordance with the instructions on Bid Express and those in the RFQ. Failure to include all required materials or to provide materials in a format different than that specified may have a negative effect on the evaluation or result in disqualification.
3. Click the “Submit” button in Bid Express to review your response for completeness and to encrypt/submit your response electronically.

File Naming Convention:

MPA project #_Company Name-YY-MM-DD.pdf

Example: L2302_Massport-23-04-24.pdf

Files submitted via Bid Express must follow the above filing naming convention specific in the “Description” field for each document in the “Required Document Upload” table in Bid Express. The file name and description entered during the file upload process ensures each file can be readily identified by Massport.

All submissions must be in .pdf format and must be in such a way that they can be read on a computer and printed on 8 ½” x 11” paper, unless otherwise specified.

Please consider the number of pages being submitted, including the following:

- Resumes of the top 10 key individuals, each limited to one (1) page under SF 330, Section E,
- No more than ten (10) projects each limited to one (1) page under SF 330, Section F,
- No more than fourteen pages (7 sheets) between SF 330 Section H and “other relevant materials” section of the submission.

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport’s standard work order agreement, a copy of the Authority’s standard agreement can be found on the Authority’s web page at <http://www.massport.com/massport/business/capital-improvements/important-documents/>. The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing to be held at **9:00 AM on THURSDAY, JUNE 8, 2023 via ZOOM MEETING. All participants shall use the following Zoom Instructions. Link:** <https://massport.zoom.us/j/84850326748>; **Dial in:** 1 646 558 8656 or 1 267 831 0333. At this session, an overview of the projects will be provided, the services requested by the Authority will be described, and questions will be answered.

This submission, shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on July 13, 2023 via Bid Express** <https://www.bidexpress.com/businesses/27137/home>. Any submission which is not received by the deadline shall be rejected by the Authority as non-responsive. Any information provided to the Authority in any Proposal or other written or oral communication between the Proposer and the

Authority will not be, or deemed to have been, proprietary or confidential, although the Authority will use reasonable efforts not to disclose such information to persons who are not employees or consultants retained by the Authority except as may be required by M.G.L. c.66.

The procurement process for these services will proceed according to the following anticipated schedule:

EVENT	DATE/TIME
Solicitation: Release Date and Supplemental Package Available	May 31, 2023
Consultant Briefing	June 8, 2023 at 9:00 AM
Deadline for submission of written questions	June 15, 2023 at 12:00PM (noon)
Official answers published (Estimated)	June 22, 2023
Solicitation: Close Date / Submission Deadline	July 13, 2023 at 12:00PM (noon)

Times are Eastern Standard Time (US).

Questions may be sent via email to CPBidQuestions@massport.com subject to the deadline for receipt stated in the timetable above. *In the subject lines of your email, please reference the MPA Project Name and Number.* Questions and their responses will be posted on Capital Bid Opportunities webpage of Massport <http://www.massport.com/massport/business/bids-opportunities/capital-bids> as an attachment to the original Legal Notice and on COMMBUYS (www.commbuys.com) in the listings for this project.

PROJECT REQUIREMENTS:

Massport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all bidders/proposers will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

Project requirements include, but are not limited to:

Terms & Conditions:

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport’s standard agreement for federally funded projects, a copy of the Authority’s standard agreement can be found on the Authority’s web page at <http://www.massport.com/massport/business/capital-improvements/important-documents/>.

Additional Requirements and Guidelines:

As deemed appropriate and required by the Authority or the project’s needs, the consultant agrees to follow the requirements set forth in the various Guidelines and Standards that can be found on the Authority’s web page at http://www.massport.com/massport/business/capital-improvements/important-documents.

DBE Participation:

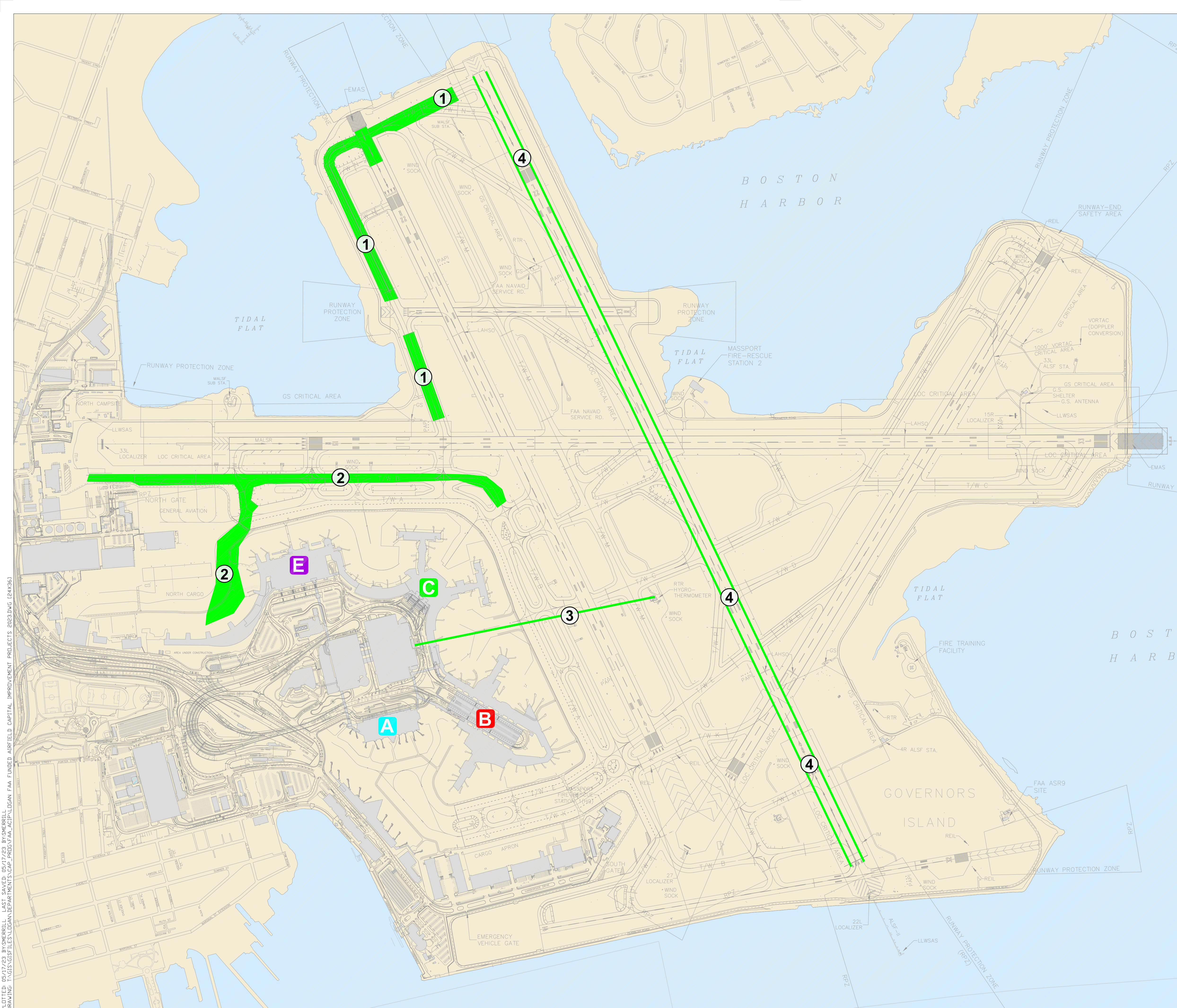
The Authority is committed to helping address the disparity in the participation of minorities and women in design. Along with the DBE commitments which reflect ownership status set forth below, the Authority's Designer Selection Panel are interested in learning about the applicant firm's approach and commitment to diversity in its HR policy, its overall business practices and in assembling this Project team. Firms are encouraged to be creative in assembling their teams by considering dividing the work of a particular discipline, when appropriate, including work it would typically provide in house, partnering, offering opportunities to qualified firms with which it or its consultants have not previously worked or firms that may have less experience working on public projects, and other means that provide additional opportunities for DBE firms in new ways.

Applicants, as prime firm and team lead, in their application, should directly address their approach to enhancing diversity in assembling the team for this Project, including a clear description of each working relationship, and in their overall HR and business practices. The Authority strongly encourages teams composed of firms that expand the overall breadth of different firms working on Authority Projects.

Applications from DBE firms as prime consultant are encouraged. Applicants that are themselves DBE certified may use their participation toward meeting the determined work order goal for the certification they hold and will be required to bring participation by additional firm(s) that holds the necessary certifications to meet or exceed the goals assigned. Applicants are strongly encouraged to utilize multiple disciplines and firms to meet the DBE goals. Consultants to the prime can team within their disciplines in order to meet the DBE goals but must state this relationship.

Please note that only firms that are currently certified as DBE in the Commonwealth of Massachusetts be credited toward meeting Project DBE goals.

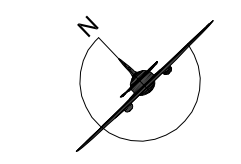
**MASSACHUSETTS PORT AUTHORITY
LISA S. WIELAND
CEO & EXECUTIVE DIRECTOR**



List of Proposed Projects

Legend:

- ① - L1653, Taxiway N Rehab, L1737 Install PCC Pavement on RW 22R
- ② - L1707, Rehabilitate Taxiway B North
- ③ - L916, Install Duct Bank from RTR Site to Base of ATCT
- ④ - L1566, Runway 4R-22L, Upgrade Lighting to LED Cable Recircuity & Edge Light Infrastructure Replacement
- ⑤ - L1765, Land and Hold Short Operations System Upgrade (Not Shown)



PLOTTED: 05/17/23 BY: SHERILL, LAST SAVED: 05/17/23 BY: SHERILL
 DRAWING: TUGS GIS/FILES/LOGAN DEPARTMENTS/CAP PROJ/VAH ACT/LOGAN F.A.M FUNDED AIRFIELD CAPITAL IMPROVEMENT PROJECTS 2023.DWG (24/26)