

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

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## **REQUEST FOR QUALIFICATIONS**

**H327**

**L.G. HANSCOM FIELD**  
**FY 2026 AND FY 2027 AIRFIELD CAPITAL**  
**IMPROVEMENT PROJECTS**  
**BEDFORD, MASSACHUSETTS**



## **SUPPLEMENTAL INFORMATION PACKAGE**

**LEGAL NOTICE**  
**REQUEST FOR QUALIFICATIONS**

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for **MPA CONTRACT NO. H327, FY 26 AND FY 27 AIRFIELD CAPITAL IMPROVEMENT PROJECTS, L.G. HANSCOM FIELD, BEDFORD, MA.** The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience, to provide professional services for planning, design, and construction including resident inspection services 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.

The RFQ includes specific scope for the following four (4) projects: (1) Rehabilitate Taxiway E from Runway 29 to Runway 5-23 with Connection to Taxiway E1; (2) Rehabilitate Taxiway R Full Length outside of runway safety areas; (3) Rehabilitate Taxiway M from Runway 5 to Runway 11 with Geometry Improvements and (4) Rehabilitate Taxiway M South from Runway 5 to Taxiway S with Geometry Improvements.

The Consultant shall demonstrate experience in several disciplines including but not limited to Civil, Pavement Design, Airfield Electrical, Cost Estimating, Airfield Construction Phasing, Resident Inspection, Climate Resiliency, and Sustainable Design.

The contract will be work order based, and the Consultant's fee for each work order shall be negotiated; however, the total fee for the contract shall not exceed **ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000)** per project.

A Supplemental Information Package will be available, on **Wednesday, July 2, 2025** 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](http://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](mailto: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 project and the services required to support it, the Authority has scheduled a Consultant Briefing Tuesday July 8, 2025 @ 11am on Teams Webinar at <https://events.teams.microsoft.com/event/4b6611b3-3cf3-44d6-8828-45e1eb3d2c1f@9eb9f7c2-9da5-4db8-aebc-3b74b4fadcb>. At this session, an overview of the project will be provided, the services requested by the Authority will be described, and questions will be answered. **Pre-Registration** is required to attend this Teams webinar.

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.

This submission shall be addressed to **Luciana Burdi**, Intl. Assoc. AIA, CCM, MCPPO, NAC, FCMAA Chief Infrastructure Officer and received no later than **12:00 Noon on THURSDAY, AUGUST 14, 2025** 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**

**Richard A. Davey**

**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 phase services, and resident inspection for its airfield capital improvement projects at L.G. Hanscom Field. 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 L.G. Hanscom Field. 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 “L.G. Hanscom Field Projects for Consultant Selection.”

### **(1) H296 Rehabilitate Taxiway E from Runway 29 to Runway 5-23 with Connection to Taxiway E1**

Taxiway E is a key taxiway that services Runway 11-29 and provides access to all major points on the terminal side of the airport. The project limits would extend from Runway 29 to Runway 5-23, and the taxiway connection at Runway 29 would need to be reviewed for potential realignments via a pavement marking exercise with no major pavement modifications/relocations. This taxiway section is in excess of twenty years old and in need of pavement rehabilitation.

The lighting systems on this portion of taxiway consist of edge and centerline lights AT THE Taxiway S and T intersection. As part of this project new circuitry will be included and all fixtures will be upgraded to LED.

The rehabilitation and electrical upgrades will require close coordination with Hanscom Operations, especially during the development of phasing concepts due to the heavy use of the taxiway and its role as serving as a main aircraft route.

Anticipated project schedule: Design FY26; Construction FY26-27  
Estimated construction cost: \$5 million

*Note: Massport Fiscal Year runs from July 1 to June 30. FY 26 Starts July 1, 2025 and ends June 30, 2026*

### **(2) H309 Rehabilitate Taxiway R Full Length outside of runway safety areas**

In 2022, Massport performed in-depth maintenance on Taxiway R to repair cracking which was prevalent throughout the pavement depth by cutting and patching along existing pavement joints with an asphalt seal coat applied to provide a more uniform surface appearance. This project will perform

a full rehabilitation of the taxiway outside of the Runway Safety Areas for Runway 11 and Runway 23. The alignment of this portion of the taxiway will be reviewed for conformance with current FAA design criteria. The taxiway has existing edge lighting which will be converted to LED. Geometry changes at the Runway 11 and Runway 23 ends will not be incorporated at this time based on discussions with the FAA, due to the need for extensive permitting requirements.

The rehabilitation will require close coordination with Hanscom Operations, especially during the development of phasing concepts due to the on-going development on the northern side of the airport and its role as serving as a main aircraft route to and from the T-Hangar area adjacent to the taxiway.

Anticipated project schedule: Design FY26-27; Construction FY27  
Estimated construction cost: \$2.3 million

**(3) H316 Rehabilitate Taxiway M from Runway 5 to Runway 11 with Geometry Improvements**

This project includes rehabilitation of Taxiway M from the northern side of Runway 5 up to Runway 11. In addition, geometry improvements at the taxiway to taxiway (at Echo) and taxiway to runway intersections (at 11 and 5) will be incorporated into this project to enhance safety and meet current FAA design standards. This taxiway section was last rehabilitated in 2009.

The lighting system on this portion of taxiway consists of edge lights. As part of this project new circuitry will be included and all fixtures will be upgraded to LED.

The rehabilitation and electrical upgrades will require close coordination with Hanscom Operations, especially during the development of phasing concepts due to the heavy use of the taxiway and its proximity to airfield tenants and Fixed Base Operators (FBOs).

Anticipated project schedule: Design FY26-27; Construction FY27  
Estimated construction cost: \$2.5 million

**(4) H317 Rehabilitate and Improvements to Geometry on Taxiway M South of Runway 5 to Taxiway S**

This project will rehabilitate the southern section of Taxiway M between Runway 5 and Taxiway S. In addition geometry improvements, including realignment of the taxiway at the entrance to Runway 5 will be incorporated into this project to enhance safety and meet current FAA design standards. This taxiway section was last rehabilitated in 2009.

The lighting system on this portion of taxiway consists of edge lights. As part of this project new circuitry will be included and all fixtures will be upgraded to LED.

The rehabilitation and electrical upgrades will require close coordination with Hanscom Operations, especially during the development of phasing concepts due to the heavy use of the taxiway and its proximity to airfield tenants and Fixed Base Operators (FBOs).

Anticipated project schedule: Design FY26-27; Construction FY27

Estimated construction cost: \$1.5 million

### **SCOPE OF WORK:**

The Authority is seeking proposals from qualified multidiscipline consulting firms or teams with demonstrated experience in providing professional engineering services. These services will encompass planning, design, construction support, and resident inspection for its airfield capital improvement projects at L.G. Hanscom Field. Selected consultants must be capable of working collaboratively with the Authority and other stakeholders to ensure the timely and efficient delivery of all project phases. Multiple consultants will be selected in accordance with FAA guidelines for consultant selection.

The Consultant(s) shall demonstrate experience in several disciplines including but not limited to:

- Airfield Civil
- Airfield pavement design
- Airfield electrical
- Airfield Civil 3D/CIM
- Airfield construction phasing
- Subsurface investigation and construction acceptance testing
- Construction Cost Estimating
- LEAN Practices,
- Resident inspection,
- LSP services as applicable
- Climate Resiliency, and
- Sustainable Design

Topographic survey of the airfield and utility base maps 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) Construction of the airfield electrical project and pavement rehabilitations will need to be coordinated and phased to minimize impacts to airport operations. The implementation of 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.

(7) Provide Licensed Site Professional (LSP) services to evaluate environmental conditions within areas of proposed work early in design, plan soil and groundwater management strategy, support characterization of soil and other waste for disposal, provide input to design and bid documents, and provide support for other hazardous and contaminated materials management and/or LSP services as needed.

**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 \$1,500,000.**

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing Tuesday July 8, 2025 @ 11am on Teams Webinar at <https://events.teams.microsoft.com/event/4b6611b3-3cf3-44d6-8828-45e1eb3d2c1f@9eb9f7c2-9da5-4db8-aebc-3b74b4fadcb>. At this session, an overview of the project will be provided, the services requested by the Authority will be described, and questions will be answered. **Pre-Registration** is required to attend this Teams webinar.

**The Consultant may apply for consideration for election for all projects or for any combination of the four (4) listed. Please indicate in the cover letter for which project or projects the response is applying.**

#### **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 or 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 in 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, and
  - (4) Demonstrated project experience in sustainable and resilient airfield and infrastructure design and construction, including infrastructure sustainability 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.

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 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:**

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 (<https://www.gsa.gov/reference/forms/architectengineer-qualifications>) 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 Supplier Diversity Office for M/WBE and 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 the Cover Letter is “Signed under the pains and penalties of perjury”, and that you mention the Insurance in the Cover Letter itself.***



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 ten pages (5 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.

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This submission, shall be addressed to **Luciana Burdi**, Intl. Assoc. AIA, CCM, MCPPO, NAC, FCMAA Chief Infrastructure Officer and received no later than **12:00 Noon on THURSDAY, AUGUST 14, 2025** 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
<b>Solicitation: Release Date and Supplemental Package Available</b>	<b>WEDNESDAY, JULY 2, 2025</b>
<b>Consultant Briefing</b>	<b>TUESDAY July 8, 2025 @ 11am</b>
<b>Deadline for submission of written questions</b>	<b>JULY 14, 2025 at 12:00PM (noon)</b>
<b>Official answers published (Estimated)</b>	<b>JULY 18, 2025</b>
<b>Solicitation: Close Date / Submission Deadline</b>	<b>AUGUST 14, 2025 at 12:00PM (noon)</b>

Times are Eastern Standard Time (US).

Questions may be sent via email to [CPBidQuestions@massport.com](mailto: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 on Bid Express <https://www.bidexpress.com/> and 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](http://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, 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/>.

M/WBE 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.

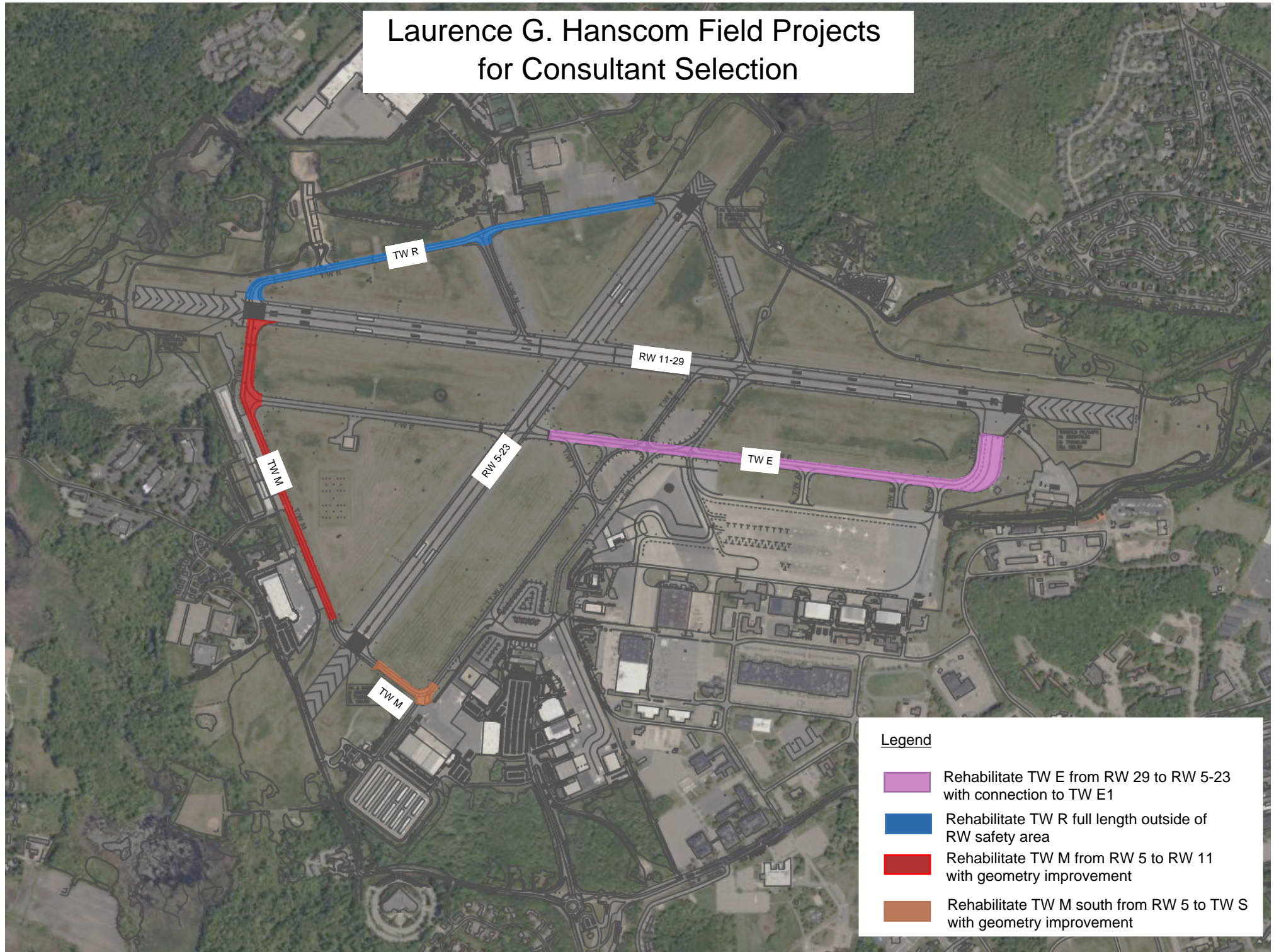
Applications from DBE firms as prime consultant are encouraged. Applicants that are themselves DBE certified may use their participation toward meeting the determined work order goal for the certification they hold and will be required to bring participation by additional firm(s) that holds the necessary 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 M/WBE and DBE in the Commonwealth of Massachusetts may be credited toward meeting Project M/WBE or DBE goals.





**MASSACHUSETTS PORT AUTHORITY**

**Richard A. Davey  
CEO & Executive Director**

# Laurence G. Hanscom Field Projects for Consultant Selection



## Legend

-  Rehabilitate TW E from RW 29 to RW 5-23 with connection to TW E1
-  Rehabilitate TW R full length outside of RW safety area
-  Rehabilitate TW M from RW 5 to RW 11 with geometry improvement
-  Rehabilitate TW M south from RW 5 to TW S with geometry improvement