

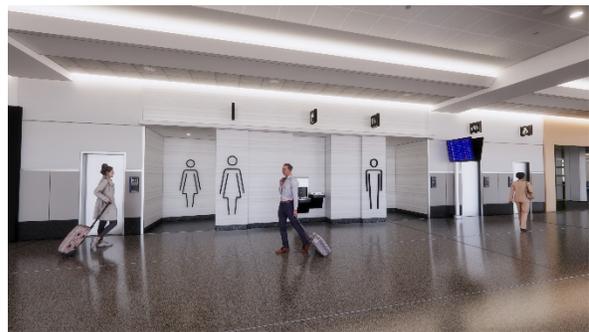


**MASSACHUSETTS PORT AUTHORITY
CAPITAL PROGRAMS DEPARTMENT
SUITE 209S - LOGAN OFFICE CENTER
ONE HARBORSIDE DRIVE
EAST BOSTON, MASSACHUSETTS 02128-2909**

REQUEST FOR QUALIFICATIONS

CONSTRUCTION MANAGEMENT AT RISK SERVICES

SUPPLEMENTAL INFORMATION PACKAGE



**MPA CONTRACT No. L1967
LOGAN TERMINAL AMENITIES PROGRAM
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON
MARCH 11, 2026**



Article 1 – INTRODUCTION

1.1 CONSTRUCTION MANAGER at RISK (CMR) SCOPE OF WORK.

The MASSACHUSETTS PORT AUTHORITY (Massport) seeks to retain the services of a highly qualified firm to provide Construction Management at Risk Services (CMR) on Project **L1967 LOGAN TERMINAL AMENITIES PROGRAM** (the Project). An expanded scope of Pre-Construction Services (Phase I), as well as Construction Services (Phase II) can be found in Section 2.2 of this package.

The procedures utilized by Massport to procure construction management services will involve an open, fair and competitive selection process which will ensure that the highest quality construction services are provided to Massport at a fair and responsible price. The design of the Project is currently in the Preliminary Design phase, and early concept documents are included in this Supplement to the RFQ.

The project has a goal to substantially complete construction by **Q2 2029**. The construction cost is currently estimated by Massport at approximately **\$30,000,000.00 (Thirty Million Dollars)**. The Agreement between the Authority and the selected CMR shall require the CMR to deliver such construction services for the entire Project in accordance with a Guaranteed Maximum Price (GMP).

1.2 REQUESTS FOR QUALIFICATIONS

In accordance with procedures approved by the Massachusetts Inspector General, Massport has publicly advertised a Request for Qualifications (“RFQ”) for Construction Management Services. In accordance with the advertisement, the following Supplemental Information Package is made part of the Request for Qualifications.

Qualification Statements will be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, NAC, Chief Infrastructure Officer and be received no later than **12 NOON on APRIL 2, 2026** via Bid Express <https://www.bidexpress.com/businesses/27137/home>. Subsequent to that time, a Pre-Qualification Committee will review the Qualification Statements and shortlist qualified firms. Further milestone dates can be found in Section 2.6 of this package. Further electronic submission information can be found in Section 4.1 of this package.

1.3 EVALUATION CRITERIA AND SELECTION PROCESS

Upon review of the submitted Qualification Statements, Massport intends to develop a shortlist of qualified Construction Management firms which will be invited to respond to a written Request for Proposals (RFP). The shortlist of Construction Management firms will be based on the following criteria:

1. Proposed CMR team
2. Project approach
3. Similar project experience



4. VDC & Lean Construction experience
5. CM-at-Risk with GMP experience including public projects
6. Safety record
7. Capacity and financial stability
8. Litigation and termination history

It is highly desirable that the CMR has demonstrated experience in utilizing Lean approaches in design and construction, including Last Planner™ System, Target Value Delivery, and collaborative decision-making techniques, or has had long-term experience working collaboratively with Architects and their consultants during the design and construction phases of projects.

The CM shall be DCAMM-certified and provide an Update Statement as well as an affidavit that the Statement of Qualifications being submitted in response to the RFQ is signed under the pains and penalties of perjury. The CM shall also provide a letter from a surety company confirming the CM firm's ability to provide performance and payment bonds in the full amount of the construction estimate. Please note that having the document notarized does not fulfill the requirement for signing under the pains and penalties of perjury.

Further explanation of the Evaluation Criteria and selection process as identified in the Massport CM at Risk Procedures can be found in Section 3.2 of this Supplemental Package.

Article 2 – PROJECT SCOPE

Logan Terminal Amenities Program

Project Scope Overview

Massport is advancing Phase 2 of its multi-phase passenger amenities modernization program at Logan Airport. This phase expands upon the restroom design standards established in Phase 1 and broadens the program to include additional high-impact passenger amenities, including Kidport play areas and the renovation of the historic airport chapel.

Phase 1, currently under construction through already awarded contracts and scheduled for sequenced completion between 2026 and 2027, introduced a new restroom design standard emphasizing durability, aesthetics, accessibility, and operational efficiency. Phase 2 builds on that foundation while targeting high-visibility and high-use areas across the campus.

1. Restroom Renovations

A. Program Expansion

Phase 2 includes the renovation of 10 additional restroom sets across the Logan campus.

This deployment prioritizes high-traffic environments to deliver immediate and measurable improvements to passenger experience.



B. Design Standards Implementation

The restroom design standards established in Phase 1 will be directly translated into Phase 2, including:

- Highly durable interior finishes designed for long lifecycle performance
- Elevated, contemporary aesthetics aligned with Logan's architectural identity
- Standardized, non-language-specific entrance wayfinding
- Universal design principles supporting inclusivity and ADA compliance
- Optimized fixture layouts and detailing to streamline maintenance and servicing

The objective is to establish a cohesive, campus-wide restroom experience while reducing long-term lifecycle costs.

C. Systems & Operational Improvements

Where required, renovations will include:

- Upgraded plumbing, lighting, and ventilation systems
- Energy-efficient lighting and controls
- Durable, easily maintainable material selections
- Enhanced cleaning and maintenance protocols

All work will be coordinated to minimize disruption to ongoing terminal operations.

2. Kidport Play Area Renovations

Phase 2 includes the full renovation of three Kidport locations in Terminals A and B. These internal children's play zones will be redesigned in alignment with a new Kidport design standard currently being finalized at Terminal C.

- Kidport Design Objectives
- Safe, durable, high-performance materials
- Inclusive and ADA-compliant play features
- Engaging, age-appropriate interactive elements
- Improved circulation and visibility for safety and supervision
- Cohesive branding aligned with Logan's customer experience strategy

These improvements modernize family amenities and reinforce Logan's commitment to serving passengers of all ages.



3. Our Lady of the Airways Chapel Renovation

Phase 2 also includes the comprehensive modernization of the Our Lady of the Airways Chapel, a long-standing passenger and employee amenity located pre-security on the Arrivals Level between Terminals B and C at Boston Logan International Airport (BOS).

Originally constructed in the early 1950s, the chapel has not undergone a comprehensive renovation since its initial build-out. The space currently contains obsolete mechanical, electrical, and lighting systems, aging finishes, and a layout that no longer reflects the needs of Logan's diverse passenger and workforce population.

The project will comprehensively modernize approximately 3,040 square feet within the existing footprint, advancing three primary objectives:

1. Upgrade building systems to a state of good repair
2. Renew the interior environment to enhance functionality and passenger experience
3. Roof replacement above the Chapel

A. Building Systems Upgrades

The chapel renovation will include:

- Full replacement of electrical systems
- Replacement of mechanical ductwork and diffusers
- New energy-efficient lighting with associated power and controls
- Replacement of the existing roof (approximately 5,340 square feet) with a new thermoplastic membrane system

These improvements will bring the facility into alignment with current performance, efficiency, and reliability standards.

B. Interior Renewal & Architectural Improvements

Interior work will include:

- Comprehensive renewal of finishes, including flooring and restored brick surfaces
- Custom built-in furnishings
- Refinished pews
- Updated architectural elements within the central worship area
- Reconfigured lighting to enhance atmosphere and usability

C. Accessibility & Inclusivity Enhancements

Universal access improvements will include:

- Reconfigured door openings to provide required clearances



- A new ramp to the altar area
- Integrated wheelchair seating locations with compliant pew spacing
- Removal of the existing non-accessible restroom in favor of nearby compliant terminal facilities
- Reorganization of storage and support spaces

All work will be carefully coordinated to minimize disruption to ongoing terminal operations.

Federal Funding & Domestic Sourcing Compliance

Funding for the Logan Terminal Amenities Program is anticipated through a Airport Improvement Program (AIP) federal grant issued by the U.S. Department of Transportation's Federal Aviation Administration. Accordingly, successful proposer will be required to comply with all grant terms and conditions, including, but not limited to, compliance with applicable federal procurement and Build American/Buy America requirements.

Program-Wide Strategic Objectives

- The amenities program is structured to achieve the following overarching goals:
- Elevate passenger experience in high-traffic terminal areas
- Modernize critical passenger amenities
- Improve inclusivity and universal accessibility
- Upgrade aging infrastructure to a state of good repair
- Reduce lifecycle costs through durable material and system selection
- Strengthen Logan Airport's brand through cohesive, high-quality design
- Ensure alignment with federal funding requirements

2.1 SCOPE OF SERVICES FOR THE DESIGNER

Massport has engaged the services of **saam and AECOM** as the prime consultants to design the project and will act as the Owner's Representatives for the CM at Risk during design and construction. The selected CMR will be expected to work collaboratively with Massport and their design team to efficiently complete the work under this Project.

2.2 SCOPE OF SERVICES FOR THE CM at RISK

The Authority intends to enter into two agreements with the selected CM at Risk Firm.

Phase I - An Agreement for Preconstruction Services

Phase II - An Agreement for Construction Phase Services



Virtual Design and Construction (VDC)

Massport recognizes the numerous benefits Virtual Design and Construction (VDC), will provide to each phase of the facility life cycle. In an effort to realize the added value of these benefits, the Designer and the CMR will be required to use VDC for this project. Successful VDC Program implementation will require extensive planning, an organized, comprehensive and collaborative approach, and adequate supporting infrastructure including knowledgeable and experienced personnel, required software and hardware, communication protocols and contractual agreements.

A BIM Execution Plan (BIMxP) will be formalized by the Designer and implemented and optimized by the entire Team as highlighted in the 2025 Massport Virtual Design & Construction, (VDC) Guide, and Building Information Modeling, (BIM) Standards. Project Team, including CMR members shall attend workshops and meetings during all phases of the project to execute and optimize, in a collaborative fashion, the formal planning procedure and Project BIMxP.

The CMR VDC Manager should have demonstrated experience in developing BIM Execution Plans, managing, directing and implementing VDC in more than 3 projects during pre-construction and construction phase. CMR should also demonstrate that they have virtual construction experience and 3D trade coordination.

The scope of services to be provided by the CMR firm during the preconstruction and construction phases are described in the following sections:

2.2.1 Preconstruction Services

During the preconstruction period, the CMR will perform a number of tasks, which may include:

- Document reviews
- Review and recommend revisions, if appropriate, to the project master Schedule, Construction Budget and permitting plan developed by Massport or the Designer
- Ordering materials, equipment, supplies and appurtenances with long lead times
- Procurement of early trade work
- Preparation of a detailed and integrated resource and cost loaded CPM schedule
- Application of Lean approaches, including but not limited to the Last Planner™ System for the design phase, Target Value Delivery, and collaborative decision making processes as determined by Massport documentation, guidelines and contract
- Coordinate, with the Team, the development of a Virtual Model (BIM) for decision-making and constructability
- The CMR PM shall work with the Team to define the BIM Execution Plan as determined by Massport as per 2025 Massport Virtual Design & Construction, VDC Guide, and Building Information Modeling, BIM Standards. Dividing the work into trade packages and identifying any self-performed work



- Prequalification of Trade Contractors under CH149A
- Value Planning/Engineering and Constructability Reviews working collaboratively with the design team
- Preparing and/or reviewing early shop drawing and other submittals
- Listing and negotiating assumptions and qualifications, including development of “Lump Sum and/or Bid Items and Quantities” for all items of work.
- Preparation of detailed Cost Estimates and establishing the Schedule of Values
- Developing final phasing and sequencing plans for construction in conjunction with Massport staff and tenants
- Processes for utilizing MPA’s Project Management Information System
- Developing final staging plans and traffic flow plans for material delivery and construction
- Negotiating trade contracts and subcontract agreements

2.2.2 Construction Phase Services

During the construction period, the CMR will be responsible for completing the Project in accordance with the construction documents which will include, but not are necessarily limited to, the following:

Construction Phase Services as per Article 2

In addition, the CMR is expected to apply Lean approaches, including Last Planner™ System during the construction phase, Target Value Delivery, and collaborative decision-making processes. The CMR shall continue to manage the BIM Execution Plan and use BIM to develop and manage 3D spatial coordination (clash detection) with the trade contractors as highlighted in the MPA MPA *BIM Guidelines for Vertical and Horizontal Construction or subsequent versions* and per the *BIM Exhibit* in the Construction Phase Services Contract. At some point, Massport may elect to use the BIM model for Facility Management and/or internal purposes.

The CM shall be expected to work closely with Massport’s team including its Project Manager and the design team throughout the design and construction phases in order to effectively implement the project.

2.3 CONTRACTS FOR PRECONSTRUCTION SERVICES AND CONSTRUCTION PHASE SERVICES

2.3.1 Preconstruction Services

The Authority is proposing to enter into a Contract with the selected CMR for preconstruction services immediately following the selection process.



2.3.2 Construction Phase Services

The Authority will then enter into a Master Construction Services Agreement as soon as possible.

2.4 ESTIMATED CONSTRUCTION COST

The cost of construction is estimated by Massport at approximately **Thirty Million Dollars (\$30,000,000)**.

2.5 TRADE CONTRACT CLASSES OF WORK

Certain trade contractors shall be pre-qualified in accordance with sections 44A thru 44J of Chapter 149A – Public Construction Alternative Delivery Methods of the General Laws of Massachusetts.

2.6 SCHEDULE

The Authority is interested in working in partnership with the Engineer/Designer and the CMR to finalize design and construct this Project in an efficient and cost effective manner.

The following dates have been targeted as significant milestones:

Milestone	Date
Pre-Qualification Briefing – Microsoft Teams Attendees must register for the webinar by using the following link: https://events.teams.microsoft.com/event/84400a04-d0cd-4097-9608-c7ed42bc76ba@9eb9f7c2-9da5-4db8-aebc-3b74b4fadccb	March 18, 2026 @2:45 PM
Deadline for submission of written questions	March 20, 2026 @12:00 PM
Official answers published by MPA	March 27, 2026
RFQ Submission Deadline	April 2, 2026 @12:00 PM
RFP Issues to Shortlisted CMR Firms	April 2026
RFP Submission Deadline	May 21, 2026 @12:00 PM
Interviews with Shortlisted CMR Firms	TBD
Construction Manager Selection	June 2026
Execute Contract for Preconstruction Services	June 2026
Execute Master Construction Services Agreement	July 2026
Begin Construction	November 2026
Substantial Completion	Q2 2029



Article 3 – SELECTION PROCESS & QUALIFICATION SUBMISSION

3.1 INTRODUCTION

Massport has established a TWO PHASE PROCESS for the selection of a Construction Manager at Risk firm, hereinafter referred to as the CMR with whom it may enter into a contract to provide construction management services for a particular project. At the Phase I Qualifications stage, the Prequalification Committee will conduct a qualifications based evaluation of interested CMR firms in order to create a shortlist of competent CMR firms.

Phase II will invite the shortlisted CMR firms to respond to a written RFP which will require both a technical proposal and a pricing proposal including the proposed fee. A Selection Committee will review Proposals in order to rank the shortlisted firms and make the final selection.

3.2 QUALIFICATION SUBMISSION

In response to the RFQ, the Respondents are advised to keep their submission concise, clear, and well organized. Graphic clarity and quality are important.

Massport reserves the right to disqualify any Respondent that does not follow these submission instructions and the specific instructions identified in the RFQ.

The respondents must include in their submission two PDF files: one PDF covering items 1-14 of this Section 3.2; a second PDF covering the “General Business Financial Information and Litigation and Termination History,” as set forth and required in the RFQ. Please review Article 4 for Electronic Submission Requirements.

RFQ PART 1

A PDF containing all information and materials required for the following components of the RFQ. **Scans of the Executed versions must be included for any documents requiring signature.**

1. Cover Letter. As part of the Cover Letter, the Respondent should prepare and include an Executive Summary of the Proposal. This section should highlight the key elements of your proposal, and be clear, concise and informative. This section is your opportunity to highlight and focus on the reasons why your team should be selected for this assignment. The Responder should specifically address each of the evaluation criteria and take this opportunity to highlight the reasons that the Responder feels it is best qualified for this assignment in the context of the evaluation criteria set forth in this RFQ.

The words, “**signed under the pains and penalties of perjury by**” **MUST** appear immediately above the authorized signature. The pains and penalties statement on the DCAMM Update Statement does not meet this requirement.



2. Executive Summary. This section should summarize the response to each evaluation criterion as well as the key elements and factors that may differentiate the firm from other Responders. The Executive Summary should highlight the key aspects of the Respondents RFQ response, and should summarize the key reasons that the proposed CMR Team should be considered for the shortlist. The respondents are encouraged to use this section to convince the Selection Committee to shortlist the proposed CMR Team.

3. Proposed CMR Team. This Section should include a narrative identifying key project personnel and is encouraged to include any CCM Designated Personnel (<https://www.cmaanet.org/certification/ccm>), LCI-CPC certified personnel (<https://leanconstruction.org/lean-certification/>), as well as any key subcontractors and their respective roles and responsibilities. The narrative should be augmented with a graphic and/or organization chart that clearly illustrates the roles, responsibilities and organization of the proposed Team.

If the proposed CMR Entity and/or CMR Team is a Joint Venture, this should be clearly reflected in the Organization Chart, cover letter, and financial/litigation history. In addition, the following should be addressed regarding the Joint Venture:

- a) A narrative describing the management structure, members and the roles/responsibilities of the JV
- b) A narrative describing the purpose and reasoning of the proposed JV
- c) A narrative describing the commercial constructs of the JV
- d) A brief narrative describing the advantages of the JV to Massport

Please be advised that firms considering Joint Venture opportunities must do so during the Qualification process. Joint Venture CMR Teams that do not submit during the Qualification process shall not be considered for award during the RFP process.

4. Project Approach. This Section should include a narrative that outlines the CMR's approach to the organization of the work; management and coordination activities; approach to bidding multiple bid packages; approach to coordination with the design team and Massport; approach to phasing; staging and sequencing; approach to coordination with stakeholders; methodology to maintain uninterrupted neighborhood and abutter operations during construction. The Respondents are encouraged to employ graphics that illustrate their unique ability to perform the required services.

5. Similar Project Experience. This Section should include information regarding the firm's recent relevant experience for the construction and construction management of prior similarly scaled projects in urban areas and their experience and credentials working with Port Authorities, Design Teams, and other stakeholders.

The Respondent's submission must include a minimum of three similar recent relevant projects, including references and contact information from the owners and designers of those projects. The Respondent should include a matrix that communicates the specific roles and responsibilities of those staff that they proposed for this project, and the roles, responsibilities



and project experience as they relate to the specific projects submitted as recent relevant experience.

6. Virtual Design and Construction (VDC) & Lean Construction Experience.

This Section should discuss and highlights the CMR high degree of competence and skill using VDC techniques to manage, direct, implement and coordinate project information in all phases of Design and Construction. The CMR should also identify specific BIM procedures and protocols used in order to define and track project benefits.

CMR should demonstrate an understanding of LEAN construction principles, including their application and benefits. This could be reflected in their project history, certifications, or training programs for employees, including, but not limited to, LCI-CPC Certification (<https://leanconstruction.org/lean-certification/>). CMR should emphasize teamwork, communication, and collaboration with all project stakeholders, including engineer, subcontractors, and client. This ensures a shared understanding of goals and encourages open problem-solving. CMR who is committed to continuous improvement and actively seek feedback from stakeholders. CMR should be open to identifying and addressing areas for improvement and have a track record of implementing LEAN practices on their projects. CMR should demonstrate the ability to implement LEAN practices and tools, such as Last Planner System (LPS), visual management techniques, and waste reduction strategies into the project.

7. CM at Risk with GMP Experience including public projects. This Section should discuss and highlight the firm's experience for prior CMR projects including references and contact information from the owners and designers of such projects and specifically identify which projects were undertaken within the constructs of Ch 149a. The Respondent should highlight those representative projects that were undertaken within the alternative deliver method of the CM at Risk format with an ultimate GMP and with providing preconstruction and construction services. The respondent should also describe any adjustments to the GMP that were necessary throughout the course of the selected projects, and why they were needed.

8. Safety Record. This Section should include information on the firm's workers' compensation experience modifier or similar data for the prior 5 years. If applicable, provide a list of any OSHA fines and violations, including nature of the fine/violation, date, fine amount, if any, and disposition of the fine/violation. The ideal format is a table or chart that summarizes this information.

9. Capacity and Financial Stability. This Section should include information summarizing the Respondent's capacity to undertake the work and address the overall financial stability of the firm. An overview should be provided in this section. Detailed financial information shall be submitted under separate cover ("RFQ Part 2") and in accordance with the instructions in this RFQ as further identified below.

10. Section Not Used



11. Certificate of Eligibility. This Section must include a copy of the Certificate issued by the DCAMM (Division of Capital Asset Management and Maintenance) pursuant to section 44D of chapter 149, showing a capacity rating sufficient for the project.

12. DCAMM Update Statement. This Section should include a copy of the Respondent's DCAMM Update Statement. If the Respondent is proposing a Joint Venture (JV), the following must be provided:

- a) Both Individual and Joint DCAMM Update Statements
- b) A narrative describing the purpose and reasoning of the proposed JV
- b) A narrative describing the management structure of the JV
- c) A narrative describing the commercial constructs of the JV
- d) A brief narrative describing the advantages of the JV to Massport

13. Letter from a Surety Company. A surety letter confirming the CMR firm's ability to provide performance and payment bonds in the amount of the 110 % of the construction estimate must be provided. Failure to provide this letter will result in the disqualification of the proposed CMR Team.

14. Response Certification. The response to this RFQ and Statement of Qualifications submitted by a firm in response to the RFQ must be signed under pains and penalties of perjury. The Respondent must submit a letter of certification stating that it is submitted as such. Notarizing a document does not take the place of signing under the pains and penalties of perjury. The pains and penalties statement on the DCAMM Update Statement does not meet this requirement.

In addition to the above items, the Respondents are to provide the following in accordance with the RFQ:

RFQ Part 2

A PDF containing all information and materials required for the following components of the RFQ. **Scans of the executed versions must be included for any documents requiring signature.**

1. Overview of General Business Financial Information and two years of audited financial statement. The financial information submitted shall remain confidential and shall not be a public record to the fullest extent permissible under the law.

2. Litigation & Termination History. This Section must include a list of lawsuits, arbitrations, and settlements to which the firm is a party relative to construction contracts within the last 5 years, including, if applicable, any convictions or fines for violations of state or federal law. Identification of any projects on which the firm was terminated, failed to complete the work, or paid liquidated damages to the owner. The status and/or outcome of each event should be indicated. The ideal format is a table or chart that summarizes this information. The litigation



and termination history submitted shall remain confidential and shall not be a public record to the fullest extent permissible under the law.

Article 4 – ELECTRONIC SUBMISSION REQUIREMENTS

4.1 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:

Project #_Company Name_RFQX.pdf

Example: L2302_Massport_RFQ1.pdf

***Limit filename to 50 characters (this includes underscores and all letters and numbers)**

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.

The procurement process for these services will proceed according to the anticipated schedule as listed in Section 2.6.

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 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) in the listings for this project.



Article 5 – EXHIBIT

5.1 DRAWINGS / GRAPHICS

Restroom Renovations

Exhibit 5.1.1 Restroom Renderings from Phase 1

Kidport Play Area Renovations

Exhibit 5.1.2 Phase 2 Kidports / Locus Plans / Existing Conditions Photos

Exhibit 5.1.3 Kidport Renderings from Phase 1

Our Lady of the Airways Chapel Renovation

Exhibit 5.1.4 Chapel / Existing Conditions Photos

Exhibit 5.1.5 Chapel / Scope of Work / Floor Plan

Exhibit 5.1.6 Chapel / Scope of Work / Roof Replacement

Restroom Renovations

Exhibit 5.1.1 Restroom Renderings from Phase 1

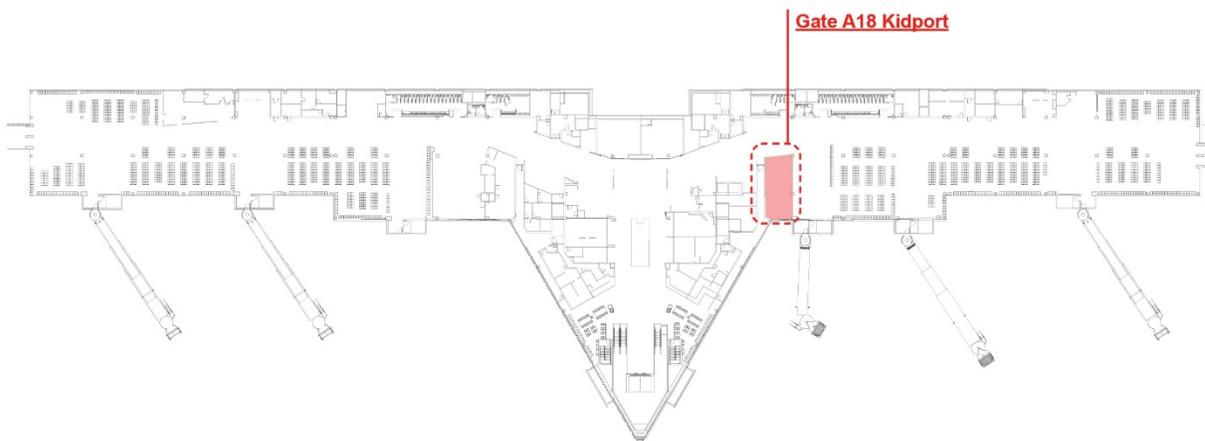
Similar standards to be used in Phase 2 Restroom Renovations.



Kidport Play Area Renovations

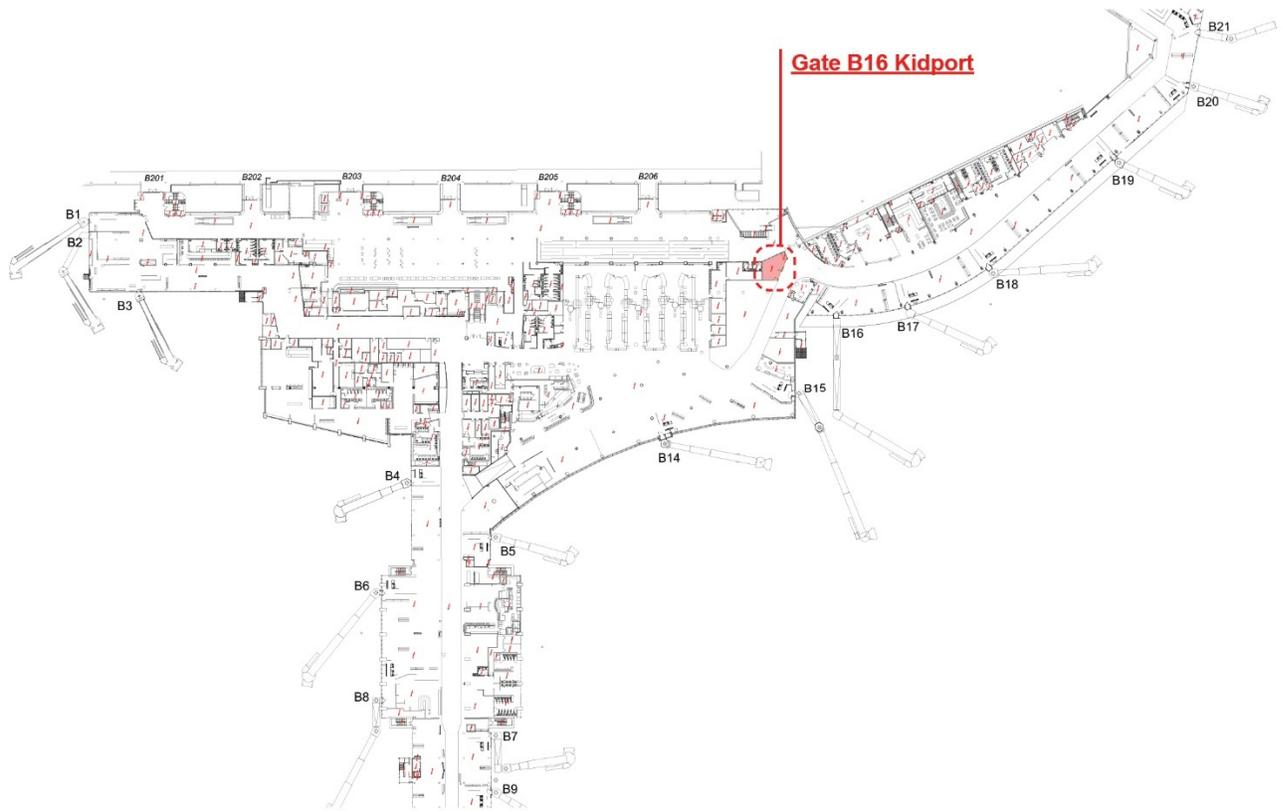
Exhibit 5.1.2 Phase 2 Kidports / Locus Plans / Existing Conditions Photos

Terminal A Satellite / Departures Level Kidport Locus Plan and Existing Conditions Photo.





Terminal B Pier B / Departures Level Kidport Locus Plan and Existing Conditions Photo.





Terminal B Pier A / Departures Level Kidport Locus Plan and Existing Conditions Photo.

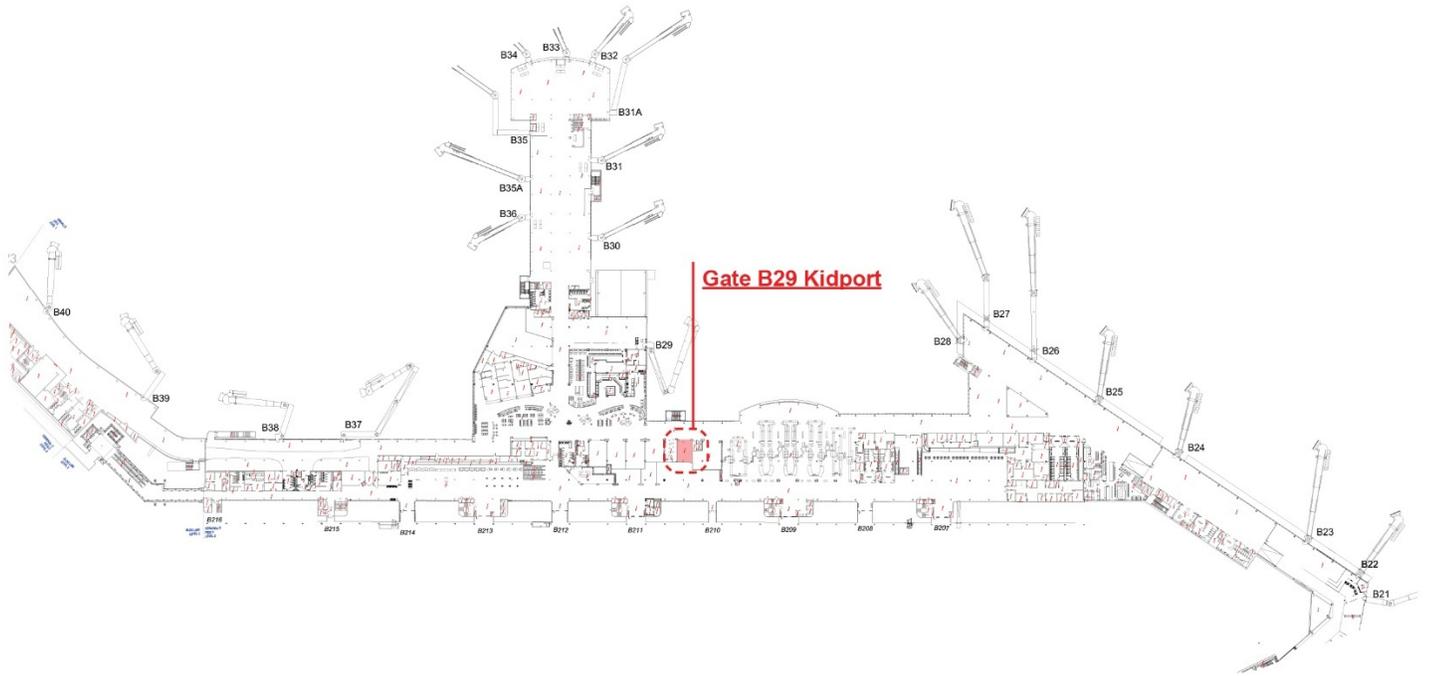


Exhibit 5.1.3 Kidport Renderings from Phase 1

Similar standards to be used in Phase 2 Kidport Play Area Renovations.



Our Lady of the Airways Chapel Renovation
Exhibit 5.1.4 Chapel / Existing Conditions Photos



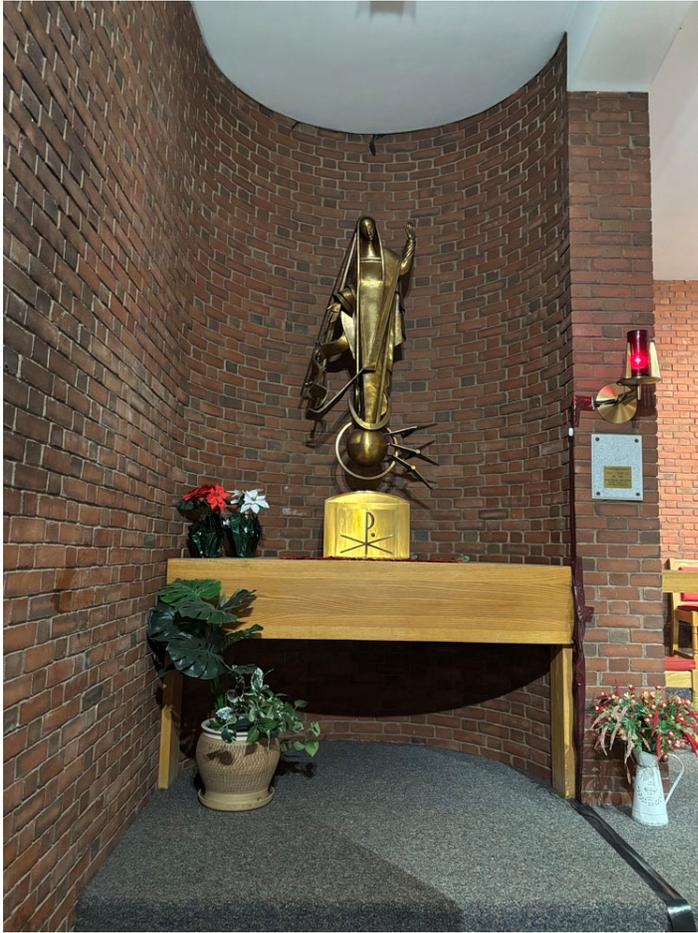


Exhibit 5.1.5 Chapel / Scope of Work / Floor Plan

NEW SCOPE

- 1 Remove existing carpet and replace with porcelain tile flooring with pattern integral to design
- 2 Replace all lighting in chapel with LED fixtures
- 3 Remove crucifix from altar and create new abstract cross
- 4 Remove a few rows of pews from the back of the church and create new entry zone area with built in screen system
- 5 Demolish plumbing fixtures in bathroom and repurpose this space
- 6 Refinish pews and re-upholster kneelers as needed
- 7 Replace existing hollow metal door with new wood door with full frosted glass lite
- 8 Remove existing altar rail
- 9 Demolish upper altar level and rebuild flush with lower altar level.
- 10 Assess all MEP/FP systems and upgrade to be code compliant where needed
- 11 Provide modern abstract stations of the cross with integral lighting
- 12 Remove existing wood grill ceiling and update to be cohesive with new design
- 13 Assess all existing doors and entries and update to be accessible where required
- 14 Relocate priest's office to existing sacristy location
- 15 Provide new private rooms for multi-faith prayer
- 16 Holistically assess accessibility and implement universal design strategies
- 17 Provide new roof over chapel

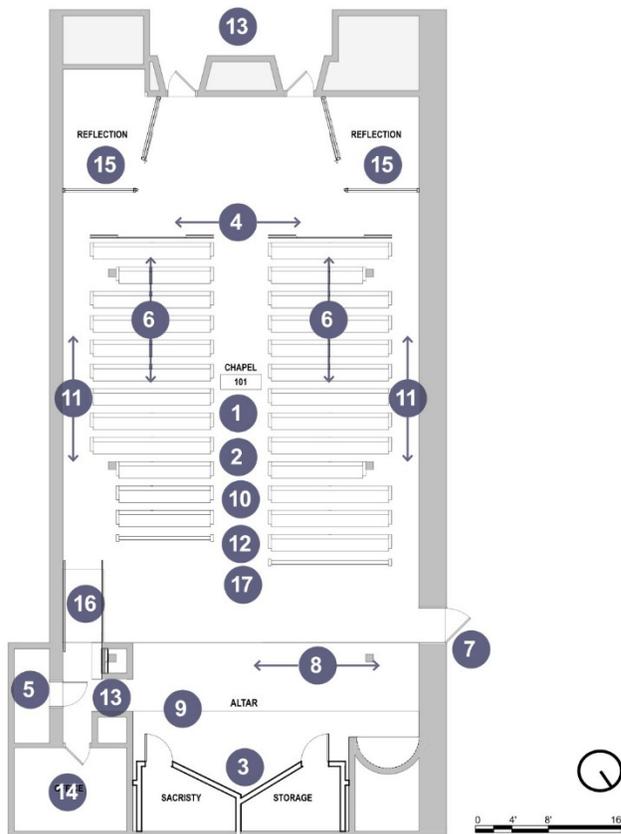


Exhibit 5.1.6 Chapel / Scope of Work / Roof Replacement

NEW SCOPE

- 1 Provide new thermoplastic membrane roofing system above chapel
- 2 Provide new thermoplastic membrane roofing sytem over upper corridor adjacent to chapel



END OF SUPPLEMENTAL INFORMATION PACKAGE