

**MASSACHUSETTS PORT AUTHORITY**  
CAPITAL PROGRAMS AND ENVIRONMENTAL AFFAIRS DEPARTMENT  
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EAST BOSTON MA 02128-2909

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## **REQUEST FOR QUALIFICATIONS**

**W306**

**WORCESTER REGIONAL AIRPORT  
FEDERALLY FUNDED AIRFIELD CAPITAL IMPROVEMENT  
PROJECTS – DESIGN AND CONSTRUCTION PHASE  
SERVICES  
WORCESTER, MASSACHUSETTS**



**SUPPLEMENTAL INFORMATION PACKAGE**

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

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for MPA CONTRACT NO. **W306, FEDERALLY FUNDED AIRFIELD CAPITAL IMPROVEMENT PROJECTS – DESIGN AND CONSTRUCTION PHASE SERVICES, WORCESTER REGIONAL AIRPORT, WORCESTER, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firm or team, 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 ACIP grant program.

This RFQ includes specific scope for the following 4 projects: (1) Replace Runway 29 Departure EMAS (R/W 11 End), (2) Replace Runway 11 Departure EMAS (R/W 29 End), (3) Construct Replacement Taxiway F from Runway 11-29 to the Taxiway D intersection with Boundary Marking Modifications at the Terminal Ramp, and (4) Rehabilitate the Entrance and Exit passenger roadway to the Terminal.

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 **ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000)** per project.

A Supplemental Information Package will be available, on Wednesday, August 9, 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](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 projects included as part of this RFQ, the Authority has scheduled a Consultant Briefing to be held at **9:00 AM on DAY, AUGUST 17, 2023 via ZOOM MEETING**. **All participants shall use the following Zoom Instructions. Link: <https://massport.zoom.us/j/84106318334>; Dial in: (301)-715-8592, Participation Code: 84106318334#**. 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 Bipartisan Infrastructure Law (BIL) funding. 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 through the Bipartisan Infrastructure Law. 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, September 21, 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.

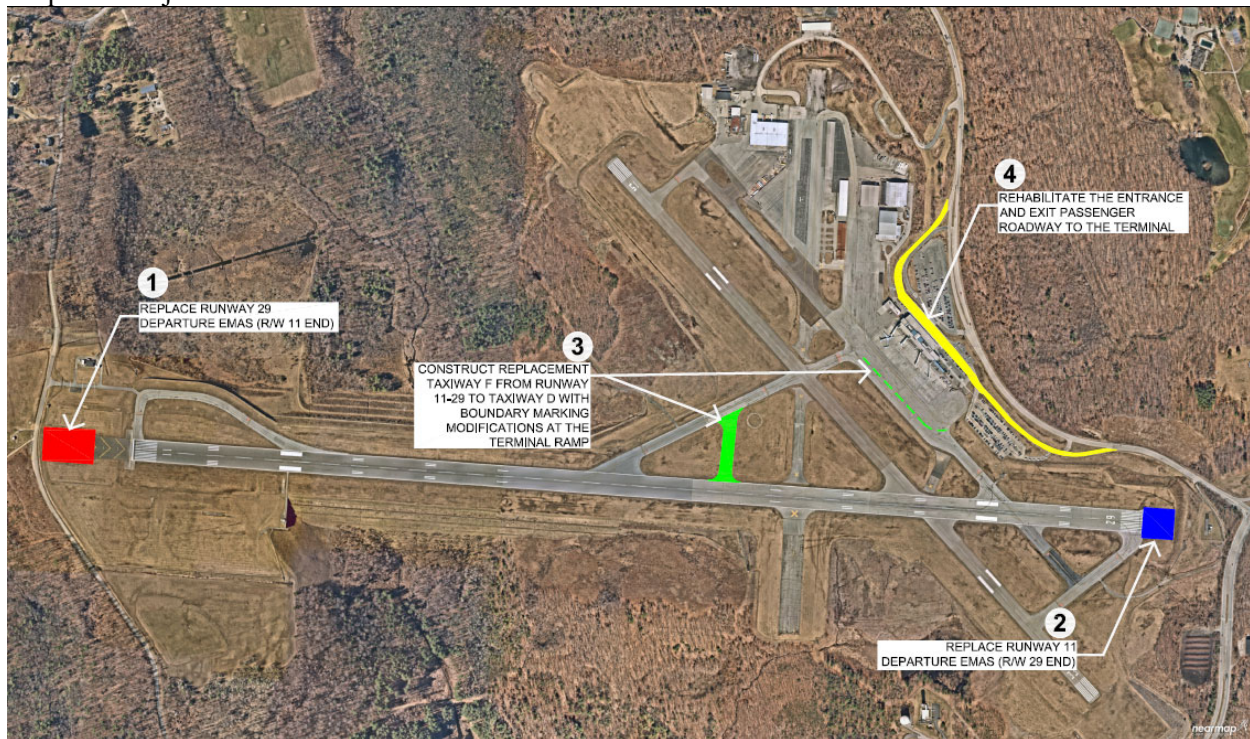
**MASSACHUSETTS PORT AUTHORITY**  
**LISA S. WIELAND**  
**CEO & EXECUTIVE DIRECTOR**

## **BACKGROUND**

The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, and construction related services, including resident inspection for its airfield capital improvement projects at Worcester Regional 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.

This series of projects supports the FAA Airport Capital Improvement Program (ACIP) for Worcester Regional 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.

### **Proposed Projects:**



#### **(1) Replace Runway 29 Departure EMAS (R/W 11 End)**

The existing Engineered Material Arresting System (EMAS) on the west end of Runway 11-29 is approximately 300 feet long by 170 feet wide. The EMAS bed was originally constructed in 2008 and is in need of replacement. Runway Safe has made the required inspections in recent years and have noted several items that needed attention such as seam seal breaches throughout the bed; surface cracks; minor depressions, surface indentations where the top cover has not been

penetrated, all that have been addressed under routine maintenance but the EMAS bed is in need of replacement with the next generation block material.

The consultant will be expected to evaluate the existing EMAS deck and make recommendations on replacement. The consultant will work closely with Massport Staff and Runway Safe Associates on the logistics of advanced procurement of the blocks right through construction at the site. The EMAS bed on the Runway 11 end has existing FAA approach lights located in the bed that will require coordination with FAA to remove and replace these lights that provide a Cat-II/III approach.

Included with this scope would be the replacement of the existing yellow delineators that project the perimeter to the bed and all of the characteristics of the EMAS products such as the latest generation blocks, seam seal, and deflector shield. The work may also include site preparation such as milling and paving of the surface just below EMAS bed depending on the condition as well as finish work such as pavement makings on the EMAS bed and adjacent area. It is assumed the existing and proposed grading below the EMAS bed will remain the same.

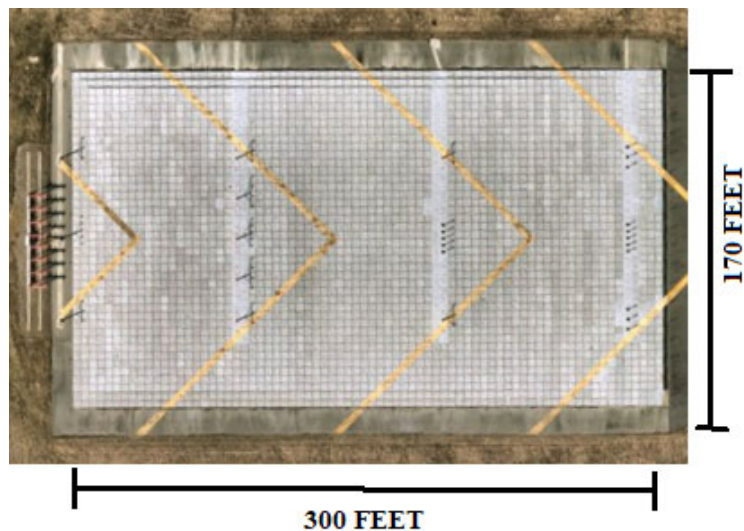
This project will include design and construction professional services including but not limited to data collection, preliminary design, final design, bidding, construction administration, and resident engineering. The project will also include Lean tools applied during the project delivery such as pull plan sessions. Also the Consultant will assess to determine if the project is able to apply Envision practices to see if there is the ability to achieve a certification.

The project will require close coordination with Worcester Airport Operations, to work around daytime commercial air carrier service.

Anticipated project schedule: Design FY 24 (Fall 2023); Construction FY24/25  
Estimated project cost: \$8 million

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

**(photo below of Runway 29 Departure End EMAS, 300 feet long x 170 feet wide)**



**(2) Replace Runway 11 Departure EMAS (R/W 29 End)**

The existing Engineered Material Arresting System (EMAS) on the east end of Runway 11-29 is approximately 155 feet long by 170 feet wide. The EMAS bed was originally constructed in 2009 and is in need of replacement. Runway Safe has made the required inspections in recent years and have noted several items that needed attention such as seam seal breaches throughout the bed; surface cracks; minor depressions, surface indentations where the top cover has not been penetrated, almost all side blocks and sections of side coating have some degree of breaching/peeling, caulking is in poor condition, but deflector shield itself is damage-free, all that have been addressed under routine maintenance but the EMAS bed is in need of replacement with the next generation block material.

The consultant will be expected to evaluate the existing EMAS deck and make recommendations on replacement. The consultant will work closely with Massport Staff and Runway Safe Associates on the logistics of advanced procurement of the blocks right through construction at the site.

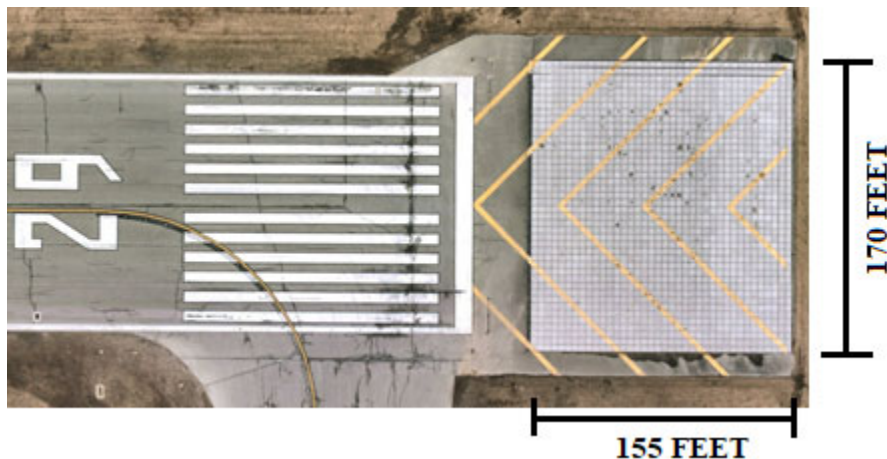
Included with this scope would be the replacement of the existing yellow delineators that project the perimeter to the bed and all of the characteristics of the EMAS products such as the latest generation blocks, seam seal, and deflector shield. The work may also include site preparation such as milling and paving of the surface just below EMAS bed depending on the condition as well as finish work such as pavement makings on the EMAS bed and adjacent area.

This project will include design and construction professional services including but not limited to data collection, preliminary design, final design, bidding, construction administration, and resident engineering. The project will also include Lean tools applied during the project delivery such as pull plan sessions. Also the Consultant will assess to determine if the project is able to apply Envision practices to determine if there is the ability to achieve a certification.

The project will require close coordination with Worcester Airport Operations, to work around daytime commercial air carrier service.

Anticipated project schedule: Design FY 25 (Fall 2024); Construction FY25/26  
Estimated project cost: \$7 million

**(photo below of Runway 11 Departure End EMAS, 155 feet long x 170 feet wide)**



**(3) Construct Replacement Taxiway F from Runway 11-29 to Taxiway D with Boundary Marking Modifications at the Terminal Ramp**

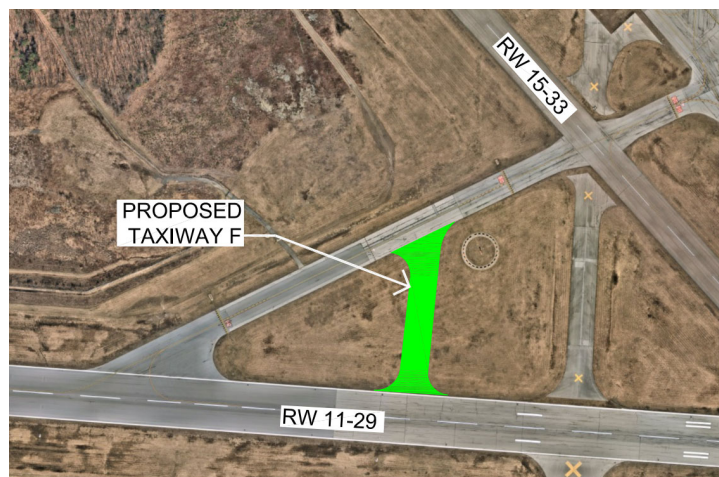
To ultimately help eliminate crossing of Runway 15-33 in the high-energy section of the runway a replacement Taxiway F is proposed from Runway 11-29 to the intersection of Taxiway D which will ultimately extend from the Taxiway D intersection to a new taxiway crossing at Runway 15-33. This proposed section under this project scope will extend from Runway 11-29 to the intersection of Taxiway D as seen in the figure below.

This scope will design and construct a new taxiway approximately 500 foot long by 50 foot wide and will be located as shown on the approved Airport Layout Plan. The new taxiway will be designed for an Airplane Design Group (ADG) III and a Taxiway Design Group 3 (e.g. Airbus A-320). The project will include earthwork, clearing and grubbing, subgrade, subbase, base material, flexible pavement, electrical light base, conduit, cables, elevated LED edge lights, LED runway guard lights, airfield lighting vault work, duct banks, LED guidance signs, topsoil and seed, and pavement markings. The project may include the removal of older abandoned taxiway pavement and grading.

This scope will also include work to modify the pavement markings and lighting along Taxiway B at the Terminal Apron. This section of Taxiway B in between Taxiway D and the old Taxiway C intersection requires realignment to meet current FAA Advisory Circular design standards to satisfy parallel Runway 15-33 centerline to Taxiway B centerline distance. This will require shifting the existing movement/non-movement area boundary line that separates the Taxiway B Object Free Area from the non-movement area of the apron closer to the Terminal Building to along shifting the Taxiway B centerline with associate pavement markings and taxiway centerline and edge lighting to achieve this goal.

Anticipated project schedule: Design FY 26 (Fall 2025); Construction FY26/27  
Estimated project cost: \$3.5 million

**FIGURE**



#### **(4) Rehabilitate the Entrance and Exit passenger roadway to the Terminal**

This scope includes the rehabilitation of the entrance and exit passenger roadway to and from the terminal including American Disability Act (ADA) accessible ramps for passengers with lighting and utility castings replacement as necessary. The project will improve the condition of the roadway surface to restore ride smoothness, drainage characteristics, and passenger ramp and lighting enhancements to meet current standards and renew pavement life span for this older section of roadway. This scope shall also include the design of additional landside vehicle parking area if determined to be eligible by the FAA.

Anticipated project schedule: Design FY 27 (Fall 2026); Construction FY27/28  
Estimated project cost: \$2.5 million

**(Proposed roadway rehabilitation limits highlighted in yellow below)**



## **SCOPE OF WORK:**

The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, and construction related services, including resident inspection for its airfield capital improvement projects at Worcester Regional 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
- Airfield electrical
- Airfield construction phasing
- Subsurface investigation sand construction acceptance testing,
- Cost estimating,
- LEAN Practices,
- Sustainable design,
- FAA AGIS requirements as applicable, and,
- Civil 3D and CIM

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.

(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 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 ORH users and the FAA for multiple meetings.

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 9:00 A.M. on August 17, 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 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.

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 consultant 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](http://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 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 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 on zoom at **9:00 A.M. on August 17, 2023** at the Capital Programs Department, Suite 209S, Logan Office Center, One Harborside Drive, East Boston, Massachusetts 02128. 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.

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 September 21, 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:

<b>EVENT</b>	<b>DATE/TIME</b>
<b>Solicitation: Release Date and Supplemental Package Available</b>	<b>Wednesday, August 9, 2023</b>
<b>Consultant Briefing</b>	<b>Thursday, August 17, 2023</b>
<b>Deadline for submission of written questions</b>	<b>Thursday, August 24, 2023 at 12:00PM (noon)</b>
<b>Official answers published (Estimated)</b>	<b>Thursday, August 31, 2023</b>
<b>Solicitation: Close Date / Submission Deadline</b>	<b>September 21, 2023 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 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 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**