



GOVERNMENT OF PUERTO RICO
PORTS AUTHORITY

PUERTO RICO PORTS AUTHORITY

REQUEST FOR PROPOSALS

**Design-Build Services for
Runway 8-26 Reconstruction at
Rafael Hernández Airport, Aguadilla, Puerto Rico**

ADDENDUM NO. 10

TO ALL OFFERORS:

This Addendum forms part of the reference Request for Proposals.

A. FILES ADDED TO THE SUPPORTING DOCUMENTATION ON THE SHARE FOLDER

1. AutoCAD Reference Drawings of the DCP: Find six (6) AutoCAD drawings. The name of the documents are: 131692_Cover.dwg, 131692_CS100.dwg, 131692_Phase 1.dwg, 131692_Phase 2.dwg, 131692_Phase 3.dwg, 131692_Phase 4.dwg.
2. Find the updated Supplementary Technical Information List (4 pages) including the additional name of files attached to this Addendum. This document substitutes the one included on Addendum No. 9. The name of the document is Share File List.pdf.

B. ANSWERS TO QUESTIONS

No.	Questions	Answers
1	1. Please provide the CADD files of the Reference Drawings issued with Addendum 9.	As part of this Addendum, see files added to the supporting documentation on the share folder.
2	2. Has PRPA performed recent Heavy Weight Deflectometer (HWD) testing along the existing Runway 8-26? Are the results available for Proponents?	Non-Destructive Testing (NDT) was conducted on pavement sections included within the RW 8-26 utilizing PTS's in-house Dynatest Model 8000 Falling Weight Deflectometer (FWD). Testing was conducted at BQN Airport in July 2016. On the share folder, find the Kimley Horn Report file, 440.02 PMMP BQN Report_2016.pdf. Appendix C includes the full PTS non- destructive testing and structural evaluation report.
3	1. Addendum 9 to the RFP introduced a change to the airfield layout whereby the separation between Runway 8/26 centerline to Future 9/27 centerline has been reduced from 500 feet to 426.71 feet according to the referenced drawings, with the location of the new Runway remaining as planned before. This change, combined with the need to interface with the existing Runway (to be converted to a Taxiway), requires that the proposed runway profile be adjusted to accommodate the grades for the connecting taxiways ensuring that FAA standards are met. Changes to the runway profile and in general, to the vertical controls will likely affect other aspects of the proposed project (i.e. Taxiway I and all connecting taxiways centerline profiles and grading, and new storm drain locations and profiles, lighting and other ancillary	The centerline of the existing runway will remain the centerline for the converted Taxiway I only for Alternate Bid 6. The separation shall be 500' for all other alternate bids. The profile of the NEW Runway 9-27 should be adjusted to accommodate the taxiway connectors to the existing runway. All other aspects including grading should meet FAA criteria. Modifications to Standards can be considered for the runway conversion to taxiway such as taxiway width, shoulder width and lighting locations in order to minimize reconstruction of the existing pavements.

No.	Questions	Answers
	improvements), therefore the design will have to address these affected elements of the Project. Please confirm that the intent is to reduce the separation and that the design will have to demonstrate that the design complies with FAA grading and other requirements accordingly. Also, please clarify the inconsistency in the Project Design Criteria package, where the separation is stated to be 500 feet.	
4	2. Please verify if the centerline alignment of Future Taxiway I, under Alternative Bid 5, is also changed to a separation of 426.71 ft from the new runway or should it maintain the 500 ft separation previously defined.	The separation between the new runway and the converted Taxiway I shall be 500' for Alternate Bid 5.
5	3. Regarding Alternate Bid 6, please confirm that the purpose of 4" mill and overlay is only to rehabilitate the existing pavement, but the Proponents are not required to design a mill & overlay thickness to be compliant with the design life of 20 years and the aircraft fleet mix described in Table 5-3 of the DCP.	Confirmed, the purpose of the 4" mill and overlay is to provide minimum rehabilitation to the existing pavement. Alternate Bid 6 and Alternate Bid 1 are mutually exclusive.
6	4. We kindly request confirmation that the works required under Alternate Bid 6 are limited to mill & overlay operations, without any change on the finish grade elevations. Or, on the contrary, the Proponent shall verify that the longitudinal profile and cross slopes of the existing runway meet the current FAA requirements, and shall implement corrective measures to address any substandard parameter if needed.	Alternate Bid 6 will not adjust grades. This will only convert existing Runway to Taxiway I. FAA requirements will be implemented to new construction.
7	5. Considering the important changes included as part of Addendum 9 that include new alternatives which will require additional engineering works, we request an extension of time for the submission of this proposal of at least 45 days.	No extension will be provided.
8	1. Addendum #9 has added Alternative Bid 5 and Alternative Bid 6. Additional time and effort on the part of the Proponent will be required to properly address the engineering, schedule, and costs associated with each alternative. In addition, the Sample Contract issued as part of Addendum #8 requires the formation of a new entity comprised of the design professional and construction contractor; and requires the new entity to submit certificates of insurance in its name for the types and amounts of coverage required by the Uniform General Conditions for Public Work Contracts in Puerto Rico (UGCPR). As a result, we will need to form the legal entity, register it with the Commonwealth, and procure the required insurances for the new entity as part of our Proposal. Completing the activities associated with the additional Alternative Bid items and the requirements of the Sample Contract will take time and effort beyond the current due date of February 28, 2023. Therefore, we request a ninety (90) day time extension to May 31, 2023.	No extension will be provided.
9	2. Will the Ports Authority work with the winning team to negotiate the Prime Contract to ensure that the terms, (including but not limited to the Order of Precedence provision) are compliant with all applicable laws or regulations, including but not limited to the Law to Regulate Engineering, Architecture, Surveying, Landscape Architecture Professions in Puerto Rico, Law Num. 173 of 12 August 1988, as amended?	The Ports Authority (AP) will entertain a legal briefing on the subject matter if submitted within the next 10 calendar days, if the proponent so chooses. The term will not be extended. If upon such review the AP becomes aware of any issue regarding compliance with any law or regulation, it will then address the issue in the scope of contract negotiations. Keep in mind that the AP will not submit a reply to the briefing.
10	3. Will the Ports Authority indemnify the winning team for any Project or contract requirements that are deemed non-compliant with any applicable laws or regulations, including but not limited to, the Law to Regulate Engineering, Architecture, Surveying, Landscape	No. See response to question 9 above.

No.	Questions	Answers
	Architecture Professions in Puerto Rico, Law Num. 173 of 12 August 1988, as amended?	
11	4. Is the Ports Authority considering the purchase of an Owner Controlled Insurance Program (OCIP) for the project?	No.
12	1. The Design Criteria Package requires a pavement rehabilitation of Runway 8-26 with 4" mill and overlay under Alternate Bid 6. The existing pavement of the East end of Runway 8-26 is formed by concrete slabs over its entire width, including shoulders. The West end has a central strip, approx. 80' wide, formed by concrete slabs and two lateral strips, approx. 60' wide each, with asphalt surface. Please clarify if any rehabilitation works shall be implemented on the concrete slabs. Regarding the West end of Runway 8-26, please confirm that the Proponent shall mill and overlay the two lateral strips.	The 4" mill and overlay shall only be for existing asphalt pavement areas including the lateral strips that are asphalt. The areas that are currently concrete shall not be included.
13	2. Further to the response #3 of Addendum 8, please verify that the rehabilitation of Taxiway C-320 is not part of the scope of works of Alternate Bid 2 or the Base Bid.	We are unclear where Taxiway C-320 is located. Please clarify your question.
14	3. Please clarify if shoulders are included in the rehabilitation works of Alternate Bid 6.	Rehabilitation of the shoulder pavements is not included in the scope of Alternate Bid 6.
15	4. Please clarify if, as stated in section 6.5 Electrical Circuits, a new airfield lighting vault shall be located within the south side of the runway in our base bid.	A new airfield lighting vault is not to be included in the base bid or any Alternate Bid.
16	5. The Addendum 9 Reference Drawings are showing Connecting Taxiways A1, I1, I2, I3 and I4 to be constructed to the edge of existing Runway 8-26 shoulder. Please clarify if new connecting taxiways pavement should be extended an additional 50 feet into the existing runway to meet FAA criteria for grading and strength requirements.	The new taxiways should be connected to the edge of the existing full-strength pavement for Alternate Bid 6.
17	6. Reference Phasing Plans show Taxiway M to remain in place after completion of the new runway construction, in Phase 2. Phases 3 & 4 indicate that Taxiway M will be closed for traffic but remaining in place. Please clarify that Taxiway M can be removed completely as needed to meet the FAA criteria for RSA and ROFA grading requirements.	Taxiway M should remain in service during Phase 1. Taxiway M can ultimately be removed completely as needed to meet FAA criteria or remain in place in areas where removal is not required to meet FAA criteria.
18	7. Please confirm that grooving is not applicable in taxiways and connectors, as stated in Section 3.2.4 of the Design Criteria Package.	Pavement grooving is not required for any taxiways. Pavement grooving is required for the new runway surface only.
19	8. Sample Contract provided in addendum indicates: 18.4 Duty To Correct Defective Work Discovered After Completion: In addition to its warranty obligations set forth elsewhere herein, the JVD/B shall be specifically obligated to correct any and all defective or nonconforming Work for a period of twelve twenty four (24) months following Final Completion upon written direction from the Authority. Please confirm that the above mentioned in bold is 12 and not 24 months.	The warranty period is 24 months in accordance with applicable laws.
20	9. Item no 10.4.2 indicates que must provide anticipated problems in Phase 1 preconstruction and phase 2 construction, please confirm if in anticipated problems for phase 1 we must include the anticipated problems for design as well.	Yes, please include anticipated problems for design as part of the Phase 1 preconstruction.
21	1. Contract provided as part addendum indicates: 12.3 Certificate of Substantial Completion: If the Authority's representative considers that the work is substantially complete, a tentative Certificate of Substantial Completion will be issued, with a list of items to be completed or corrected. This certificate may be objected to within the next ten (10) working days. After considering the objections, if the work is considered substantially completed, a final Certificate will be issued to the JVD/B. At that time the Authority will assume all responsibilities with respect to	The Authority will assume all responsibility with respect to the safety, operation, security, and the contractor's warranties and guarantee periods will begin once the work has been determined to be substantially complete and a final Certificate of Substantial Completion is issued to the JVD/B. On Article 12.1 of the Sample Contract, indicates the following: "Any discrepancies between the provisions herein and the Uniform General Conditions for Public Works, the latter shall prevail." Article 12.5 shall be modified as follows:

No.	Questions	Answers
	<p>the safety, operation, security and protection of the Work, maintenance, utilities, and the contractor's warranties and guarantee periods will begin to run.</p> <p>12.5 Determination Of Final Completion: When the JVD/B believes it has achieved Final Completion, and the JVD/B is ready for a final inspection, the JVD/B shall so notify the Authority in writing. The Authority will then make final inspection of the Work and, if the Work is complete in strict accordance with the Contract Documents, including state and federal regulations, then the Authority will issue a Certificate for Final Payment, providing for payment of the remainder of the Contract Price, less any amount withheld pursuant to this Agreement. At that time the Authority will assume all responsibilities with respect to the safety, operation, security and protection of the Work, maintenance, utilities, and the contractor's warranties and guarantee periods will begin to run.</p> <p>Article 12.3 and 12.5 of the SC establishes two different times when contractor's warranties and guarantee periods will begin to run. Please specify.</p>	<p>12.5 Determination of Final Completion: When the JVD/B believes it has achieved Final Completion, and the JVD/B is ready for a final inspection, the JVD/B shall so notify the Authority in writing. The Authority will then make final inspection of the Work and, if the Work is complete in strict accordance with the Contract Documents, including state and federal regulations, then the Authority will issue a Certificate for Final Payment, providing for payment of the remainder of the Contract Price, less any amount withheld pursuant to this Agreement. At that time the Authority will assume all responsibilities with respect to the safety, operation, security and protection of the Work, maintenance, utilities, and the contractor's warranties and guarantee periods will begin to run.</p>

END OF ADDENDUM NO. 10

January 27, 2023
San Juan, Puerto Rico

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