



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. 17

TO ALL OFFERORS:

This Addendum forms part of the reference Request for Proposals.

A. QUESTIONS RECEIVED BUT NOT YET ANSWERED

Two questions that were received are still under consideration by PRPA and will be answered on next addendum.

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

1. EXHIBIT N – RFP COST PROPOSAL FORM: A new Cost Proposal Form file has been included, please discard entirely the previous. The name of the document is 1_Attachment N Cost Proposal Form_ADD17.pdf.
2. Exhibit O – TECHNICAL PROPOSAL FORM / RFP ADDENDUM ACKNOWLEDGMENT: A new Technical Proposal Form file has been included, please discard entirely the previous. The name of the document is 2_Attachment O Technical Proposal Form_ADD17.pdf.
3. 100-YR Hydraulic Results: Find additional information related to drainage. The name of the document is 3_DRAINAGE 100-yr_ADD17.pdf
4. HH-Analysis: Find additional information related to drainage. The name of the document is 4_DRAINAGE H-H Analysis - Results Summary - PRPA MRO Apron_ADD17.pdf
5. Drainage Layout: Find additional information related to drainage. The name of the document is 5_DRAINAGE LAYOUT_ADD17.pdf
6. Drainage Plan: Find additional information related to drainage. The name of the document is 6_DRAINAGE PLAN AGUADILLA_ADD17.pdf
7. ACAD DRAWING: Find additional information related to drainage. The name of the document is 7_DRAINAGE-REVISION_ADD17.DWG
8. Adjustments for Price Fluctuations: The name of the document is 8_Adjustments for Price Fluctuations_ADD17.pdf
9. Pavement Design Information: The name of the document is 9_2023-5 BQN - Pavement Design Info_ADD17.pdf
10. Find the updated Supplementary Technical Information List (4 pages). This document substitutes the one included on previous addenda. The name of the document is 10_Share File List_ADD17.pdf

C. ANSWERS TO QUESTIONS

No.	Questions	Answers
1	2. Should Alternative 6 be selected, and as clarified through the solicitation process, the location of the edge lights for Taxiway I may not provide adequate visual guidance. This is an element that may warrant discussion with the Project stakeholders if not already done. Please clarify if the above-mentioned alternative 6's proposed configuration of the edge lights was consulted and accepted by FAA.	This consideration has been discussed with FAA and at this time it has been determined that the edge lights may remain in their current location. If this changes after selection of the design-build contractor, appropriate adjustments will be allowed to the bid price.
2	3. The Alternative 6 consists in minimum rehabilitation of existing runway 8-26 and conversion to taxiway I. This alternate includes to "change the light lenses for taxiway lenses" by reusing existing electrical cabling. Please clarify who will be responsible in case of malfunctioning of this cabling throughout contractor's comprehensive process of substituting, verification and commissioning of the newly changed light lenses.	The PRPA shall be responsible for the maintenance of the TW I lighting system in case of malfunctioning of this cabling throughout contractor's comprehensive process of substituting, verification and commissioning of the newly changed light lenses. However, any damage caused to the cabling due to construction activities will be the responsibility of the Contractor
3	4. We request the following paragraph as indicated in the cost proposal is eliminated: The Proponent irrevocably accepts that the contract cost in the Proposal includes any and all overhead costs (job site, project fixed overhead, field office and extended main office overhead) and any profit that the Proponent may incur for up to 210 calendar days of delays caused by any act of the Owner. The Contractor waives any type of claim for the overhead incurred during that period. The cost bellow will be the project fixed overhead or field office cost to be reimbursed to the Proponent by the Owner due to time extensions, delays, or interruptions to the work caused by any act of the Owner in excess of 210 calendar days, as per Uniform General Condition 9.3 Delays and Extension of Time.	The language contained in Exhibit N related to this issue shall be modified to read as follows: The Proponent irrevocably accepts that the contract cost in the Proposal includes any and all overhead costs (job site, project fixed overhead, field office and extended main office overhead) and any profit that the Proponent may incur for up to 60 calendar days of delays caused by any act of the Owner. The Contractor waives any type of claim for the overhead incurred during that period. The cost bellow will be the project fixed overhead or field office cost to be reimbursed to the Proponent by the Owner due to time extensions, delays, or interruptions to the work caused by any act of the Owner in excess of 60 calendar days, as per Uniform General Condition 9.3 Delays and Extension of Time. The PROJECT FIXED OVERHEAD / FIELD OFFICE COST unit price below shall not be greater than the liquidated damages (Base Bid plus Accepted Alternate Bids) amount mentioned per each calendar day. The Exhibit N, including only the modification to this language is included as part of this Addendum.
4	5. We reiterate our suggestion to include a price adjustment clause in this project considering time that will elapse between the submission of bids, the beginning of the project and the completion of the project.	Price escalation clauses are included as part of this addendum for Asphalt Binder, Cement, Fueling and Steel.
5	6. Considering the possibility of additional fundings will be provide through CDBG, please indicate if additional changes to contract clauses or other RFP items will done, if so when can we expect those changes.	It is not expected changes on the contract clauses required by the CDBG funding participation. Federal funds clauses and requirements area already included and considered on the RFP documents. Any additional change on this subject shall be informed.
6	7. Addendum no. 14 indicated additional environmental studies were being performed, please confirm if any condition of the project changes as a result of this, will this be paid for via change order.	The Federal Aviation Administration (FAA) has requested the inclusion of a supplemental document in the Environmental Assessment (EA) regarding the impact of relocating the runway to the north. This document will assess the noise impact and propose mitigation measures for their implementation. Preliminary indications suggest that this subject will not have any significant additional effects on this project. If any changes occur, the Contractor will be allowed to make applicable adjustments to the proposal bid.
7	1. In the Cost Proposal Format 10.7.1, Email #2 (Cost Proposal) shall contain one PDF version of the documents required on Exhibit K – Required Submittal Checklist Exhibit K contains both technical and cost proposals checklist. Since we believe there is an RFP conflict, can	Email #1 shall contain the items related with the <u>RFP TECHNICAL PROPOSAL</u> , EXHIBIT K (Addendum 4), as follows: 1 Cover Letter 2 EXHIBIT O – Technical Proposal Form 3 Project Approach

No.	Questions	Answers
	<p>you please confirm if we must submit Exhibit K both with email #1 and email #2 and what should be the final contents of Cost Proposal.</p>	<p>4 Anticipated Problems 5 Proposed Solutions to Anticipated Problems 6 Proposed Project Schedules 7 Conceptual Engineering Design/ Comments on Design Criteria Package 8 EXHIBIT Q - Contract Exceptions Chart 9 Proponent Redline to Sample Contract (See Section 14.5.3)</p> <p>Email #2 shall contain the items related with the <u>RFP COST PROPOSAL</u>, EXHIBIT K (Addendum 4), as follows: 1 Cover Letter 2 Design and Pre-Construction/ Construction Phase 3 EXHIBIT A – Offer and Submittal 4 EXHIBIT C – Ownership Information Forms 5 EXHIBIT D – Certificate Regarding Debarment (Designer and Contractor) 6 EXHIBIT E – Federal Provision Compliance Certification (Designer and Contractor) 7 EXHIBIT F – Nepotism Statement (Designer and Contractor) 8 EXHIBIT G – Non-Conflict of Interest Certification (Designer and Contractor) 9 EXHIBIT H – Non-Collusion Statement (Designer and Contractor) 10 EXHIBIT I – Surety Letter of Intent 11 EXHIBIT J – State Provision Compliance Certification (Designer and Contractor) 12 EXHIBIT L – Proponent Contact Directory Form (Designer and Contractor) 13 EXHIBIT M – Schedule of DBE Participation (Designer and Contractor) 14 EXHIBIT N – RFP Cost Proposal Form 15 EXHIBIT P – Buy American Certification For Manufactured Products 16 EXHIBIT R – Bid Bond Form</p>
8	<p>2. Will PRPA issue a new and final RFP document that incorporates the 15 addenda RFP content changes (evaluation criteria, DCP, forms, etc.)?</p>	<p>The PRPA has issued this Addendum to incorporate content changes to the RFP procurement process. Any additional RFI's shall be also answer via Addenda. A revised RFP document will not be provided.</p>
9	<p>3. In order to provide a response to the requirement shown below we require an update of the funding information given the announcement that an additional CDBG will be obtained. 10.4.4.1 Describe Proponent's proposed schedule for the cash flow scenario shown below and Proponent's approach to managing the Project Schedule during Phase 1 of- Preconstruction and Design and Phase 2 Construction to ensure Project milestones are met. Available Funding at Notice to proceed (NTP) \$110,000,000 Additional funding Available August 30, 2023 \$ 8,000,000 Additional funding Available August 30, 2024 \$ 8,000,000 Additional funding Available August 30, 2025 \$ 8,000,000 Therefore, can PRPA please provide an update for the funding information provided in paragraph 10.4.4.1 of the RFP, and as shown above?</p>	<p>The Respondent shall assume that all funding related to the project will be available at the time the contract is signed between the Owner and the Contractor. The cash flow shown in the DCP shall not be considered.</p>
10	<p>4. Is the inclusion of a project schedule included within the 25-page limit noted in RFP 10.3.6 or will it be considered part of the exclusions noted in 10.3.8.1?</p>	<p>Consider the Project Schedule in the exclusions noted in 10.3.8.1.</p>
11	<p>5. Please clarify the RFP requirements for the content of paragraph 10.6.1.3 of the Cost Proposal document and Item 2 from the Exhibit K – Required Submittal Checklist. What is PRPA specifically seeking to be submitted by the Proponents under the content required for Paragraph 10.6.1.3 of the Cost Proposal?</p>	<p>The RFP Cost Proposal Content shall follow Item 7 of the answers to question on this Addendum. Paragraph 10.6.1.3 extend the scope of the Pre Construction activities for a narrative document by the Proposer's.</p>
12	<p>6. Submission of Redline Sample Contract: 14.5.3 The RFP states Exceptions to Standard Contract: “All Proponents must submit any exceptions to the sample contract by redlining it electronically in unlocked, fully editable on MS Word format. Proponents must include the rationale for taking the exception in the redlined contract (using the Comments feature, as needed) and by summarizing the exception in the attached Contract Exception Chart (Exhibit Q). Such exceptions will be considered when</p>	<p>Confirmed, provide an MS Word document with redlines to contract with your Technical Proposal.</p>

No.	Questions	Answers				
	<p>evaluating the Proponent’s Proposal to this RFP. If a Proponent takes exception to the contract language (more than simply a deletion), It must include its proposed alternative language for the PRPA’s consideration. Redlines and the Contract Exception Chart will be due at the date and time set forth in the solicitation schedule.”</p> <p>Please confirm that with submission of the technical proposal in email #1 to PRPA, we will include our PDF of the technical proposal and in addition provide a MS Word document with redlines to contract.</p>					
13	7. Document Fonts: Can we use the Arial font Family, which includes bold, black, medium and narrow in the proposal document?	Yes				
14	8. Document Font: Can we use the Arial Font Family, which includes bold, black, medium and narrow for graphics and tables?	Yes				
15	9. Document Fonts: Can a smaller 9 point size be used on graphics?	Yes				
16	10. Can we combine section 10.4.2 Anticipated Problems and section 10.4.3 Proposed Solutions into one single section?	No.				
17	11. Please provide an updated Form for (Exhibit O) that accommodates the current 16 Addenda and any subsequent addenda.	Yes. Will be amended and re-issue on this Addendum				
18	<p>12. Conflicting messaging has been provided regarding the design CBR value Proponent should use for pavement design. The original Design Construction Criteria (DCP) dated July 18, 2022 stated in paragraph 5.1.2, Soil Characteristics, the following: “The Despiou Associates geotechnical report found that the in-situ soils have California Bearing Ratio (CBR) value that ranges from 5-20. A design CBR value of 5 must be used as a conservative design approach.”</p> <p>Addendum No. 9, dated December 28, 2022, included a revised Design Criteria Package that stated a CBR of 5 must be used (see screenshot below).</p> <p>However, Addenda Nos. 4, dated August 29, 2022, and 7, November 22, 2022, provided answers to questions, see screen shots below, stating it was up to the Respondent to determine the CBR to be used. Does revised DCP provided in Addendum No. 9 override Addenda Nos. 4 and 7 relative to the CBR value to be used, or was there an oversight relative to the mandatory CBR value provided in the revised DCP?</p> <p>Addendum 9</p> <div data-bbox="175 1371 711 1577" style="border: 1px solid black; padding: 5px;"> <p>5.1.2 Soil Characteristics</p> <p>The Despiou Associates geotechnical report found that the in-situ soils have a California Bearing Ratio (CBR) value that ranges from 5-20. A design CBR value of 5 must be used as a conservative design approach. The Pavement Maintenance and Management Program (PMMP) report prepared by Kimley Horn Associates in 2016, found that the airport has experienced severe rutting, alligator cracking, and other pavement distresses in its taxiways and Runway 8-26. These types of distresses are due to overloading and/or poor subgrade strength. If future geotechnical investigations performed by the Design-Builder find subgrade strengths with CBR values higher than 5, written approval from the PRPA’s Representative is required prior to use in design analysis. The PMMP is included in Appendix D.</p> </div> <p>Addendum 4</p> <div data-bbox="175 1602 813 1696" style="border: 1px solid black; padding: 5px;"> <table border="0"> <tr> <td style="width: 50%; padding-right: 10px;"> <p>19 Notwithstanding the results of a geotech program to be performed by the Contractor, in terms of definition of the subgrade property, it is assumed that a CBR of 5 will be design parameter for the pavement design. Please confirm.</p> </td> <td> <p>The Respondent shall determine the CBR to be used for the pavement design based on geotechnical information provided in the RFP. The Respondent is responsible for obtaining any additional geotechnical information needed to ensure the proposed pavement design meets FAA criteria.</p> </td> </tr> </table> </div> <p>Addendum 7</p> <div data-bbox="175 1749 813 1780" style="border: 1px solid black; padding: 5px;"> <table border="0"> <tr> <td style="width: 50%; padding-right: 10px;"> <p>11 Is the adoption of CBR=5 mandatory?</p> </td> <td> <p>CBR is shown for estimating purposes only. The Respondent is responsible for final pavement design based on their geotechnical investigations.</p> </td> </tr> </table> </div>	<p>19 Notwithstanding the results of a geotech program to be performed by the Contractor, in terms of definition of the subgrade property, it is assumed that a CBR of 5 will be design parameter for the pavement design. Please confirm.</p>	<p>The Respondent shall determine the CBR to be used for the pavement design based on geotechnical information provided in the RFP. The Respondent is responsible for obtaining any additional geotechnical information needed to ensure the proposed pavement design meets FAA criteria.</p>	<p>11 Is the adoption of CBR=5 mandatory?</p>	<p>CBR is shown for estimating purposes only. The Respondent is responsible for final pavement design based on their geotechnical investigations.</p>	<p>See attached Pavement Design Information, regarding CBR and aircraft operations and fleet mix. A CBR of 5 shall be used for the pavement design for the proposal. After award of the contract, if additional geotechnical information is gathered that suggests a need to change the CBR value, it will be determined how this affects the pavement design and adjustments to the contractor’s cost proposal will be allowed.</p>
<p>19 Notwithstanding the results of a geotech program to be performed by the Contractor, in terms of definition of the subgrade property, it is assumed that a CBR of 5 will be design parameter for the pavement design. Please confirm.</p>	<p>The Respondent shall determine the CBR to be used for the pavement design based on geotechnical information provided in the RFP. The Respondent is responsible for obtaining any additional geotechnical information needed to ensure the proposed pavement design meets FAA criteria.</p>					
<p>11 Is the adoption of CBR=5 mandatory?</p>	<p>CBR is shown for estimating purposes only. The Respondent is responsible for final pavement design based on their geotechnical investigations.</p>					
19	13. Will the D-B Team be required to perform an Airports Geographic Information Systems (GIS) survey and coordination of submittal to FAA per ACs 150/5300-16A, -17C, and -18B?	The D-B Team will not be required to perform an AGIS systems survey.				

No.	Questions	Answers
20	14. Will the D-B Team be required to provide TERPS/ flight procedures coordination, including the establishment of new procedures and coordination with FAA lines of business on these procedures?	The D-B Team will have involvement with this activity, providing the appropriate information based on the D-B Team's design to PRPA and FAA .
21	15. The DNER requested having a karst authorization as part of the environmental permits. However, this is just on the requirements under Section 4(b)3, commonly known as the REA/DEA. Is the Design-Builder responsible for obtaining the REA/DEA for this project, or is just only the DNER's karst authorization and EPA permits?	Find a copy of the REA approved for this project provided on Addendum 9. Proposer shall comply with the requirements of this permit.
22	16. As stated in Article 4.1.2 of the DCP provided with Addendum 9, and in the notes on Drawing Sheet CS100, the Bid Description for Alternate Bid 6 says "Minimum Rehabilitation of Existing Runway 8-26 And Conversion To Taxiway I (4" Mill and Overlay, No Shift In Centerline, Change Out Light Lenses, and Required Markings). Assume Alternate Bid 1 Area Is Excluded from This Alternative Bid." The gray shading on the drawing depicts a proposed 75-foot wide taxiway along the existing runway centerline. Is the proposed mill and overlay work limited to the area within the proposed 75-foot taxiway and related shoulder pavement, or is the entire 200' runway pavement width to be milled and overlaid?	The mill and overlay will be limited to the 75-foot taxiway and related shoulder pavement.
23	17. Referring to the Alternate Bid 6 description in the previous question, if the new taxiway surface overlay pavement width is limited to the area depicted on Drawing Sheet CS100, and the taxiway edge striping is placed accordingly to indicate a 75-foot taxiway pavement width, the blue light lenses replacing the white runway edge light lenses will not be within 10 feet of the taxiway edge marking, per FAA standards. Also, new taxiway edge lights will be required at intersections with connecting taxiways. Should the new taxiway edge marking be placed along the existing 200-foot wide runway pavement edges, or should new taxiway pavement lighting be provided in the shoulder areas on each side of new pavement marked for a taxiway width of 75 feet, including lighting for connecting taxiway intersections?	The new taxiway edge lights should be placed along the existing 200-foot wide runway pavement edges.
24	18. As stated in Article 4.1.2 of the DCP provided with Addendum 9, and in the notes on Drawing Sheet CS100, the Bid Description for Alternate Bid 5 says "Full Reconstruction of Existing Runway 8-26 (Future Taxiway I)". It does not say "and Conversion To Taxiway I," as stated in the description for the Alternate Bid 6 work. Does "Full Reconstruction" mean full runway width, as indicated for the runway segment addressed in Alternate Bid 1, or only the future 75-foot taxiway width and shoulders? Does "Full Reconstruction" mean full length of the runway, including the segment addressed in Alternate Bid 1, or should we assume that the Alternate Bid 1 segment is excluded, as stated for the Alternate Bid 6 work?	Full reconstruction means complete reconstruction of the existing runway pavement to a width of 75-feet for use as a taxiway and full reconstruction of the existing runway pavement for taxiway shoulders. This is for the full taxiway length including the segment addressed in Alternate Bid 1.
25	19. The DCP document in Addendum 9 states: "Ultimate Runway 8-26 must be P-501 surfaced. Taxiways may either be base P-501 PCC or P-401/P-403 HMA surfaced." There is no mention of requirements for shoulder pavement in the document. Can it be assumed that shoulder pavement can be constructed of either P-501 or P-401/P-403?	Shoulder pavements can be constructed of either P-501 or P-401 as long as the meet the requirements of FAA specifications for runways and taxiways.
26	20. There are several questions related to how the RFP Cost Proposal Form relates to the pavement design criteria provided in the DCP and the referenced Advisory Circulars. Questions are as follows: a. In the Base Bid, there is a bid item for P-501, but there is no bid item for P-401/P-403 in the instance that the shoulder pavement	For all bid Alternates, runway pavement shall be P-501. Runway and taxiway shoulders are normally constructed of P-401 material but P-501 may be used as long as it meets the requirements of FAA specifications for runway and taxiways. The full reconstruction options for conversion of the existing runway to a taxiway may be with either

No.	Questions	Answers
	<p>is constructed with asphalt. Does this mean that the shoulder pavement would not be subject to unit price payment and pay factors?</p> <p>b. In Alternate Bid 1, there is only a bid item for P-401. However, the DCP states that taxiways may either be P-501 or P-401/P-403. Does this mean that the taxiways and shoulders in this area must be constructed with asphalt?</p> <p>c. In Alternate Bid 3, there is only one bid item for P-501. However, the DCP states that taxiways may either be P-501 or P-401/P-403. Does this mean that the taxiways and shoulders in this area must be constructed with concrete?</p> <p>d. In Alternate Bid 3, there is no item for P-401/P-403 in the instance that the shoulder pavement is constructed with asphalt. Does this mean that they shoulder pavement would not be subject to pay factors?</p> <p>e. In Alternate Bid 4, there is only one item for P-501. However, the DCP states that taxiways may either be P-501 or P-401/P-403. Does this mean that the taxiways and shoulders in this area must be constructed with concrete?</p> <p>f. In Alternate Bid 4, there is no item for P-401/P-403 in the instance that the shoulder pavement is constructed with asphalt. Does this mean that they shoulder pavement would not be subject to unit price payment and pay factors?</p> <p>g. In Alternate Bid 5, there is only one item for P-501. However, the DCP states that taxiways may either be P-501 or P-401/P-403. Does this mean that the taxiways and shoulders in this area must be constructed with concrete?</p> <p>h. In Alternate Bid 5, there is no item for P-401/P-403 in the instance that the shoulder pavement is constructed with asphalt. Does this mean that they shoulder pavement would not be subject to unit price payment and pay factors?</p>	<p>P-501 or P-401. All P-501 and P-401/403 materials will be subject to the PWL payment factors. Please add line items for these items to each bid alternate as appropriate based on your pavement plan.</p>
27	<p>21. Per RFP Cost Proposal Form issued under Addendum 9 Proponent is required to list a singular price for the Base Bid and Alternatives 1-6 thereafter. However, depending on whether Alternative 5 or 6 is selected, costs for Based Bid (specifically connectors Taxiways A1, I3, I4, and I6) and Alternative 3 would vary because of differing geometry. How does PRPA want to address this in Cost Proposal Form?</p>	<p>The Base Bid shall include the worst case cost associated with full reconstruction of the taxiway connectors up to the edge of the new 75-foot wide taxiway pavement.</p>
28	<p>22. In Alternate Bid 5, the DCP states "Full Reconstruction of Existing Runway 8-26" – can Proponent assume that this also includes demolition of existing extraneous pavement width remaining from runway conversion?</p>	<p>Yes</p>
29	<p>23. Considering existing connector taxiway geometries – will Taxiways B, C and D be reconstructed to AC 150/5300-13B fillet requirements, and the existing excess pavements demolished?</p>	<p>The geometries should be updated to current fillet requirements if it can be accomplished without reconstruction of Taxiways B, C and D. The excess pavement can remain in place as long as this does not need to be removed to meet other FAA requirements.</p>
30	<p>24. Is the PRPA and its consultant setting up enterprise software to manage the project; and will the selected Proponent be required to utilize the software to communicate with PRPA?</p>	<p>The D-B Team is required to setup software to manage the project and make it available to PRPA and PRPA's representatives for the duration of the project.</p>
31	<p>25. If the entity submitting the proposal is an LLC, do the forms indicated on Exhibit K need to be executed by both the contractor and the designer or will an authorized official of the LLC be acceptable?</p>	<p>Appearing as a Joint Venture means a single entity, so if the appearing party is a Joint Venture it will define how will they be appearing, by its Administrator or other official duly authorized. A contractor and a designer appearing separately does not constitute a Joint Venture.</p>
32	<p>26. For section five of the cost proposal – schedule of values (10.6.3) can we use the line items in the cost Form (exhibit N) for compliance with this section?</p>	<p>As long as this provides adequate detail for your proposed cost items it is allowed.</p>

No.	Questions	Answers
33	<p>27. We have reviewed the Ramey Air Force Base Storm Drainage System Plan, dated 1973, included in the documents provided with Addendum 1. It depicts three separate existing drainage subsystems within the existing runway and parallel taxiways area. Apparently, these three subsystems, each with separate ocean outfalls, will be used to receive drainage from the area within and around the new runway and taxiway system. They are referred to herein as Systems A, B and C. System A serves the area south of Runway 8-26 and west of Taxiway C, then flows in a culvert beneath the runway and Taxiway A, then north to an ocean outfall. System B serves the area north of the runway and west of Taxiway C. It crosses System A at the west edge of Taxiway C, then flows northeast parallel to Taxiway C to an ocean outfall. System C serves the area east of Taxiway C, between the runway and Taxiway M, passing under Taxiway M at the east end of the runway, then flowing north to another ocean outfall. Please provide collect and information on the various culvert sizes, shapes, invert elevations at each culvert segment end, invert and top elevations of inlets and manholes, open swale/ditch bottom elevations and material types (concrete, metal, etc.) comprising these three drainage systems. Please also provide information on the outfall design details if available. If there are more current records of drainage construction occurring after the 1973 plan was prepared, please provide that information. Is there a connection between Systems A and B at their crossing point west of Taxiway C?</p>	<p>Find additional information on the BQN drainage as part of this Addendum.</p>
34	<p>28. What design storm event is proposed / required to design the stormwater management system for this project?</p>	<p>The design storm event shall be in accordance with FAA requirements. There are no local requirements.</p>
35	<p>29. The July 20, 2022 LUMA letter, translated by this Proponent as directed by PRPA in Addendum #7, Q&A #64, to PRPA does not clearly define the cost of work to be provided by the Proponent on behalf of PRPA in fulfillment of its part of the agreement to improve the LUMA infrastructure to support the project. In addition, LUMA's preliminary schematic design for the improvements require further development in direct coordination with their local District Office to determine works, requires permits and easements necessary to complete an approvable scope of work. As such, it is suggested to include an Item in the RFP Cost Proposal Form with an Allowance amount for this work. Will PRPA include an Allowance for the LUMA work in the Base Bid section of the Cost Proposal? If not; then please provide a detailed scope work to be performed by the Proponent based on LUMA's preliminary schematic design, broken down identifying the works to be performed by Proponent, the scope of work that will be performed by LUMA's personnel and the associated cost of that work to be paid by the PRPA if the Proponent is to include that cost in its Cost Proposal as part of the project cost.</p>	<p>The Proponent needs to coordinate this effort with LUMA to determine the scope of work to be completed by LUMA and by the Proponent. The cost of work to be performed by LUMA and the Proponent shall be included in the Proponent's proposal.</p>
36	<p>RFI's on Meetings with the Proposers:</p> <ol style="list-style-type: none"> 1. Guarantee of available funding to complete the project. 2. Price Escalation Clause 3. Positive Cash Flow measures. 4. RFP Stipend 5. Other concern subjects 	<ol style="list-style-type: none"> 1. Guarantee of available funding to complete the project: <ol style="list-style-type: none"> a. A mandatory certification of funds availability is a requirement for the formalization of contracts of the Government of PR. The Government of PR is committed to this project and will provide the necessary funding. b. The money for the project should be available by November 2023. Reference to available funding included in the RFP shall be ignored. 2. Price escalation clauses have been included for cement, asphalt binder, steel and fuel. See attached Adjustment to Price Fluctuations document.

No.	Questions	Answers
		<p>3. Positive Cash Flow measures:</p> <ul style="list-style-type: none"> a. PRPA informed that Responder would be paid the amount for Municipal Taxes on the first certification of payment and must submit the Municipality payment receipt evidence by the second certification of payment. b. The amount of retainage with respect to progress payments shall be 5% following the section 13.2.2 of the Uniform General Conditions For Public Works Contracts (UGCPWC). Other references on the RFP document is amended with this determination. c. PRPA shall pay in forty (40) days maximum period as per section 13.2.4 of the UGCPWC. d. Insurances and bonds costs shall be paid on the first certification upon receipt submitted. e. Payment for material on site or in storage shall be considered by PRPA in accordance with UGCPWC. f. PRPA shall consider the proposed design itinerary for the partial payments. <p>4. PRPA has determined that a stipend will not be provided. FAA does not support a stipend.</p> <p>5. Other concern subjects:</p> <ul style="list-style-type: none"> a. Additional areas for stockpiling materials shall be coordinated with PRPA presentative and granted to the selected Proposer during construction.

END OF ADDENDUM NO. 17

Romel Pedraza Claudio
Assistant Executive Director for
Planning, Engineering, and Construction

May 26, 2023
San Juan, Puerto Rico