



GOVERNMENT OF PUERTO RICO
PORTS AUTHORITY

PUERTO RICO PORTS AUTHORITY

REQUEST FOR PROPOSALS

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

ADDENDUM NO. 24

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. 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 1_Attachment O Technical Proposal Form_ADD24.pdf.
2. Find the updated Supplementary Technical Information List (4 pages). This document substitutes the one included on previous addenda. The name of the document is 2_Share File List_ADD24.pdf

B. ANSWERS TO QUESTIONS

No.	Questions	Answers
1	1. Could you please provide the Sample Contract for the Project with the changes recognized by PRPA up to addendum 21, for bidders to be able to submit further questions on the revised version ahead of the October 15, 2023, deadline for RFC?	The updated Sample Contract for the Project with the changes recognized by PRPA up to addendums shall be provided on the contract formalization phase.
2	2. The answer to RFI No. 36 of Addendum No. 17 indicates the following: Guarantee of available funding to complete the project: 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. Please confirm, if at this time the money is expected to be available by November 2023 and if it is not available by this date, will there be a time extension to submit proposals?	The Government of PR is committed to this project and will provide the necessary funding. The money for the project should be available by November 2023.
3	1. In the answer to the question 15 in Addendum No20, in response to which type of contamination the pay item #5 "Contaminated Soils Removal & Disposal" of "Exhibit N- RFP COST PROPOSAL FORM" refers to, it is indicated that material shall be assumed to be Class I Hazardous Waste. Please specify on what classification is this type "Class I" based on"	Class 1 Non-Hazardous waste material is based on the EPA's Resource Conservation and Recovery Act definition of Class 1 Non-Hazardous Waste Material.

4	<p>1. To maintain the existing runway in operation while the new runway is being built, can the visual aids (i.e. PAPI) be temporarily designed with autonomous power supply and wireless communications, or must they be connected to the permanent power supply and communications network of the airport (which would imply additional civil works, wiring, etc.)?</p>	<p>They can be temporarily designed with autonomous power supply and wireless communications. This work must be coordinated with the ATCT and Airport staff prior to final design.</p>																					
5	<p>2. In relation to the price adjustment clause, we request that the following changes marked in red be included in the items to be reviewed:</p> <table border="1" data-bbox="186 499 885 903"> <thead> <tr> <th>Item Description</th> <th>Specification Number</th> <th>Product</th> </tr> </thead> <tbody> <tr> <td>Asphalt Surface and Base Courses</td> <td>P-401 Plant Mix Bituminous Pavements</td> <td>Asphalt Binder Fuel</td> </tr> <tr> <td>Portland Cement Concrete Pavement</td> <td>P-501 Portland Cement Concrete Pavement</td> <td>Cement Fuel Steel</td> </tr> <tr> <td>Earthwork</td> <td>P- 152 Excavation and Embankment</td> <td>Fuel</td> </tr> <tr> <td>Base Courses And Aggregates for concrete</td> <td>P-208 Aggregate Base Course, P-209 Crushed Aggregate Base Course</td> <td>Fuel</td> </tr> <tr> <td>Stabilized Base Courses Lean Concrete Base</td> <td>P-304 Cement Treated Aggregate Base P-306 Lean Concrete Base</td> <td>Cement Fuel</td> </tr> <tr> <td>Concrete Structures</td> <td>P-610, P-751, P-752</td> <td>Steel Cement</td> </tr> </tbody> </table> <p>We understand the Authority's refusal to eliminate the 50% limit in the fuel review and include more variables in the price review transfers a significant of risk to the Contractor, which translates into an increase in the proposers bid price which is not favorable for the process. Therefore, we insist on requesting that your position be reconsidered. We also request that the requirement of a minimum quantity of the item to be revised be eliminated.</p>	Item Description	Specification Number	Product	Asphalt Surface and Base Courses	P-401 Plant Mix Bituminous Pavements	Asphalt Binder Fuel	Portland Cement Concrete Pavement	P-501 Portland Cement Concrete Pavement	Cement Fuel Steel	Earthwork	P- 152 Excavation and Embankment	Fuel	Base Courses And Aggregates for concrete	P-208 Aggregate Base Course, P-209 Crushed Aggregate Base Course	Fuel	Stabilized Base Courses Lean Concrete Base	P-304 Cement Treated Aggregate Base P-306 Lean Concrete Base	Cement Fuel	Concrete Structures	P-610, P-751, P-752	Steel Cement	<p>The addition of the items in red is accepted. All other conditions related to price adjustment remain unchanged.</p>
Item Description	Specification Number	Product																					
Asphalt Surface and Base Courses	P-401 Plant Mix Bituminous Pavements	Asphalt Binder Fuel																					
Portland Cement Concrete Pavement	P-501 Portland Cement Concrete Pavement	Cement Fuel Steel																					
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Stabilized Base Courses Lean Concrete Base	P-304 Cement Treated Aggregate Base P-306 Lean Concrete Base	Cement Fuel																					
Concrete Structures	P-610, P-751, P-752	Steel Cement																					
6	<p>3. Follow up on RFI#4 on Addendum 22: Please confirm that Article 17.11 of the Sample Contract (Claims For Increase In Contract Time/No Damages For Delay) in limited ONLY to circumstances attributable to the Contractor, or someone under his control.</p>	<p>Yes</p>																					
7	<p>4. Follow up on RFI#4 on Addendum 22: Please confirm that delays that correspond to changes in the design ordered by the Puerto Rico Ports Authority, through change order or extra work order, will be subject to time extension and additional compensation.</p>	<p>Will be subject to an extension of time but no additional compensation.</p>																					

8 Follow up on RFI#6 in Addendum 22:

1. Follow up on RFI#6 in Addendum 22:

6. We suggested eliminating reference to "intended purpose" in the agreement. We insist that this could be problematic at the time of acquiring bonds and insurance for the Project.
Please reconsider.

Please elaborate on your concerns to using the phrase "intended purpose" and in what, specifically, will it be problematic when acquiring bonds and insurance for the project.

When used broadly, as is the case in this contract, the "intended for purpose clause" becomes a very broad warranty provision on the part of the Contractor and its sureties. A performance bonds guarantees a contractor will complete a project according to the terms outlined in a contract. If the purpose is not defined, the performance bond becomes a warranty after the construction is completed, beyond of what is supposed to.

In addition, while it is possible to define current airport operation, it is impossible to define or predict future airport operations, future aircrafts specifications, or any imaginable use that the Ports Authority wants or plans undertake in the Aguadilla Airport. This is an impossible risk to assume and quantify by the Contractor, besides the bonding problems that it might bring, in terms of cost and availability.

To mitigate the impossible risk and the possible impact on the project bonds we could eliminate reference to intended purpose or we could redefine in detail the purpose of the contract in Article 1.10 of the Sample Contract limiting the intended purpose to what is specified in the Design Criteria Package. Currently Article 1.10 read as follows:

1.10 "Project" means: The construction of a new permanent 8-26 runway, approximately 420 feet south of the centerline of the existing 8-26 runway, to replace it. The runway will be approximately 11,000- foot-long by 150 feet wide, composed of Portland Cement Concrete (PCC). The existing runway will be converted to a parallel taxiway. The purpose of the Project is to provide a runway of sufficient strength and condition for current and future airport operations while maintaining adequate runway length for the aircraft fleet when using BQN during pavement rehabilitation and reconstruction.

To solve this, we suggest changing clause 1.6, 1.10, 1.13 and 8.2 to read as follows:

1.6 "Design Criteria Package (DCP)" means the document prepared by the Authority dated ~~July 18, 2022~~ December 2022 and issue in Addendum 9 to the RFP along with any additional guidelines and clarifications to said document and the design basis set out therein resulting from the RFP itself and its Addendums which specifies-specify the general scope of the Design Services to be performed by the JVD/B under the Contract Documents.

1.10 "Project" means: The construction of a new permanent 8-26 runway, approximately 420 feet south of the centerline of the existing 8-26 runway, to replace it. The runway will be approximately 11,000-foot-long by 150 feet wide, composed of Portland Cement Concrete (PCC). The existing runway will be converted to a parallel taxiway. The purpose of the Project is to provide a runway ~~that meets the specifications established in the Design Criteria Package of sufficient strength and condition for current and future airport~~ operations while maintaining adequate runway length for the aircraft fleet when using BQN during pavement rehabilitation and reconstruction.

8.2 General Standards: The Design for Construction shall comply with engineering practices that would be exercised by a prudent and experienced engineer engaged in the same kinds of undertakings and under similar circumstances as those applying to the Design for Construction and with specificity all elements, details, components, materials, and other information necessary for the complete construction of the Project and the rendering of the Project fully operational for its intended purposes ~~as defined in article 1.10 of this Contract~~, including satisfaction of all testing, permitting, qualifications, certifications, validations, and obtaining regulatory approvals by all applicable regulatory authorities required to render the Project and all its components operational and functionally and legally usable for their intended purpose ~~as defined in article 1.10 of this Contract~~. Subject to the provisions of paragraph 13.8 of this Agreement, the Authority shall review and approve, where appropriate, the Design for Construction, or any portion thereof.

1.13 "Substantial Completion" means the stage in the progress of the Work, approved by the Authority in writing, when the Project (or a specified part thereof) is sufficiently complete in accordance with the Contract Documents, FAA regulations and any applicable laws for the safe use of the runway. ~~All of the foregoing is for the purpose of enabling the Authority to enjoy the beneficial use or occupation of the entire Project (or a specified part thereof), as intended for in accordance with Article 1.10 of this Contract.~~ The fact that the Airport must remain in operation at some ~~particular time~~ of the day cannot be construed as substantial completion. The components of the project necessary to certify substantially completed are, but not limited to: pavement, marking, lighting, signage, sodding, and drainage. Only a formal acknowledgment by the Owner or its representative will constitute Substantial Completion.

With the addition of this language after Design Criteria Package "... and meeting all applicable FAA, Government of Puerto Rico and Local requirements", in Art. 1.10 of the Sample Contract, the proposed changes to Arts. 1.6, 8.2 and 1.13 of the Sample Contract are accepted.

9	<p>What measures will PRPA adopt to address potential change orders as a result of missing or not concise information in the Design Criteria Package?</p>	<p>If the Respondent feels that information is missing or not concise in the design criteria package, it should point out the items for clarification. The Respondent will be required to submit a proposal that meets all FAA, Government of Puerto Rico and Local requirements. Should site conditions differ from what is anticipated in the proposal, or identified in the RFP documents, a change order will be considered.</p>
10	<p>If Alternate Bid 4 is accepted, are blank base cans and conduit to be installed along future taxiway connectors south of the new runway at each end?</p>	<p>Yes.</p>
11	<p>Project Schedule:</p> <p>1. Based on the unlimited possible combinations, can PRPA indicate the BB + Alternates that they expected to receive schedules for? OR</p> <p>2. Can PRPA confirm that the schedules that shall be submitted are the ones that include the completion of all options in all areas of work as listed below:</p> <p style="padding-left: 20px;">I. There are two combinations of BB & Alternates, that include all areas of work:</p> <ul style="list-style-type: none"> · New 9-27 with 8-26 Full Reconstructions + All Taxiways <ul style="list-style-type: none"> ○ BASE BID NEW RUNWAY (9-27) AND CONNECTOR TAXIWAY A1, 13, 14 & I6 ○ ALTERNATE BID 2 REHABILITATE PORTION OF TAXIWAY A ○ ALTERNATE BID 3 CONSTRUCT TAXIWAY I1, I2 & I5 CONNECTORS ○ ALTERNATE BID 4 SOUTHSIDE TAXIWAY CONNECTORS ○ ALTERNATE BID 5 FULL RECONSTRUCTION OF RUNWAY 8-26 (FUTURE TAXIWAY I) · New 9-27 with Minimum Reconstruction of 8-26 + All Taxiways <ul style="list-style-type: none"> ○ BASE BID NEW RUNWAY (9-27) AND CONNECTOR TAXIWAY A1, 13, 14 & I6 ○ ALTERNATE BID 1 RECONSTRUCT PORTION OF RUNWAY 8-26 (STA. 225+75 TO 241+50) ○ ALTERNATE BID 2 REHABILITATE PORTION OF TAXIWAY A ○ ALTERNATE BID 3 CONSTRUCT TAXIWAY I1, I2 & I5 CONNECTORS ○ ALTERNATE BID 4 SOUTHSIDE TAXIWAY CONNECTORS ○ ALTERNATE BID 6 MINIMUM REHABILITATION OF EXISTING RUNWAY 8-26 (4" MILL & OVERLAY) 	<p>Schedules shall be shown for two scenarios as follows:</p> <p>Schedule 1 Base Bid + Alternate Bid 1 + Alternate Bid 2 + Alternate Bid 3 + Alternate Bid 4 + Alternate Bid 5</p> <p>Schedule 2 Base Bid + Alternate Bid 1 + Alternate Bid 2 + Alternate Bid 3 + Alternate Bid 4 + Alternate Bid 6</p> <p>For Alternate Bids 3a, 3b, 4a and 4b, the schedule should be shown for the option with the longest duration.</p>
12	<p>1. As discussed in last Friday's meeting; For a project of this magnitude, we understand that 10% mobilization is insufficient, we request to increase mobilization to 20% and that 100% be paid in the first monthly invoice to not penalize the contractor's cash flow, which could reflect in higher costs.</p>	<p>Mobilization will remain at 10%. However, the payout will revised as follows: 50% with first pay request. When 25% or more of the original contract is earned, an additional 40%. After Final Inspection, Staging area clean-up and delivery of all Project Closeout materials as required by Section 90, paragraph 90-11, Contractor Final Project Documentation, the final 10%</p>
13	<p>2. Response No. 2 of Addendum No. 22, indicated the following: "The FAA requires three (3) proposals be submitted for a design-build solicitation. At this time, we have the minimum number of Respondents to complete the process." In the event that the three bids are not submitted, what process would the Authority follow? Is there a possibility that the project will be cancelled?</p>	<p>If three proposals are not received, the FAA would need to provide special approval to move forward with the project. At this time we have the minimum number of Respondents to meet the requirement.</p>
14	<p>3. Response No. 5 of Addendum No. 20 indicate the retainage shall be five percent (5%) of each partial payment made to the Contractor in accordance with section 13.2.2 of the UNIFORM GENERAL CONDITIONS FOR PUBLIC WORKS CONTRACTS.</p> <p>We request that this is replaced by a bond.</p>	<p>The UGCPW do not contemplate substituting the retainage for a bond. Nevertheless, as that substitution is acceptable in other USA jurisdictions, the PRPA is willing to consider a bond for such purposes if issued by a Bond Company located in Puerto Rico licensed by the Insurance Commissioner of Puerto Rico.</p>

		Amount, conditions and terms to be established during the negotiations phase of the contract once awarded. The PRPA is under no obligation to accept a bond in lieu of the retainage if in its sole opinion it does not serve the PRPA's best interests.
15	<p>4. We request that the red-marked wording below be included in Contract clause 9.6.2.</p> <p>In the event that the JVD/B is otherwise entitled to an extension of the Contract Time pursuant to paragraph 17.11 and has made a claim thereon, the Authority shall have the right, in its sole discretion and subject to reasonable feasibility of acceleration of the Works, to deny all, or any part, of such extension of the Contract Time by written notice to the JVD/B provided within 30 days of receipt of the JVD/B claim. Should the Authority deny the JVD/B claim for an extension of the Contract Time under this subparagraph 9.6.2, either in whole or in part, the JVD/B shall proceed to prosecute the Work in such a manner as to achieve Substantial Completion on or before the then existing Scheduled Completion Date.</p>	The PRPA does not see the need to accept the proposed addition to Art. 9.6.2 of the Sample Contract. Art. 9.6.2 must be read in conjunction with Art. 17.3 and 17.11.
16	<p>5. Taking into consideration the importance of time in this Project we propose the following modification to contract clause 4.2 regarding the design approval period:</p> <p>Design Approval. The review process shall be as follows:</p> <p>1.1. The PRPA shall have a period of ten (10) working days to review each submittal and drawing. Second and subsequent reviews of a submittal or drawing will be done within a period of ten (10) working days and, when reviewing the documentation, the PRPA will not be entitled to make comments but to the errors or omissions mentioned in their preceding review.</p> <p>1.2. In case a submittal or drawing is required to be reviewed by any third party additional to the PRPA, this additional review shall be performed within the above-mentioned periods and in line with the same principles. If additional days are required by the PRPA (or any third party) to complete its review or fresh comments unrelated to the ones raised by PRPA (or any third party) are issued to a revised submittal or drawing, the JVD/B will be entitled to time and price compensation.</p> <p>1.3. Submittals and drawings shall be responded by the PRPA as:</p> <ol style="list-style-type: none"> 1. Approved. 2. Approved with comments; or 3. Returned with comments. <p>1.4. Submittals and drawings fully approved ("approved") or partially approved ("approved with comments") will entitle the JVD/B to move forward with its scope. When a partial approval is obtained, for the partially approved scope, the JVD/B will be allowed to move forward to the next design phase without issuing a revised submittal provided that the comments issued by the PRPA are observed at later design phases. In case the partial approval corresponds to the final submittal for Preconstruction/EWPs, the JVD/B will be allowed to perform the works which design has been partially approved, being said comments incorporated in the final IFC package.</p>	As of this date the PRPA reaffirms the provisions of Arts. 4.2 and 13.8 of the Sample Contract. Nevertheless it is open to consider some adjustments during the negotiation phase of an awarded contract.

	<p>1.5. In case the JVD/B does not agree with the comments received on an “approved with comments” document, a revised submittal/drawing will be issued providing response to the PRPA’s comments for its review.</p> <p>1.6. Submittals and drawings shall only be “returned with comments” by the PRPA in case all the documents as a whole fail to fulfill the contractual requirements.</p> <p>1.7. In case that any review by the PRPA ends up in comments related to changes in the scope or the contractual design criteria, the JVD/B will be entitled to time and price compensation.</p> <p>1.8. In case the PRPA makes comments to a previously approved design or makes comments that are not in line with the requirements of the Contract, the JVD/B will be entitled to time and price compensation.</p>	
17	<p>6. One of our subcontractors noticed from an inspection to the documentation of project “Air Traffic Control Tower Rehabilitation” Bid No. 1-34 there might be some overlapping in the electrical works to be done: Section 6.9 “Miscellaneous Aids” within chapter 6.0 “Airfield Lighting and Signage” of the RFP Design Criteria package states that the project requires “the siting, design and relocation of the Automatic Weather Observing System (AWOS) facilities under a reimbursable agreement with the FAA”. We noticed that this same scope of works in relation with the AWOS seems also included in bid item #11 of the ATCT rehabilitation project: “Replace, furnish and install electric and meteorological instrumentation and equipment in the new location”. Please, can you clarify if bid item #11 in the ATCT rehabilitation project overlaps the AWOS relocation in the Runway 8-26 reconstruction project section 6.9? Shall we discard the replacement of the AWOS in our proposal?</p>	<p>The relocation works as described on the RFP Design Criteria Package shall remain for the AWOS.</p>
18	<p>7. Following up Answer #8 of Addendum #22, our concern is about the area close to the sinkhole/depression located 700 ft northeast of Taxiway M, due to a potential natural connection between the sinkhole/depression and an underground hydrogeological system. The execution of the new runway and filling the sinkhole with standard excavation and embankment materials, without specific remediation measures, could change the balance of the superficial and subsurface water. Analyzing the basin, it seems to exist an important point of water concentration with high discharges, which can be changed with the construction of the new runway and the filling of the sinkhole. Therefore, a diversion or channeling element should be considered to ensure that the new runway will not be affected by high flows in this basin low point. Should this occur, please confirm that the Design-Builder will not be held responsible for any impacts or harms therefore caused to the Puerto Rico Ports Authority or third parties.</p>	<p>It is the posture of the PRPA that it is a depression area. PRPA posture is related to the recommendations provided by GEO Engineering, PSC on their geotechnical evaluation report dated November 3, 2021. If a channel or diversion element is required to meet drainage requirements, then those improvements should be included as part of the Respondent’s proposal. The answer provided on Addendum #22 only addressed how the area could be filled but does not take in to account any drainage requirements.</p>
19	<p>8. In relation to the contents that are part of the Technical Proposal, section 10.4.5 - Conceptual Engineering Design indicates that, among other documents, the following information shall be provided:</p> <ul style="list-style-type: none"> a. Plans to Mitigate Obstructions b. Safety & Risk Management Plan. <p>We understand that these documents must be developed in detail during the design- construction phase, in close collaboration with PRPA and FAA and using onsite data that are not available during the Tender phase. Therefore, we also understand that in the Technical Proposal it is sufficient</p>	<p>In the Technical Proposal, it is sufficient to describe the action methodology, without the need to develop a detailed plan or drawings. The intent is to provide enough detail to demonstrate the Respondent’s understanding of the issues and appropriate action.</p>

<p>to describe an action methodology, without the need to develop a detailed plan or drawings. Please confirm the minimum scope expected by PRPA for these two documents.</p>	
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END OF ADDENDUM NO. 24

November 7, 2023
San Juan, Puerto Rico



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

**EXHIBIT O – TECHNICAL PROPOSAL FORM / RFP ADDENDUM
ACKNOWLEDGMENT
RUNWAY 8-26 RECONSTRUCTION AT
RAFAEL HERNANDEZ INTERNATIOAL AIRPORT, AGUADILLA, PR**

TECNICAL PROPOSAL FORM

Executive Director
Puerto Rico Ports Authority
P.O. Box 362829
San Juan, Puerto Rico 00936-2829

Sir:

The undersigned (hereinafter called "Proponent") in compliance with Request for Proposals (RFP) for the Design-Build of the Runway 8-26 Reconstruction at Rafael Hernández Airport (BQN), Aguadilla, Puerto Rico, having examined the Proposal and all elements of the REQUEST FOR PROPOSALS, hereto is the completed and signed TECHNICAL PROPOSAL for this RFP.

The Proponent acknowledges receipt of the following addenda:

Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
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Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____
Addendum No. ____ dated _____	Addendum No. ____ dated _____	Addendum No. ____ dated _____

Respectfully submitted:

Name of Proponent
*(Corporation, Partnership, or Individual)

By: _____ Address

Signature of Authorized Officer _____ Name of Authorized Officer

Tel. No.: _____

Email: _____

*(Seal - if bid is by a corporation)

Supplementary Technical Information List

Note: The documents herewith listed are for reference only and shall be verified by the Proponents for their use. The PRPA does not assume responsibility for the documents included on this list and does not release the Proponent from carrying out the studies, drawings, designs, etc., required for the project, according to the requirements of the RFP.

Name of File or Directory	Type
100 Utilities	Directory
110 Elect, Fuel, Sanitary, Storm Drainage, Water Systems	Directory
110.01 BQN Utilities-Set_rev 1973.pdf	Pdf
110.02 PRASA Update on Water & Sanitary lines_rev 2021.pdf	Pdf
120 Runway and Taxiway Lighting System	Directory
120.01 BQN RW TW Lighting Rehab 1989.pdf	Pdf
120.02 BQN RW TW Lighting Rehab 1992.pdf	Pdf
120.03 BQN RW TW Lighting Rehab 1992_ASBUILT.pdf	Pdf
120.04 ATCT and Vault - Electrical As Built, Airport Traffic Control Tower and Vault	Pdf
120.05 BQN Vault - Interior Equipment Layout	Pdf
120.06 BQN RW TW Sings As Built	Pdf
200 Airport Layout Plan	Directory
210 Planning Data & Documents	Directory
210.01 2016 to 2019 BQN TRAFFIC COUNT.pdf	Pdf
210.02 AIRPORT FACILITIES BUILDINGS STRUCTURES DESCRIPTIONS.pdf	Pdf
210.03 FAA Conditional Approval BQN - 747-800 - MOS_2013.pdf	Pdf
210.04 BQN RW Reconstruction 7460 2020.pdf	Pdf
210.05 BQN TFMSC-Report-64531.xls.xlsx	Excel
210.06 BQN TFMSC-Report-Jan 2020 - Oct 2021.xls.xlsx	Excel
220 ALP 1973	Directory
220.01 Department of the Air Force-Ramey Master Plan-Base Plan.pdf	Pdf
220.02 Real Estate Master Map_rev 1973.PDF	Pdf
230 ALP 1992	Directory
230.01 Aguadilla Airport Layout Plan Phase I-1992.PDF	Pdf
240 ALP 2005	Directory
240.01 BQN - Master Plan Update_2005.pdf	Pdf
250 ALP 2006	Directory
250.01 BQN ALP SET_2006.pdf	Pdf
250.02 BQN ALP-Approved_2006.pdf	Pdf
260 ALP 2022	Directory
260.01 BQN ALP signed 1-19-22.pdf	Pdf
270 Right of Way	Directory
270.01 ROW Pipelines BTW Airport and Crash Boat	Pdf
280 Aerial Photos	Directory
280.1 BQN AERIAL 2010.pdf	Pdf
300 Studies	Directory
310 Geotechnical	Directory
310.01 Geo Engineering_Kimley-Horn Report_2015.pdf	Pdf
310.02 Despiiau Geotechnical Engineers_AECOM Report_2018.pdf	Pdf
310.03 Geo Engineering_RELOCATION OF TW A and AWOS_1998.pdf	Pdf
310.04 Sinkhole Report Geo-Engineering_2021.pdf	Pdf
320 Surveying	Directory

Name of File or Directory	Type
320.01 Topographic and As-Built Plan_2004.pdf	Pdf
320.02 771-01.dwg	Acad
320.03 771-02.dwg	Acad
320.04 771-03.dwg	Acad
320.05 771-04.dwg	Acad
320.06 771-05.dwg	Acad
320.07 771-06.dwg	Acad
320.08 771-07.dwg	Acad
320.09 771-08.dwg	Acad
320.10 771-09.dwg	Acad
320.11 771-10.dwg	Acad
320.12 771-11.dwg	Acad
320.13 771-12.dwg	Acad
320.14 771-ALL.dwg	Acad
320.15 771-PROFILE.dwg	Acad
320.16 771-SECC.dwg	Acad
320.17 Borings-Cores.dwg	Acad
320.18 Topographic Survey.pdf	Pdf
330 Soil Qualification Maps	Directory
330.01 Soil qualification maps.pdf	Pdf
400 Airport Pavement	Directory
410 BQN Pavement Plan 1973	Directory
410.01 BQN-Airfield Pavement Plan.pdf	Pdf
420 BQN Runway Pavement Project Overlays	Directory
420.01 QA TEST REPORT_PSI-Intertek_2018.pdf	Pdf
420.02 Proposed milling and overlay work_2022.pdf	Pdf
430 TWA and TWD Report	Directory
430.01 PIM Asphalt Pavement Evaluation Report 2014.pdf	Pdf
430.02 W Ramirez, Geologist Report 2013.pdf	Pdf
440 Other Reports	Directory
440.01 BQN Airfield Pavement Evaluation_2016.pdf	Pdf
440.02 PMMP BQN Report_2016.pdf	Pdf
440.03 TJBQ Airfield Pavement Summary_2013.pdf	Pdf
440.04 TJBQ AMC FORM 174_2013.pdf	Pdf
450 Other Drawings	Directory
450.01 Taxiway A East Section BQN - Full Set.pdf	Pdf
500 Obstructions Pole Relocation	Directory
500.01 2022 03 11 Pole Relocation_Letter to LUMA.pdf	Pdf
500.02 OGP 2021-400969-SRI-056866-6191372.pdf	Pdf
500.03 Carta LUMA-Evaluacion 2021-400969-SRI-056866-6190987.pdf	Pdf
600 Environmental	Directory
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600.06.10 FIG 3.2-5_.dwg	Acad
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5_Proposed formula and computation	Pdf
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7_2021-400969-SRI-056866-6191372.pdf	Pdf

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Addendum 8	Directory
1_Attachment B_Sample Contract.pdf	Pdf
2_Attachment N_RFP Cost Proposal Form.pdf	Pdf
3_RFP_Page 16 selection criteria.pdf	Pdf
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