



**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. 30**

**TO ALL OFFERORS:**

This Addendum forms part of the reference Request for Proposals.

**A. REQUESTS FOR PROPOSALS (RFP)**

The response date to submit Proposals has been changed to no later than 3:00 PM (AST) on March 22, 2024.

**B. ANSWERS TO QUESTIONS**

No.	Questions	Answers
1	Regarding the scope set forth in Addendum 29, please clarify if the work of Alternate Bid No. 1 includes shoulder repairs between STA 225+75 and STA 241+50 or said shoulders should be considered within Alternate Bid No. 6 scope in case, they do not need urgent repairs	The work in Alternate Bid No. 1 does not include shoulder repairs between STA 225+75 and STA 241+50. Shoulders will be considered as part of Alternate Bid 5 if selected.
2	Based on the information included as part of Addendum 29, we understand that the Client intends that Alternate Bid No. 6 also include repairs between STA 225+75 and STA 241+50 that may be necessary beyond the mill & overlay defined in Alternate Bid No. 1. In this regard, given that the current Exhibit N for Alternate Bid 6 states in point 5 that:  “assume alternate bid #1 area is excluded from this alternative bid”  We request confirmation that this point 5 ceases to apply after Addendum 29, in this case is necessary the revision of exhibit N.	The response presented in Addendum 29 was incorrect. Alternate Bid No. 6 should not include the repairs completed as part of Alternate No. 1, therefore Note 5 on Exhibit N for Alternate No. 6 still applies.
3	With regard to Q&A 4 of Addendum 29, we understand that the applicable regulations are what FAA Advisory Circular 150/5320-6G establishes, among others, that:  “1.2. Specify full pavement thickness where departing traffic will be using the pavement. This typically includes the keel section of the runway, entrance taxiways, and aprons. The fullstrength keel section is the center 50 feet (15 m) of a 150-foot wide runway”  Considering that the current 6-28 runway has a width of 200 feet, please confirm that a 50-foot wide keel section is acceptable to the owner or, otherwise, indicate what width should the proponents consider for such keel section	Disregard the answer to Question 4 of Addendum 29. Since Alternate No. 6 consists of a 4” Mill and Overlay of the existing Runway pavement, a keel section is not appropriate. Alternate 6 will include 4” mill and overlay of the entire 200 feet wide runway pavement and all other improvements to convert the runway to a taxiway. A 4” mill and overlay should also be included for the taxi paths entering and exiting the runway to the existing taxiways. No improvements will be made to the existing shoulder pavement as part of Alternate No. 6. The existing runway edge lights will not be relocated but will remain in their current location. The light lenses will be replaced to meet the FAA requirements for a taxiway.

No.	Questions	Answers
4	<p>With respect to the working times indicated in Q&amp;A#2 of addendum 29, we understand that they should be interpreted as from 7am on Saturdays to 6pm on Sundays. Please confirm.</p>	<p>The times indicated in Addendum #29 are correct. Allowable closure times for the existing runway, prior to opening of the new runway are: Saturdays 7am-6pm and Sundays 7am-6pm. The runway will need to be opened for operations between the hours of 6pm Saturday to 7am Sunday.</p>
5	<p>Answer to RFI No. 144 included as part of Addendum No. 7 indicates the following:</p> <p>“A link may be provided. However, if a link is provided, the email must be received at least 12 hours prior to the submission deadline to allow PRPA to determine there are no issues with downloading the document.”</p> <p>Considering 12 clock hours, please confirm that the deadline for the receipt of these links would be 3am on February 26 (Puerto Rico time). We request to be able to deliver the offer on Monday 26th in the morning using a link.</p>	<p>Disregard the answer to RFI No. 144 included as part of Addendum No 7. Proposers are permitted to submit a link, however, the link must be received by the PRPA no later than the submission deadline. The email containing the link should include the following information:</p> <ul style="list-style-type: none"> <li>• File names for files to be downloaded</li> <li>• File size for each file to be downloaded</li> </ul> <p>A PRPA representative will be available at 787-590-8260 to confirm receipt of the submitted link. If a link is to be provided, it is recommended to submit the link in advance of the proposal deadline to allow time for verification of download of the proposal and to call PRPA to verify receipt of the link.</p> <p>Be on notice that what counts is the time and date of ‘receipt’ by the PRPA of the complete proposal not the time it was sent.</p> <p>The Respondent bears full responsibility for both the submission and the content of the Proposal documents.</p>
6	<p>Answer to Question No. 4 from addendum No. 29 indicates the following:</p> <p>“A keel section is allowable for Alternate 6 provided it meets the FAA requirements for keel section width. The remaining pavement outside of the keel section may also need to be improved to meet FAA standards.”</p> <p>a. Please indicate who will be responsible for determining the need for improvements outside the keel section to meet FAA standards.</p> <p>b. For more clarity in the proposals, we suggest that PRPA determines the width of the mill and overlay to be performed.</p> <p>c. Also, please confirm that a 4” mill and overlay with the width to be indicated by PRPA will meet FAA standards.</p>	<p>See answer to Question 3 above.</p>
7	<p>Answer to Question No. 3 from addendum No. 29 indicates the following:</p> <p>“This pavement could be considered as part of the solution should Alternate 6 be selected but the existing pavement will more than likely need more extensive repairs as part of Alternate 6.”</p> <p>a. Please indicate who will be responsible for determining the need more extensive repairs as part of Alternate 6.</p>	<p>Disregard the answer to Question No. 3 from Addendum 29. The pavement mill and overlay performed as part of Alternate No. 1 will be considered as part of the solution should Alternate No. 6 be selected. See answer to Question 3 above for more detail related to Alternate No. 6.</p>

**END OF ADDENDUM NO. 30**



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Planning, Engineering, and Construction

February 16, 2024  
San Juan, Puerto Rico