



PUERTO RICO PORTS AUTHORITY

REQUEST FOR PROPOSALS

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

ADDENDUM NO. 7

TO ALL OFFERORS:

This Addendum forms part of the reference Request for Proposals.

A. ANSWERS TO QUESTIONS

	Questions	Answers
1	Please provide drawings of the existing power & comms duct banks and vaults/pull boxes related to Airfield Lighting (power supply and control cabling)	On Addendum 4, additional information was included about this subject.
2	Please provide drawings of the existing power & comms duct banks and vaults/pull boxes related to the following NAV/Visual aids: REILs, Rotating beams, AWOS	On this Addendum, additional information was included about the RAIL As-Built. The existing wind cones are powered by the nearest runway edge light, JVD/B must verify.
3	Can you confirm where come from the power supply to the new lighting fixtures please?	The new lighting system shall be fed from the existing electric vault room. Respondent shall evaluate the space availability, the existing equipment for reuse, and or consider additional equipment required in the vault room.
4	Survey information as built is from 2004, is there any more recent survey? How reliable is the survey of 2004 comparing to the original ground of today? Would the Port accept the stockpiling of unsuitable material on site, provided that this material was generated from the construction and is free of contaminants? Stockpiles would be mildly graded and seeded to comply with all regulations.	The most recent information has been provided. Survey drawings shall be verified by the proposer. PRPA has available area for temporary stockpile of unsuitable material. Stockpile materials heights shall comply with FAA regulations. At the end of the project the proposer shall remove all unsuitable material off the Airport premises at his cost.
5	The Design Criteria Package defines, amongst other survey information, collection of rights-of-way and the Airport's property line. Could you clarify if this information is needed and where this information would be used for the Project. Further, as it relates to the ROW, how far off the Airport should this information be gathered?	The Respondent shall consider the Design Criteria Package as a technical guide for this project, other information provided for reference of the proposer shall be considered and verified by the Respondent. The airport property line and right-of-way information is shown for information only.
6	Is there any available characterization of the deformational parameters of fine soils? For example, oedometric-type tests?	There is no additional information available at this time. The Respondent shall follow the FAA technical specifications, which indicate the parameters for materials acceptance using the ASTM test methods amount others. See Section 5.1 of the Design Criteria Package. Respondent is responsible for any additional required testing.
7	Is there a plan or profile that identifies the thickness of fills that currently exist along the existing runway 8-26?	Under PRPA Supplementary Technical Information shared folder , the "400 Airport Pavement" folder, includes the information requested, please verify it.
8	Is there a plan view that identifies the areas where the existing runway 8-26 was built directly on over organic soil or topsoil? Would it be justifiable in any case not to clean up these areas?	Under PRPA Supplementary Technical Information shared folder , the drawing 410.01 BQN-Airfield Pavement Plan drawing is included, please verify it.
9	Is there a map of the original streams that were filled for the construction of the existing runway?	See response to question 8.

	Questions	Answers
10	Are there more areas such as the E-NE depression, commented on in the Geo Engineering 2021 report, where concerns about karstification are raised? In the event of the appearance of one of these areas in the construction phase, would the Contractor be responsible for its treatment	The Geo Engineering 2021 report includes recommendations to be follow. If any cavity appears during the earthwork operations due to the remnants of the permeable zone overlying the site, the cavity shall be evaluated to determine the corrective measure to be implemented. This will be considered an unforeseen condition.
11	Is the adoption of CBR=5 mandatory?	CBR is shown for estimating purposes only. The Respondent is responsible for final pavement design based on their geotechnical investigations.
12	What minimums are required. Is there a requirement to an upgrade to a Category I or other approach for Runway? Is there an FAA Reimbursable Agreement currently in place?	The minimums and instrumentation shall remain the same as the existing runway.
13	Is the proposed Runway to remain a VOR approach like the existing runway?	Yes. The instrumentation shall remain the same as the existing runway.
14	Provide a list of FAA Federally owned and maintained equipment on the airfield for the NAV Aids.	FAA is currently determining the FAA Federally owned and non-Fed equipment. A reimbursable agreement will be established with FAA by PRPA prior to commencement of NAVAID construction activities.
15	Can the Existing RW 8-26 CL lights be NOTAMed out of service throughout the project	The existing Runway 8-26 does not have centerline lights.
16	RFP 6.3. Are Proposed Runway Edge Lights intended to be Medium intensity in the end?	The proposed Runway Edge Lights shall be high intensity.
17	RFP 6.3. The paragraph says to use L-852D. Is it the intent to used L-852D for new runway centerline lighting?	Runway and Taxiway Lighting shall follow FAA AC 150/5340-30J and 150/5345-46E. There will not be centerline lighting for the new runway.
18	RFP 6.3. The paragraph says to use L-852D. Is it the intent to used L-861 for new runway edge lighting?	No – Runway Edge Lighting shall be high intensity fixtures meeting FAA AC 150/5340-30J
19	RFP 6.3. The paragraph 6.3 makes no mention of the installation of runway Centerline lights. There are no known requirements for the proposed RW 8-26 to have Runway Centerline Lights. Is it a requirement under this RFP to install new Runway Centerline lighting on the proposed Runway 8-26?	No – runway centerline lighting is not required under this RFP.
20	FAA Advisory Circulars do not require Guard Lights. Is there a requirement to install Runway Guard Lights along the proposed Runway?	Guard lights are not required.
21	RFP 6.6. All bases to be L-867. Confirm that semi flush light at light base locations that will be in pavement and subject aircraft loading will be L-868.	In-pavement lights subject to aircraft loading will be L-868 per FAA AC 150/5340-30J and 150/5345-46E.
22	RFP 6.6. All bases to be L-867. Confirm that semi flush light at light base locations that will be in pavement and subject aircraft loading will be L-868.	See response for 21.
23	"RFP 6.8 says provide complete an Airport Signage Plan. What is the intent of this requirement? a. Is the complete Airport Signage Plan to include only contractor directives to install signs to accommodate the New Runway 8-26 construction project? b. Is the complete Airport Signage Plan to include revisions to an existing revision to an existing overall comprehensive Airport Signage and Marking Plan and include coordination and submission to the Part 139 inspector by the contractor? c. Is the complete Airport Signage Plan to include an entirely new Airport Signage and Marking Plan to be submitted and approved by the Part 139 inspector by the contractor? "	Contractor is responsible for completing the Airport Signage Plan to include the entire airport taxiway renaming and will be submitted and approved by the Part 139 inspector. Construction/reconfiguration of all airports signs to meet FAA requirements shall be included in this project.
24	RFP 6.9. Confirm that there are no ILS or ALS systems required to be included and installed new under this project. The airport currently does not have ILS (GS, LOC, Markers) or ALS systems.	Confirmed. Visual NAVAIDS are as follows: RW-8: 4-Box PAPI, REIL RW 26: 4-Box PAPI Electronic NAVAIDS are as follows: RW 8: VOR-TAX, GPS RW 26: None.
25	RFP 6.9. Relocate AWOS. a. Will this item require FAA Reimbursable Agreement? b. RFP 6.9 Requires no disruption to weather reporting. Is the intent of this RFP requirement for new AWOS equipment to be installed at the proposed location then take the old AWOS equipment offline?	a. No. b. Yes.

	Questions	Answers
26	Please verify if Taxiway M connection to the new Runway 8-26 (East end) should be removed and graded within ROFA (per Phasing Plan PHS200).	Confirmed.
27	Verify if Taxiway C connection to the new Runway 8-26 (between Taxiway M and new Runway 8- 26) should be reconstructed (per Phasing Plan PHS200).	Confirmed.
28	Please verify that the existing Taxiway M will be abandoned in place and the pavement will not be removed.	Confirmed. Only pavement removal needed to meet FAA grading requirements will be required.
29	Please verify if a new paved vehicle service road should be constructed around the perimeter of new improvements (outside of OFA). If so, please provide the limits and the width of the road.	No new vehicle service road is required as part of this project. Respondent shall install haul roads as to avoid using airfield pavement for movement of materials and construction vehicles to and from construction areas. Haul roads within 100' of airfield pavement shall be paved with bituminous asphalt as a FOD check-point. Remaining sections may be unpaved. The width of the haul roads shall be as required to accommodate vehicular movement safely but not less than 20'.
30	No new utilities are identified in the RFP. Please verify if any new utilities such as water, sewer and Gas lines are to be constructed within the airfield improvements.	Airport utilities limited to water, sewer and gas are not anticipated to be relocated unless they are impacted by the Respondent's construction plan. New electrical lines will be required along the south side of the Airport to replace the existing overhead lines.
31	Please verify that the proposed drainage system will be connected to the existing storm drain system at the limits of work and the existing storm drain system has enough capacity.	Respondent shall verify the capacity of the existing system and provide a solution as part of their design.
32	Please verify the Location of the Runway 8-26 threshold markings at both ends of runway.	Runway threshold locations are as shown on the Airport Layout Plan.
33	Please verify if design and installation of new Airport Rotating Beacon (ARB) is to be included in this project (on a stand-alone pole or existing building)	An Airport Rotating Beacon is Not Included on this Contract.
34	Please verify if supplemental wind cones (two) will be required in addition to the primary wind cone with segmented circle.	Confirmed – two wind cones and segmented circles are required.
35	Please verify if the new runway lights are to be designed for Medium Intensity (MIRL) or High Intensity (HIRL)	High Intensity (HIRL).
36	Good morning, attached to this email you will find three files containing: <ul style="list-style-type: none"> a. Contractual Questions to the RFP b. Technical Questions to the RFP c. Sample Draft Collaborative Agreement <p>With regards to item c above, our team has identified a three-party agreement from Consensus Docs (website: consensusdocs.org which is a platform that leads to help the industry build a better way by developing contracts that protect the best interests of the project) and offer it to the PRPA in support of producing a new DRAFT Agreement as it addresses many of the concerns identified. This model agreement has not been modified by the CH Caribe /DVG team. Once the PRPA releases a new DRAFT Agreement the JVD/Vs should then be requested to provide comments as per the RFP instructions. Please review our questions and we look forward to participate on this important project.</p>	No answer at this moment.
37	Designer and Contractor have reviewed the Draft Agreement and finds it to be wholly inadequate for services provided by either party. The Agreement should be revised to remove Designer from any responsibility of construction services, guarantees or other liabilities. The following are items we have noted in our general review of the document and include, but are not limited to, Standard of Care, Indemnity obligations, payment terms and insurance. Please respond to our questions and comments below: <p>Under recitals and in section 2.1 the term design/builder contractor is introduced as if it is one party, this is a substantial concern and should not be applied as this is a three-party contract and the parties must be mentioned separately. Is it possible for the draft agreement to be modified accordingly and resent in order for comments to be addressed per section 14.5.3 of the RFP?</p>	The three-party agreement has been removed from the RFP in the previous Addendum. A new draft agreement will be provided as part of this addendum. The RFP outlines the process for identifying and requesting changes.

	Questions	Answers
38	We noticed the Contract is a three-party agreement (Contractor, Designer, Owner), there are only two signatories. Section 2.1 of the proposed Teaming Agreement requires the Contractor and Designer to present a contract for the Designer services to PRPA. Is the Designer expected to sign the main contract? A typical three-party agreement should have three signatories. Please clarify.	The three-party agreement has been removed from the RFP in the previous addendum.
39	The RFP includes a proposed Teaming Agreement. Can Team Members use the existing executed version of the Teaming Agreement?	The teaming agreement has been removed from the RFP in the previous addendum.
40	In our view, the proposed Contract is not suited for a Design-Build Contract. Can we propose a draft Contract for your consideration, instead of red lining the document? We hereby provide you with a model Contract from Consensus Docs for your consideration and use.	No. The RFP outlines the process for identifying and requesting changes to the draft contract.
41	We cannot find a period of performance for this contract. The proposal form indicates the period to be the JVD/Vs approved schedule, does the owner have an expected period of performance?	The Owner does not have an expected period of performance. The period will be based on the Respondent's proposed schedule to match the cash flow outlined in the RFP.
42	Can you add a price escalation clause to the RFP to avoid unrealized contingencies?	No price escalation will be provided.
43	Since this is a substantial technical and cost proposal effort to prepare the RFP, can you provide a stipend to cover a portion of the RFP cost in order to provide a much competitive proposal?	No stipend will be allowed.
44	Section 3 – design/builder's representations and warranties should be separate sections, one for the design firm and one for the construction contractor. i. Article 3.1.6 identifies furnished labor to be the "best quality obtainable", the work product yielding "first-class results", furnished equipment and materials the "highest quality", and work will be "high quality, free from defects". Will PRPA consider revising such requirements to reflect "industry standard"?	The RFP outlines the process for identifying and requesting changes to the draft contract.
45	Article 10, Additional Duties of the Design/Builder Contractor, of the Sample Agreement specifically paragraphs 10.3 (explicitly) and 10.6 (implicitly) make the Designer responsible for the supervision of the construction work and therefore liable for the construction work. Is the intent of PRPA to make the Designer assume the risks of the Contractor which conflicts with the COLLEGE OF ENGINEERS AND SURVEYORS OF PUERTO RICO Institutional Policy date April 9, 2022?	No. Designer shall provide adequate supervision to ensure the project is constructed in general compliance with the design documents. The Contractor shall have final responsibility for the construction work.
46	Section 10.4.1.2 of the RFP refers to a GMP budget price. Can you clarify the intention of the GMP vis a vis the proposal form?	The GMP will be the lump sum price as outlined in the proposal form.
47	Article 10.4.4.1 indicates the Cash Flow Scenario; however, it appears the final contract amount will not be covered with the available funding at NTP. Can the Contractor provide the gap financing to optimize the design build schedule instead of waiting for funding availability?	The Respondent can present an option for gap financing. However, PRPA and FAA will evaluate the project pricing and determine whether additional funding is required.
48	Article 11, Payment. Will PRPA revise payment terms to clearly define how the Designer will be paid? For example, Designer will be paid 10 days after Contractor receives payment from PRPA.	Since the RFP has been modified to include a JV only, the designer shall be paid by the JV.
49	Article 21 Indemnity: can PRPA revise language to reflect that each party will indemnify and be responsible for damages caused by their own negligent acts or omissions? In addition, Designer cannot be responsible for damages caused by Contractor, nor support defense obligations. In Article 21.2 Hazardous Materials, Designer shall not be responsible for costs associated with contamination or transport. Can PRPA revise this clause to be directed to the Contractor only?	As to Article 17.11, No. As to Article 21.2, the language is clear enough and no clarification is necessary.
50	Article 22 and Appendix 1- Insurance: Request to remove requirements to submit insurance policies. Upon award, Designer will submit an insurance certificate meeting negotiated limits.	No
51	TECHNICAL QUESTIONS FOR PRPA The Design Criteria Package ("DCP") did not provide a set of "bridging documents" for use by the Contractor and Designer in the preparation of the Technical and Cost Proposals resulting in a significant effort to develop our response to the RFP. Will "bridging documents" be provided by PRPA?	No.

	Questions	Answers
52	Please confirm if a stipend will be provided by PRPA for completion of the technical document and cost proposal to allow for completion of "bridging documents" by the respondents?	PRPA will not pay a stipend to unsuccessful JVD/Vs. See section 8.5 of the RFP.
53	Please provide any and all updates or amendments to the approved Environmental Assessment and FAA approval of those EA updates/amendments.	No updates have been received by FAA at this time. However, the new location of the runway, shifted approximately 80' north has been approved by the FAA.
54	Please explain why the DCP "Reference Drawings" show the new RW to be less than 500 feet south of the existing RW centerline as indicated in the RFQ, the September 2020 FONSI, and on the BQN Runway webpage.	The runway has been shifted to the benefit of the overall project. The FAA has approved the shift and is updating any necessary documents as they deem appropriate.
55	Please confirm in writing and on a drawing in AutoCAD format where the construction staging will be located, and what the dimensions are and total space available.	The Staging Area shall be coordinated with the BQN Airport Manager – It is proposed to be a 60 acre area. See attachment on this Addendum
56	Please confirm that the required Surety letter is to be provided only by the constructor and not the engineer.	Confirmed.
57	Please provide all Design Criteria Package (DCP) drawings, including drawings contained in the Appendices thereto, in AutoCAD format.	Included on Addendum 4
58	Please provide the referenced Topographic Survey in AutoCAD format. A survey was provided during the qualifications stage of the procurement as a pdf which is not suitable for use in developing earthwork quantities and pricing for the Cost Proposal.	Included on Addendum 4
59	Please provide as-built plans, in AutoCAD format, of the existing storm sewer system within the airport property lines.	The Acad drawing requested is not available.
60	Please provide as-built drawings, in AutoCAD format, of the existing airfield lighting vault, airfield lighting control panel and airfield circuiting with schedules including routing and cable size.	The Acad drawings requested are not available. See the drawings included in Addendum 4.
61	Please provide the as-builts of the existing airfield signage plan in AutoCAD format.	The Acad drawing requested is not available.
62	RFP Section 10.4.5.1 lists several documents stating the minimum required information to be provided. Is the requirement limited to describing, in writing, our effort to produce these items in compliance with the DCP and applicable FAA requirements if selected; or is the RFP requirement that the JVD/V further develop these items to a conceptual/preliminary level of detail and include the plans and specifications with the Technical Proposal?	Sufficient information shall be provided either in writing or on drawings to indicate the scope of the work to be constructed. All work will be assumed to meet FAA requirements. Respondent will be responsible for meeting all FAA and local requirements to the satisfaction of the FAA and PRPA. If there are discrepancies due to insufficient detail provided, the Respondent will be responsible to perform work as directed by PRPA.
63	Please provide security ID badge application process and fees including annual renewal. What types of training if any are required?	The BQN ID Badge Application is included on this addendum. The fee to the PRPA is \$100/per person. A Security Identification Display Area (SIDA) training is required on a portion of the airport, in which security measures specified in Title 49 of the Code of Federal Regulations are carried out. This area includes the secured area.
64	Please provide English translation of LUMA provided correspondence.	The JVD/V shall find the way to obtain translation of the document provided.
65	Evaluation criteria: Please provide the proposed formula showing how the price component and the technical component will be combined to reach the Adjusted Value?	Find on this addendum the proposed formula for the Best Value ranking.
66	Paragraph 12.2 JVD/V Debt- please provide clarification on its intent and applicability. What debt is being referred to? To what extent? Short term, long term, credit card, mortgage, accounts ...	Debt related to this project.
67	What level and type of contamination is on the site; are environmental documents in addition to the EA available that quantify the types and levels of contamination? If yes, please provide.	The level of contamination at the areas to be impacted by this project is supported by the document provided to the JVD/V on shared folder for the RFP documents, 600 Environmental.
68	Please provide FAA's Airport Layout Plan (ALP) Conditional Approval letter that is referenced in the approval block of the ALP provided as part of the DCP.	Find on this addendum the reference letter.
69	Section 3 and Section 9 of the RFP document were deleted, will the client issue information on these sections?	No.
70	Bonding requirement on page 8 of the RFP – section 7.0.1. requires the JVD/V to submit performance and payment bonds. Since the PRPA is proposing a three-way contract between the Contractor, Designer, and itself please define the entity that is required to submit the noted bonds. Is the requirement for the bonds to be placed on the Contractor only?	The three-way agreement option has been deleted from the RFP as part of the previous addendum.

	Questions	Answers
71	Can PRPA provide a list with the selection committee member names?	This information is not required for the RFP submittal.
72	Who owns the RADAR Station west of the airport? Have they agreed to install obstruction lights per the RFP? Will they authorize our team to do work at their facility? What will be their requirements?	The owner of those facilities is the PR Air National Guard (PRANG), the PRPA shall inform PRANG about this work. The beacon light shall be installed by the Contractor in coordination with M SGT Luis Nazario PRANG, luis.nazario@gmail.com , 787-629-0511. The Respondent shall coordinate with the PR Air National Guard for specific schedules and access requirements to the site.
73	Will the team be required to conduct the coordination with the FAA to: a. Relocate the AWOS, REILs, PAPIs, Segmented Circles/Wind Cones (including the Reimbursable Agreement); b. Address operation of the existing VORTAC located southeast of the new RW 27 threshold; c. Renumber the Runway to 9-27 and re-sign the airfield with new guidance signs, meeting current FAA standards, to account for the new taxiways and re-designation of the runway; d. Re-mark the airfield pavement to meet current FAA standards as a result of the new designation of the runway; and e. Development of new approach/departure procedures for RW 9-27?	a. The Respondent will be involved with the FAA coordination for these items along with PRPA representatives. b. FAA will indicate operational condition of the VORTAC. c. Yes. d. Yes. e. No. PRPA and their representatives will handle this.
74	How are the project risks that we can't monetize (i.e. FAR Part 77 obstructions not owned by or on PRPA property, lead, asbestos, etc.) to be addressed in the Cost Proposal? There are FAR Part 77 obstructions that we assume are not owned by PRPA or the FAA and are not on PRPA property. The Part 77 obstructions include numerous buildings, poles, antenna, and fences that are identified in the DCP as man-made obstructions that are assumed to be mitigated prior to the new runway being commissioned. Who will be responsible for contacting third parties, obtaining access rights and permits for mitigation? Who will be responsible for physically mitigating third-party obstructions; and how will that party be compensated?	All FAR Part 77 obstructions are identified in the DCP. All structures are owned by PRPA. The power poles to be removed and modifications to this system shall be coordinated with LUMA as outlined in the DCP. LUMA has been contacted regarding the modifications as identified in the DCP. However, the Respondent shall be responsible for final coordination and approval. No other items that are not identified should be considered at this time.
75	Is demolition of the abandoned approach light system for Runway 8 a part of this work?	The existing approach lights will not be demolished at this time but will remain in place and abandoned.
76	Are there any communication lines routed between the VORTAC or radar to the ATCT?	Refer to Master Plan Communication and Navaid Systems drawing on the shared folder.
77	What design storm frequency is to be used for the project? The DCP does not establish the criteria for the design of the stormwater management system for the project. Please provide the criteria.	Follow AC 150/5320-5D.
78	Is there a design aircraft that should be assumed? Is the Boeing 747-400 to be supported throughout construction or are there times where an alternate requirement is acceptable?	The aircraft operations and fleet-mix is provided in the DCP for your use in preparing the pavement design and for consideration of operations during construction.
79	The phasing documents included in the RFP require construction traffic, including earthwork operations, to cross active taxiways for access to portions of the construction site. Is that acceptable to PRPA and if so, are there time restrictions to the activities?	Crossing of active taxiways during construction is acceptable provided the Contractor provides flagmen at each crossing to direct the traffic in a safe manner. Operation of the existing runway shall not be affected except as outlined in the DCP for the rehabilitation of portions of the existing runway during weekend closures.
80	Please confirm that it must be assumed for the base bid that the 4 alternates are to be assumed to not be completed for pricing and phasing.	Confirmed.
81	Pavements – Is there criteria for material types in certain areas outside of the requirement for a drainable layer or is the material selection just required to meet FAA standards?	All material shall meet FAA requirements.
82	Please confirm who will be responsible for design and relocation of the power lines that are identified as an obstruction?0	The JVD/V.
83	Please confirm the Comments on Design Criteria Package identified in paragraph 10.3.1 of the RFP are excluded from the 25-page limit as the comments are part of the Conceptual Engineering Design documents and have been identified in paragraph 10.3.8.1 of the RFP as being excluded from the 25-page limit for the TECHNICAL PROPOSAL.	Confirmed.
84	Why the taxiway and runway have been moved 80 feet north? Does PRPA has a revised/updated Environmental Assessment to reflect this change?	The runway has been shifted to the benefit of the overall project. The FAA has approved the shift and is updating any necessary documents as they deem appropriate. No updates have been received to the EA by FAA at this time. However, the new location of

	Questions	Answers
	<p>a. Please provide all updates or amendments to the approved Environmental Assessment and FAA approval of those EA updates/amendments.</p> <p>b. Please explain why the DCP "Reference Drawings" show the new RW to be less than 500 feet south of the existing RW centerline as indicated in the RFQ, the September 2020 FONSI, and on the BQN Runway webpage.</p>	<p>the runway, shifted approximately 80' north has been approved by the FAA. The update to FAA FONSI for this project has been completed to include a 80' shift of the proposed RW the north.</p>
85	<p>Please confirm in writing where the construction staging will be located, and what the dimensions are. Is the PRPA property fence secured? Who will provide security services along the PRPA property perimeter?</p>	<p>The Staging Area shall be coordinated with the BQN Airport Manager – An aerial photo detail showing the proposed area is included. The JVD/V shall provide their own security along the staging area.</p>
86	<p>Please provide FAA's Airport Layout Plan (ALP) Conditional Approval letter that is referenced in the approval block of the ALP provided as part of the DCP. Has the FAA approved the use of TW M by aircraft after the opening of the new runway?</p>	<p>Find on this Addendum the reference letter. Taxiway M will not be operational after the new runway is opened for operations.</p>
87	<p>Can you please confirm that the selection criteria on article 10.8.2 will be awarded to the lowest adjusted bid? Or is going to be to the highest technical proposal ranking?</p>	<p>Find in this Addendum the proposed formula and computation example for the Best Value ranking</p>
88	<p>We respectfully request an extension of time of 8 weeks to submit the proposal after the PRPA issues response to questions issued on August 22, 2022 and extend the date for additional questions.</p>	<p>See addendum #5.</p>
89	<p>Provide detailed utilities drawings (preferably in CAD format): sanitary, drainage, storm water, water supply, optical fiber and communications, fuel and electrical.</p>	<p>Utilities drawing on Acad format are not available, refer to Master Plan utilities pdf drawings on the shared folder.</p>
90	<p>Please confirm that the new runway designation is "9 - 27".</p>	<p>Confirmed.</p>
91	<p>In relation to clause 10.4.4 Project Project Schedule (sub clause 10.4.4.1). Please clarify how the \$110,000,000 will be available throughout the project duration for paying the company in a cash flow basis.</p>	<p>The RFP indicates when the cash will be available.</p>
92	<p>Provide design fleet information by aircraft for pavement calculation.</p>	<p>See Table 5-3 in the DCP.</p>
93	<p>Please provide the forecast of the estimated growth of the design fleet by aircraft.</p>	<p>See Table 5-3 in the DCP.</p>
94	<p>Please confirm that runway and taxiway lighting should be Medium Intensity Lights (MIRL and MITL), which is what section 6 requires (according to AIRFIELD LIGHTING AND SIGNAGE). However, paragraph 2.1.3. Lighting & Other Airside Operational Considerations (page 48) says: "The runway is equipped with PAPI's for both runway ends as well as a complete high intensity runway lighting system. Taxiways have a medium intensity taxiway edge lighting system".</p>	<p>Runway is to be HIRL and Taxiways are to be MITL</p>
95	<p>Provide current lighting circuit distribution at the airport, their designation, specifications and quantities.</p>	<p>Refer to as-built drawings included on shared folder; 100 Utilities/120 Runway and Taxiway Lighting System/.</p>
96	<p>At Appendix A of the RFP "Concept site plans & Airport Layout plan" plan CS100-0 (page 90 of the RFP) it is indicated that TWY M and the west area of Runway will be closed by "X" markings, while in the plan named AIRPORT LAYOUT PLAN (page 98 of the RFP) demolition is being considered. We need to clarify if these areas will be demolished or not.</p>	<p>Pavement removal will only be required where needed to meet FAA grading and clearance requirements. The TW M shall be abandoned/closed by "X" markings.</p>
97	<p>Provide final concept design with the distance of 80` from the actual runway according to the last information received.</p>	<p>Final concept design with a 80' shift to the north for the new RW and new TW I shall be implemented by the JVD/V.</p>
98	<p>In the drawings we can see a displacement of thresholds of the new runway. Could you please clarify the reason and magnitude of these displacements?</p>	<p>Runway 27 is displaced 452'.</p>
99	<p>The airport is characterized using AAC D, ADG V and TDG 5 since the B747-400 is defined as the design aircraft. However, the B747-8 is included within the fleet mix, which belongs to the ADG VI. Is there a specific reason why the B747-8 is not considered the design aircraft? Did the FAA accept the preliminary design considering this fact? If so, what are the operational limitations and requirements for the B747-8 to operate the airport?</p>	<p>Design shall be in accordance with ADG D-V.</p>

	Questions	Answers
100	Final Environmental Assessment states there are two feasible reconstruction options: a temporary runway in the extension of existing TWY M or a new runway, the later known as Alternative 2A. Nevertheless, the entire assessment does not include Alternative 2A and, indeed, the final conclusion is that the preferred Alternative is 2B. Please provide clarification to this discrepancy/omission.	The EA considers various feasible alternatives, then the process ended with the preferred alternative. Use the Design Criteria Package for layout requirements.
101	Confirm if precision approach on the new runway will be required as CAT I or similar to the current runway (non-precision approach)? According to section 6. AIRFIELD LIGHTING AND SIGNAGE, in the new runway there will be relocation of several navigation aids and the new edge lights will be only edge lights for both the runway and taxiways. Nothing is mentioned about approach lights.	The new runway will be a non-precision approach like the existing runway.
102	Phase 0 considers partial reconstruction of the center 50' of the existing runway. Alternative Bid 1 indicates a similar action. It is important to clarify if they both refer to the same action and runway portion or if there is any difference. If so, what is the difference between these actions?	The works refers to phase 0 is included on Alternate Bid 1 of the proposal form. Alternate Bid 1 include and specified additional milling and pavement overlay associated works not mentioned on phase 0.
103	With respect to Phase 0, please clarify the portion of TWY A to be rehabilitated. The "Figure 4-1: Phase 1" is not clear.	See drawing PHS100.
104	Alternative Bid 1. Please clarify the exact portion of RWY 8-26 to be Mill & Overlay.	Alternate Bid 1: The estimated remaining area for 2" milling & overlay on RW 8-26 is 863,000 sf. The estimated area for 4" milling and overlay on RW 8-26 is 76,250 sf (50'x1,525'). See Answers to Questions #28 on Addendum 4.
105	The new runway clashes with the existing drainage network, therefore it shall be integrated with the new one for the new runway proposed. We kindly requests to provide the information with the status of the existing network (residual life), the design flows to be considered and the discharge points.	The proposer shall evaluate the existing storm sewer system.
106	Please provide the final drawings in CAD format to see the setting-out of the airfield.	Acad drawings were provided on previous addenda.
107	Would some of the current or future work done or to be done at the airport affect the project? We saw pavement replacement work being done on the current runway 8-26. Is there any more information related to the situation of the pavements in the taxiway and main runway? The one provided is from 2016, thus more updated information is required for an adequate analysis.	Current repairs works scope/diagrams on RW pavement were included on previous addenda. The data provided to the JVD/Vs still valid, but shall be verified by the JVD/Vs.
108	The project requires to import fill soil to execute the bottom level of the pavement. We kindly request the PR Ports Authority for the possibility to utilize the Airport's plots (parcels) to balance the material requirements for earth movement, complying with all required permits. Furthermore, we would like to reinstall those plots, if they are available for the project purposes, with the topsoils from the clearing and grubbing of the new runway.	The material required for this project shall be provided from other outside sources from the Airport and shall comply with the requirements of the project. Unsuitable material shall become waste material and shall be disposed off the Airport premises at JVD/V cost at an approved location.
109	It is necessary to have a monthly flight plan to see the available time intervals in case night work needs to be done. Can this information be provided?	At this time, and based on the Airport operations, the Runway 8-26 schedule closures times is limited to Saturdays and Sundays from 7:00 AM to 5:00 PM.
110	As per drawing "airport layout plan" sheet no 2 of 8 approved on 1/19/2022, there are some existing pavement to be removed. We would like to know about the possibility to recycle this aforementioned material into the new ones, either the taxiways or the new runway or both of them.	Please see previous answers provided on this addendum related with the areas indicated to be demolished. Recycled pavement materials can be used in the new pavement areas provided they meet FAA requirements. No Modifications to Standards will be considered.
111	We kindly request clarification, including a sample calculation, showing how the selection criteria will work both on technical proposal and on price/cost evaluation. Also, how the points achieved are applied to get an overall evaluation (Technical + Cost) to compare different proposals and select the winner of the tender.	Please see previous answer provided on this addendum.
112	Please clarify point 3.2.2 of the RFP according to the new location of TWI in respect to transverse grades.	A constant cross slope is acceptable when existing terrain makes it impracticable to provide a crown and slope cross section. See Section 4.14.2.2 of AC/150/5300-13B.
113	We have not located in the RFP the minimum visibility required for the future runway. Please provide the Visibility Minimum applicable to each runway (9/27) to design a correct configuration.	The minimums will be the same as the existing runway.

	Questions	Answers
114	To prepare a responsible bid, including preliminary design, project budget and completion of a technical proposal, there are still multiple sources of information pending to be provided. Further, additional data gathering is required to analyze the project. Thus, we understands that the September 26, 2022 due date does not provide enough time to prepare the proposal with a competitive price. We kindly requesting an extension of the bid due date of 8 additional weeks. This extension should be inclusive of a second round of RFI's based on the additional information that should be submitted in Addendum #3.	See addendum #5.
115	Confirm the RWY 9 approach: precision or non-precision?	The approaches will be non-precision similar to the existing runway.
116	Confirm if the item 10.4.4 Proposed Project Schedule will be evaluated (40 points) with sections 10.4.1, 10.4.2 and 10.4.3 or it will not be scored.	The project schedule will be scored separately with regards to meeting the overall project goals and allowable Runway closures.
117	Confirm our understanding that the Plans to Mitigate Obstructions as requested in 10.4.5.1 must be a document showing the studies of the obstacles affecting airfield surfaces.	The only obstructions requiring mitigation are shown in the Design Criteria Package.
118	Please provide information about the hydrology (HH Study) of the area affecting the airport.	A HH Study is not available.
119	Confirm that the area dedicated to access and staging, materials storage and site camp is located south of Parallel Road, on the paved area and within the fenced area.	Confirmed. Please see previous answer provided on this addendum.
120	Section 10.0 indicates that existing water and sanitary sewer lines and coordinates to be demolished and removed are indicated on the plans. However, the plans in the RFP or addendum 1 do not indicate the removal of the water or sanitary sewer. Are there additional plans that indicate which water and sanitary sewer lines are going to be removed? If so, please provide these plans or clarify the discrepancy.	Under PRPA Supplementary Technical Information shared folder, is included the "110.02 PRASA Update on Water & Sanitary lines rev 2021" document, please verify it.
121	The information about utilities included in the supplementary Technical information does not provide enough information and only covers the master plan for each utility. Is there more information regarding utilities on the PRPA archives? Have any of those utilities been removed as part of previous mitigation efforts?	The utilities drawings provided are still valid, there are not information of the removal of those utilities, therefore the JVD/V shall verify it at their cost.
122	It is not clear if the underground tanks next to building 1029 have been removed previously. Please, clarify? If so, please provide permits and reports of that removal.	At the moment there is no evidence that there are underground tanks near building 1029. If this finding arises, the JVD/B must make closure plans and final report to the Department of Natural Resources (DRNA).
123	Please provide the presentation shown on pre-bid meeting dated August 10th, 2022.	The presentation was included on previous addenda.
124	Reference to drawing 260.01 BQN ALP signed 1-19-22 "Airport Layout". We kindly requests a drawing with the definition of the right of way, limit of works, site/ facilities areas available, project site definition.	Refer to the Design Criteria Package for the definition of the work.
125	The project area has been subject of multiple archaeological studies as a consequence of its development. However, all the studies have concluded that there are no relevant findings. We would like to confirm that archaeological issues are not anticipated to be a major issue that will impact the construction schedule.	Archaeological considerations are not part of the scope of this RFP.
126	Please confirm what are the specific requirements to comply with the Selection criteria of the 20% (Ability to Provide Required Services within Schedule).	This will be evaluated to determine the appropriateness of the provided schedule to meet the overall project objectives and restrictions as outlined in the Design Criteria Package.
127	Please confirm which documents from the ones listed on section 10.3.6. are not included in the 25 pages limit of the technical proposal.	Unless specifically excluded in the RFP or in answers to questions in this Addendum, all pages shall count towards the 25-page limit.
128	Please confirm if demolition of M-Taxiway must be included in the base bid.	See previous answers about this subject.
129	In document Exhibit K (Required Submittal Checklist) in the Technical proposal item 9 (JVD/V redline), it refers to clause 14.5.3 that requests to complete Exhibit Q which is the item 8 of the content checklist table. Do we have to submit items 8 and 9 separately or is item 9 included already in item 8?	The intention on this request is to receive the JVD/V Redline to Sample Contract separate from the EXHIBIT Q - Contract Exceptions Chart.
130	In paragraph 6.2. Taxiway Lighting, it is said: "A section of Taxiway D along with taxiway connectors B, C, D and E Will be reconstructed. These lights are to be inset and blue in color". Please clarify in an	Taxiway edge lights shall be adjusted as required to match the updated geometry of the taxiway reconstruction.

	Questions	Answers
	airport layout drawing what section taxiway edge lights have to be inset.	
131	In relation to Design Criteria Package ,1.3.1: Who is responsible for getting the environmental permits necessities after the revision of the Owner's documents and the incorporation of the Designer and Builder recommendations for the Construction phase?	The Design-Builder shall be responsible for submitting all applications and paying for all associated fees for environmental permits for the project.
132	In relation to Design Criteria Package ,2.2.2 and 5.1: In case the Designer and Builder does not request any additional geotechnical investigation at this stage and it was finally awarded with the Contract, how will be managed the situation if during the execution of works could appears relevant changes in the subsurface conditions that affected the Programme and/or produced costs overruns?	JVD/Vs are allowed to do necessary studies for their design prior to submitting their Proposal. If Respondent chooses not to perform additional studies, no changes will be allowed for differing subsurface conditions that could have been determined as part of a supplemental investigation in accordance with FAA requirements.
133	In relation to attachment B-Sample Contract, 16.1, 17.8: We would like to incorporate a more extensive article for managing the unforeseeable conditions in case they could appears and impact the Programme and/or the Price, in relation with: site conditions, geotechnical and geological conditions, hydrology, weather conditions, munitions, hazardous substances and any Owner Documentation provided...	The RFP outlines the process for identifying and requesting changes to the contract documents.
134	In relation to attachment B-Sample Contract, 9. All the penalties shall be considered as the sole and exclusive remedy by the Owner against the Designer and Contractor. There is no cap to this penalties, could you please consider a maximum accumulated value of the whole penalties around 5% of the contract value.	The JVD/V shall follow the requirements included. The RFP outlines the process for identifying and requesting changes to the contract documents.
135	In relation to attachment B-Sample Contract, 12.4. We kindly request that any Partial Substantial Occupation by the owner would be considered as a Partial Substantial Completion of such area.	No.
136	In relation to attachment B-Sample Contract, 19.9. In case of termination, we would like to include compensation for all the reasonable incurred costs by the Contractor which shall be dully documented.	The Suspension of Work and Termination dispositions are included on Article 15 of the UGCPW.
137	In the Reconstruction Environmental Assessment document, clause "2.3. Timeframe of the proposed project" and "4.1.2. Study years" the proposed duration of the project seems to be 3 years. Could you please confirm the forecasted project schedule and duration? Is there any date/time limit to finalize this project?	The Owner does not have an expected period of performance. The period will be based on the Respondent's proposed schedule to match the cash flow outlined in the RFP.
138	Regarding question #24 issued 29/7/22, we would like to clarify it. In RFP Design Criteria Package 1.3.1. states that a topographic survey has been performed. Survey information provided in Addendum 1 is not complete. Could you please provide the complete survey information as it is shown in pdf 320.18.?	On Shared folder find, "Addendum No 4/320.19 Topographic Survey.dwg".
139	Attachment I FAA Special Provisions # 3 – Please provide FAA General Provision Section 100.	Section 100 - Contractor Quality Control Program; is already included on Attachment H - FAA General Provisions of the RFP Document.
140	Exhibit N states that JVD/V is to fully complete all work within the number of consecutive calendar days established in the JVD/V's approved schedule. Does PRPA have a maximum number of days allowed for the schedule?	The Owner does not have an expected period of performance. The period will be based on the Respondent's proposed schedule to match the cash flow outlined in the RFP.
141	10.3.8.1 – Is the schedule included in the 25-page limit of the proposal?	No.
142	Please indicate if the Schedule is to be presented in P6 .XER file submitted as well.	The schedule can be presented in any format that shows sufficient detail to indicate the ability of the schedule to meet the project objectives and restrictions.
143	1. What is the file size capacity that we can submit via email to BQNRUNWAY@prpa.pr.gov for both the Technical Proposal and Cost Proposal?	Maximum file size for the email is 25M.
144	2. Would it be possible to insert a link into our email of our Technical Proposal and Cost Proposal instead of attaching them to the email to reduce the chance our email gets rejected by the server?	A link may be provided. However, if a link is provide, 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.
145	3. Will Contract Exceptions Chart be excluded from the 25-page limit?	Yes

	Questions	Answers
146	4. We understand that the narrative addressing JVD/V's approach to managing the Project Schedule during Phase 1 of Preconstruction and Design and Phase 2 Construction to ensure Project milestones are met will be part of the 25-page limitation, however, is it possible to exclude the actual project schedule from the 25-page limit?	Yes
147	5. Will the JVD/V Redline to Sample Contract be excluded from the 25-page limit?	Yes
148	1. Our team's Comments on the DCP will be included in a summary within our response. Can we also direct the Owner to an external document that's the full redlined DCP Review Comments completed by our team?	An external document can be provided.
149	2. What level of detail is required for the schedule to be submitted with the proposal?	The schedule should outline the major activities and critical path items for each phase of construction in order to meet the objectives and restrictions of the project and indicated the Contractor's understanding of the construction process and requirements. It does not need to be a resource loaded schedule at this time.
150	1. Please provide the quantity of area where asbestos and/or lead is to be removed.	See Appendix F.2, document "600.06.02 Final EA Vol. 2.pdf" on the shared folder).
151	1. At the pre-proposal meeting, we understood that PRPA would provide a copy of the Signage Plan – presumably approved by the FAA. As of today, this plan has not been included along with the material provided and transmitted through Addenda #3 or Addenda #4. Is this plan going to be provided in an upcoming Addenda?"	The As-built signage layout was included to the JVD/Vs on the shared folder, "Addendum No 4/120.06 BQN RW TW Signs As Built.pdf"
152	1. Please confirm that cables attached to wood poles along Parallel Rd are CCTV cables abandoned in place (as stated in 110.01 BQN Utilities-Set_rev 1973) that do not need relocation.	Confirmed.
153	1. Regarding Water Quality Control there are some directives/considerations to follow in section 11.0 of the Design Criteria Package - RFP. The FAA AC 150/5320-5 – Airport Drainage Design. Are there any other directive to follow in the water discharge points or the connection with the existing network?	Follow requirements as outlined in the DCP.
154	Although we know we are under an emergency situation due to Hurricane Fiona, we are including a critical question regarding the BQN-RFP for the record. QUESTION as follows: The JVD/V communicated on August 22, 2022 critical Contractual Questions and offered a Model Three Party Agreement for the PRPA to address. Given that the PRPA has not provided a response, we hereby request a time extension of no less than two weeks after September 19th or two weeks after the PRPA has issued an Addendum specific to the Contract matter whichever occurs last. In addition to a time extension relative to questions we also request a time extension for proposal due date to Friday, November 18, 2022.	See Addendum 5.
155	1. Taking into consideration the recent storm and general power outages please consider extending the RFI deadline at least a week.	See Addendum 5.
156	57. In relation to Design Criteria Package 4.1.1: What is the reason for close partially the existing runway proposed by PRPA in Phase 1A, 1B and 1C? Could you explain the aim of this issue and its duration? What is the closure type? If you are thinking in night closing, could you indicate the hours that are available every day?	At this time, and based on the Airport operations, the Runway 8-26 schedule closures times is limited to Saturdays and Sundays from 7:00 AM to 5:00 PM.
157	58. In RFQ phase the ultimate runway was located 500 feet to the south of existing runway. Could it be possible to propose this design for the RFP? Otherwise, could you indicate the reason for new alternative in RFP where ultimate runway is displaced 80' from the previous one?	The runway has been shifted to the benefit of the overall project. The FAA has approved the shift and is updating any necessary documents as they deem appropriate.
158	59. In the information that has provided PRPA for this RFP, it looks like that the reasons for displacing the ultimate runway in 80' are obstructions in approaching 08 and the sinkhole in the ending of runway to the east, are there other reasons or requirements to do that?	The runway has been shifted to the benefit of the overall project. The FAA has approved the shift and is updating any necessary documents as they deem appropriate.
159	60. In relation to Design Criteria Package, Appendix A & B: In order to have more transparency in the process, can PRPA confirm which companies have performed geotechnical studies, topographical surveys or other onsite studies during this stage of the process?	The PRPA has provided the complete reports from geotechnical and surveyors with the information they already have.

	Questions	Answers
160	61. In relation to Design Criteria Package, Appendix A & B: Is there any JVD/V or consultant JVD/V that has performed geotechnical studies related to the current process at the Airport? If so, and such information is not shared, it causes an unequal position with joint ventures that are working in the RFP.	The PRPA had indicated to all JVD/Vs on previous Addenda that the JVD/Vs shall conduct additional studies required for their design if needed. Some JVD/Vs have requested to verify the data provided. This information is the property of the JVD/V and cannot be shared with other JVD/V's.
161	62. In relation to Design Criteria Package, Appendix A & B: If there are JVD/Vs who have already performed geotechnical studies, topographical surveys or other onsite studies and in order to equalize the opportunities of the JVD/Vs, can study conclusions be shared to all joint ventures?	See previous answer.
162	63. In relation to Design Criteria Package, 4.1.1: What is the total expected duration of the work? How many nights closure, weekend closure and full-day closures does PRPA estimated or scheduled?	The duration of the work will be as indicated by the Respondent with associated weekend closures as outlined in the Design Criteria Package as needed to accomplish the work. There is no expected duration at this time.
163	64. In relation to Design Criteria Package, 4.1.1: Has PRPA an estimated duration for each phase? If so, could you please provide it?	The Owner does not have an expected period of performance. The period will be based on the Respondent's proposed schedule to match the cash flow outlined in the RFP.
164	65. In relation to Design Criteria Package, 4.1.1: How long does PRPA estimate to have RWY 8-26 closed in Phase 2, Subphase 2?	The duration of the work will be as indicated by the Respondent with associated weekend closures as outlined in the Design Criteria Package as needed to accomplish the work. There is no expected duration at this time.
165	66. In relation to Design Criteria Package, 4.1.1: Has PRPA estimated to close the runway 8-26 during phase 2D of threshold displacement?	Any required closures shall be indicated in the Respondent's schedule.
166	67. In relation to Design Criteria Package, 4.1.1: Has PRPA considered, or could it be possible to have a lower aircraft design group in some taxiways if it is required by the phasing plan?	No.
167	68. Please confirm if the Progress Payment represents a binding obligation of payment of PRPA.	See Article 13, Attachment F – Uniform General Conditions for Public Works Contracts in Puerto Rico (UGCPW)
168	69. As stated in the Exhibit 1 Teaming Agreement Clause 8 (assignment) we would like to confirm if in case of requiring financing for the project, PRPA will allow the assignment of credit rights to a third party (a financial institution).	No.
169	70. The JVD/V has the following doubts regarding the funds available at NTP and the following years according to the clause 10.4.4.1. In case the JVD/V Price is bigger than the amounts available at the end of Phase 2 or there are some variations approved by the parties that make the initial contract price higher according with our internal policies and the market standard the JVD/Vs will try to find the best financial solution without recourse. As market standard and according with the experience of the JVD/Vs to find the financial solution without recourse against the JVD/Vs the certifications approved by the client should be also approved by the financial institution as payment guarantee for them. The JVD/V also consider that the payment milestones should be modify. The JVD/V needs to have a neutral cash flow and now with the payments terms and milestones is not possible.	Once bids are received, the PRPA and FAA will determine if additional funding is available and the funding will be put in place before awarding and signing the contract with the successful Respondent.
170	71. After receiving the additional information provided in addendums 3 and 4. We kindly request an extension of the RFI due date of additional 2 weeks.	See Addendum 5.
171	1. If the amount tendered by the contractor exceeds the budgeted amount established in the presentation made at the pre-proposal meeting and provided to bidders as part of the addendum number 4 of \$115 million available from the "NTP" and 8 million per year for the following years of construction and considering past information: a) How do you plan to pay the difference between the tendered amount and the available in the year the work is completed? b) Does PRPA have any additional source to pay for the entire work as soon as is it finished? c) Could PRPA access more financing during the work? d) Is it contemplated that the contractor will finance the difference even if the PRPA delays several years to be able to pay? [SPANISH LANGUAGE ORIGINAL VERSION]	Once bids are received, the PRPA and FAA will determine if additional funding is available and the funding will be put in place before awarding and signing the contract with the successful Respondent.

	Questions	Answers
	<p>1. Si el monto licitado por el contratista supera la cantidad presupuestada establecida en la presentación realizada en la pre-subasta y suministrada a los licitadores como parte del adendum número 4 de \$115 millones disponibles desde el "NTP" y 8 millones por año por los siguientes años de construcción y considerando la pasada información:</p> <p>a) ¿Cómo se contempla pagar la diferencia entre el monto licitado y el monto disponible en el año que se termine la obra?</p> <p>b) ¿PRPA tiene alguna fuente adicional para pagar la totalidad de la obra en cuanto se termine la misma?</p> <p>c) ¿PRPA podría acceder a un mayor financiamiento durante la obra?</p> <p>d) ¿Se contempla que el contratista financie la diferencia aun y así que la PRPA tarde varios años en poder pagar?</p>	
172	<p>2. In the event that the bids submitted exceed the budget and the work is not awarded, could be considered paying a stipend to reimburse expenses? [SPANISH LANGUAGE ORIGINAL VERSION]</p> <p>2. En el caso de que las ofertas presentadas superen el presupuesto y no se adjudique la obra ¿Se puede plantear el pago de un estipendio para reembolsar los gastos?</p>	<p>Not stipend to JVD/Vs shall be paid. See RFP requirements. Once bids are received, the PRPA and FAA will determine if additional funding is available and the funding will be put in place before awarding and signing the contract with the successful Respondent.</p>
173	<p>1. Please indicate if there is location in the site destined to receive material from excavation.</p>	<p>A staging area shall be provided by the PRPA, see previous answer related this subject. Excavation material and Unsuitable material shall become waste material and shall be disposed of at the end of the project out of the Airport premises at JVD/V cost.</p>
174	<p>2. Q&A ref. 8 in Addendum 04 makes reference to section 3.2.5 in the Uniform General Conditions for Public Work Contracts in Puerto Rico (UGCPR) but said section has been crossed out within the bidding documents provided. Please confirm that crossed out wording within the UGCPR (including but not limited to section 3.2.5) is of no reference.</p>	<p>The previous answer shall be deleted because the reference to the section 3.2.5 of the UDCPR has been crossed out. In order to provide an adequate answer to your request, please provide more information related to "Corporate risk policies will not permit our companies to assume unlimited liability"</p>
175	<p>3. Selection criteria in section 10.8.2 in page 16 of the Request for Proposals reads (our emphasis): "... the JVD/V's RFP proposal price... will then be divided by their respective total EC's Step 2 scores, to obtain the ranked Adjusted Bid. The JVD/V representing the BEST VALUE shall be the higher ranked Adjusted Bid." Please confirm/revise (as applicable) the best value criteria set out in the RFP.</p>	<p>Find in this addendum the proposed formula and computation example for the Best Value ranking.</p>
176	<p>4. Serial 1.3.2 in the Design Criteria Package does not set out any specific requirements for the 90% design submittal. Please advise the specific requirements for said 90% design submittals or clarify as required.</p>	<p>90% Submittal shall meet the same requirements as outlined in the 100% design submittal with comments addressed from the previous submittals.</p>
177	<p>5. Serial 8.3.1 in Article 8 - DESIGN FOR CONSTRUCTION in the Attachment A - Design Criteria Package refers to the consequences in case "the PRPA exceeds the time frame established for the review and approval of the Final Design". In that respect, it is understood that the Final Design refers to the Design for Construction and that the same remedy described in serial 8.3.1. applies to the PRPA's review of the 30%, 60%, 90%, 100% and IFC design, please confirm.</p>	<p>Confirmed.</p>
178	<p>1. Addendum 4 sets out that the bid bond amounts to "five percent (5%) of the total proposal amount". In this respect, it is our understanding that the term "total proposal amount" corresponds to the "proposal price with the alternate combination selected by the PRPA" (per the wording used in the section 10.8 SELECTION CRITERIA in the RFP) and, thus, it does not include the not-selected alternates. Please confirm.</p>	<p>Confirmed. The term "total proposal amount" corresponds to the "proposal price with the alternate combination selected by the PRPA".</p>
179	<p>2. As of today we have pending answers for a considerable amount of RFI's, if possible please indicate when will those pending answers be provided to the bidders.</p>	<p>This addendum covers most of the questions submitted.</p>
180	<p>72. Due to the fact there haven't been published the answers regarding the questions submitted on August 22 and September 19,</p>	<p>See Addendum #5.</p>

	Questions	Answers
	2022, whose answers affect the preparation of the offer, and added to the delays caused by Hurricane Fiona, we request an extension of the submission deadline of 75 days (January 18, 2023) as well as for the formulation of questions.	
181	1. Paragraph 9.3 in the sample contract refers to some work in the current runway which “is to be performed at night or weekends as directed by the PRPA or other proper authority” (our emphasis). On the same subject, Exhibit N sets out that such work “must be completed during weekend runway closures”, which “shall be limited to Saturdays and Sundays from 7:00 AM to 5:00 PM”. In this respect, we request that the Owner clarifies the time frames when the bidders can plan the performance of said works in the current runway.	RW closures are limited during weekend runway closures”, which “shall be limited to Saturdays and Sundays from 7:00 AM to 5:00 PM”.
182	1. Please indicate if the schedule to be presented should only consider bids or all options.	The schedule should be included for each bid option but should also indicate how it will be coordinated with other work should all options be awarded.
183	2. The General Conditions state: 6.18.4.1. The Owner will notify all utility companies, all pipe line owners, or other parties affected, and endeavor to have all necessary adjustments of the public or private utility fixtures, pipe lines, and other appurtenances within or adjacent to the limits of construction, which are not to be performed by the Contractor, made in accordance with the Project construction schedule. Has PRPA coordinated with any public or private utilities as noted in General Conditions 6.18.4.1? If so, is there any information, agreements, adjustments or relocation plans that will affect the Project construction schedule that can be provided?	The PRPA have included in the project the necessary works to be done by the JVD/V related to utilities.
184	1. Is PRPA planning to have all of the utilities relocated before Phase 2?	The proposer can modify their schedule to improve efficiencies as Contractors means and methods.
185	2. In the RFP section 10.5.1.4 states that PRPA will have contract negotiations with the best value proposer. Will Phase 2 also require contract negotiations? If so, when does PRPA expect issuance of NTP 2 for Phase 2 of the project?	No.
186	3. Phase 1 of the RFP will require work to be done onsite in preparation for Phase 2 such as office mobilization, fencing modification and installation, yard set up and plant mobilization. Will we be able to start Phase 2 preparation work onsite before the issuance of NTP 2?	Yes. The Proposer can request this to the PRPA.
187	4. As discussed in Section 4.14.2 of FAA Advisory Circular 150/5300-13B – Airport Design, a constant slope section (aka shed section) may be acceptable for taxiways, under certain circumstances. The Design Criteria Package provides guidance to crown the pavement, as shown in Figure 3-1 - Taxiway Transverse Grades, but also invites to match the existing transverse grades as closely as possible. Please confirm that the use of a constant cross slope in the new taxiway I is acceptable for the design. Please also confirm that it will not need the approval of any exceptions to design standards.	A constant cross slope is acceptable when existing terrain makes it impracticable to provide a crown and slope cross section. See Section 4.14.2.2 of AC/150/5300-13B.
188	The Final Environmental Assessment identifies the Alternative 2B as the preferred alternative for implementation. Alternative 2B converts the existing runway into the new Taxiway I, making both centerlines coincident, as can be seen in figures 3.1-3 and 3.3-1 of the Final Environmental Assessment. A set of Reference Drawings, issued for proposal, were submitted along with the RFP. In these drawings, the centerline of the new Taxiway I is displaced 80 feet north of the existing centerline of Runway 8-26; requiring part of the existing runway and part of the existing shoulder. The centerline of the proposed Runway 8-26 is separated 500’ parallel from the centerline of Taxiway I.	The Design Criteria Package shall be used for your proposal.

	Questions	Answers
	1. Please confirm that the design to be submitted by the Respondents must follow the horizontal centerline defined in the Reference Drawings.	
189	2. Please also confirm that the Reference Drawings and Design Criteria Package are compatible with the approved Final Environmental Assessment and will not cause potential new impacts to be considered by the Respondents.	Confirmed.

B. ATTACHEMENT

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. 4.

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

1. BQN REIL AsBuild.pdf
2. BQN ID Badge Application.pdf
3. FAA ALP Approval Letter_change 1-19-22.pdf
4. JVD/B Staging Area.pdf
5. Proposed formula and computation.pdf
6. 2021-400969-REA-009624-6360756.pdf (Recomendación Ambiental – REA)
7. 2021-400969-SRI-056866-6191372.pdf. (AEE-Recomendación de Infraestructura)

D. ADDENDA

The PRPA shall include a revised Draft Sample Contract and additional answers to questions submitted in the next Addendum.

END OF ADDENDUM NO. 7

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

November 21, 2022
San Juan, Puerto Rico

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

Name of File or Directory	Type
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
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

Name of File or Directory	Type
600.01 USACE Soil Report 2004.pdf	Pdf
600.02 Final- Underground Storage Tank Clousure Building 1029 Oct 2006.pdf	Pdf
600.05 USACOE Environmental Documents	Directory
600.05.1 6236.pdf	Pdf
600.05.2 6237.pdf	Pdf
600.05.3 6289.pdf	Pdf
600.05.4 6290.pdf	Pdf
600.05.5 6291.pdf	Pdf
600.05.6 6292.pdf	Pdf
600.05.7 6293.pdf	Pdf
600.05.8 6294.pdf	Pdf
600.05.9 6295.pdf	Pdf
600.05.11 6296.pdf	Pdf
600.05.12 6297.pdf	Pdf
600.05.13 6298.pdf	Pdf
600.05.14 6299.pdf	Pdf
600.05.15 6300.pdf	Pdf
600.05.16 6301.pdf	Pdf
600.05.17 6302.pdf	Pdf
600.05.18 6303.pdf	Pdf
600.05.19 6304.pdf	Pdf
600.05.21 6307.pdf	Pdf
600.05.22 6308.pdf	Pdf
600.05.23 8299.pdf	Pdf
600.06 Environmental Assessment	Directory
600.06.01 Final EA Vol. 1.pdf	Pdf
600.06.02 Final EA Vol. 2.pdf	Pdf
600.06.03 FONSI-ROD.pdf	Pdf
600.06.04 CovLetFONSI.pdf	Pdf
600.06.05 Biological Assessment Report.pdf	Pdf
600.06.06 Construction Traffic Study Report.pdf	Pdf
600.06.07 MEMORANDUM AGREEMENT FAA PRPA SHPO.pdf	Pdf
600.06.08 Wetland Assesement Report.pdf	Pdf
600.06.09 2018-05-08_Borinquen_Airport_Master_REV-2.dwg	Acad
600.06.10 FIG 3.2-5_.dwg	Acad
600.06.11 FIG 3.2-5.dwg	Acad
700 BQN RW Reconstruction Alternatives	Directory
700.01 Final BQN RW 8-26 Alternatives Report 2015.pdf	Pdf
700.02 Final Report Appendix 08-21-2015.pdf	Pdf
700.03 BQN RW Reconstruction Proposed Alternative-SitePlan 2020.pdf	Pdf
700.04 BQN RW Reconstruction Proposed Alternative_OE-AAA_2020.dwg	Acad
800 Design Criteria Package CADD Drawings	Directory
Addendum 7	Directory
1_BQN REIL AsBuild.pdf	Pdf

Name of File or Directory	Type
2_BQN ID Badge Application.pdf	Pdf
3_FAA ALP Approval Letter_change 1-19-22.pdf	Pdf
4_JVD/B Staging Area.pdf	Pdf
5_Proposed formula and computation.pdf	Pdf
6_2021-400969-REA-009624-6360756.pdf	Pdf
7_2021-400969-SRI-056866-6191372.pdf	Pdf