

(Note cursory spot check review not intended to replace QC / QA review of Engineer of Record)

February 3, 2026

Engineer's Report

1. Please change AIP number to -025/026/-027/028 throughout.

Response: Plans have been updated to reflect the above.

2. Page 15 (Phase 4A/4B): The construction activity cannot have a penetration of the approach nor departure surfaces. The paragraph states working within, do you mean underneath? Please clarify.

Response: Text was modified to indicate underneath/adjacent to the approach and departure surfaces. The embankment material for this phase will be constructed on the west side of the runway within the allowable areas for both the existing and proposed grade and 15-foot equipment height.

Sections 4.2 and 4.3 were added to the Engineers report with exhibits depicting the approach and departure surfaces during construction and final design and the associated clearances.

3. Do you plan to use settlement plates for the settlement period?

Response: Yes, settlement plates will be installed and monitored for the duration specified by the Geotechnical Engineers along the county road relocations and the runway embankment areas. Detailed information is included in Section 7.

4. Page 17 (Phase 6): A NOTAM for RWY closure will need to be issued, not just working within the approach/departure surfaces.

Response: NOTAM description for Phase 6 was updated to indicate Runway closure.

5. Page 22: Please provide a turning movement diagram for the most demanding aircraft that falls in TDG 2B at the airport on the TDG 2A geometry.

Response: The aircraft movement of the 2B aircraft are shown in Appendix 7.

6. Page 35: Do we really need to include 25% for future expansion? Seems like a 5kW CCR would be more than adequate. Same question for taxiway circuit? Seems like a 7.5kW CCR would be adequate. If we need to expand the circuit, we will replace the CCR at that time.

Response: After further evaluation, the future expansion value was removed from the regulator sizing. The new runway regulator has been changed to a 5kW and the taxiway regulator will be changed to a 7.5kW.

7. Page 39: When calculating a runway's true bearing to determine RWY designation, the nearest epoch year on a 5-year increment should be used. Calculation should be based on 2025 magnetic variation, not 2029. Either way, leave designation at 13/31.

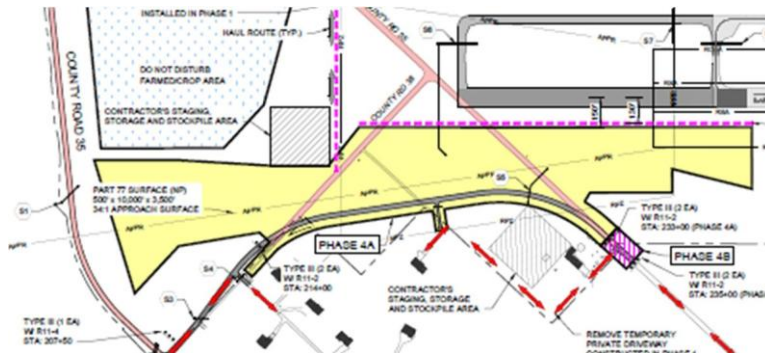
Response: The date was updated to reflect 2025. The rate of change remained the same 0 degrees 4 minutes west per year.

Plans

8. Cover Sheet: Change AIP number to -025/026/-027/028 throughout.

Response: AIP number references have been updated accordingly.

9. Sheet 12 (CSPP – Phase 4): Verify the highest grade elevation plus the height of equipment does not infringe on the approach nor departure surfaces. Provide the clearance distance between the surfaces and the equipment. Adjust phase boundaries as necessary to eliminate any conflicts when runway is open.



Response: Phase boundaries have been adjusted to account for the existing/proposed grades and grading operations with a 15-foot equipment height included with in the calculations.

10. Sheet 13 (CSPP – Phase 5A): Add notes for the requirements to reopen RWY each day. (i.e. all equipment removed from RSA/ROFA and moved to staging/storage area, electrical circuits reactivated, lighted runway closure X's removed and stored, etc.)

Response: A note providing clarification to the contractors removal of equipment and reactivation of lighting and closure Xs has been added.

11. Sheet 13 (CSPP – Phase 5B): The RSA must be restored and available for aircraft when runway opens each evening, if allowing contractor to do concurrently with Phase 5A.

Response: Phase 5B requires the runway to be closed until all work within the RSA has been completed. A note has been added indicating "Prior to reopening" the airport the safety area grading must be completed.

12. Roadway: Please show the existing utilities in the profile view on the road plans. (Sheet 137 in particular)

Response: The existing utilities approximate locations have been identified within the profile view.

13. Sheet 214: Check the scale legend.

Response: The scale bar has been updated to be a 50 scale per the plan view.

14. Sheet 220: Provide a plan drawing from RWY 13 End that depicts the runway siting surfaces from the Airport Design AC. Show the existing and final terrain beyond the end of the runway to confirm no obstructions by final grading nor existing terrain.

Response: Sections 4.2 and 4.3 have been added within the design report to depict the clearances of Surface 5, Surface 6, Surface 7 and Part 77. Adding surface lines within the plans set would add opportunity for the contractor to be confused with what they are to do with that information. The safety plans provide the necessary guidance to the contractor for restricted areas during each of the phases.

15. Sheet 242: Respace single-edge taxiway lights evenly 94 – 89.

Response: Lights have been respaced with a distance no greater than 50 feet.

16. Sheets 254, 255 (PAPI): If there is to be a power control rack, it needs to be outside of the ROFA.

Response: PAPIs will be Style B (current driven) with a regulator, therefore the need for a power control rack next to the light units has been eliminated.

17. Sheet 262: Threshold lights do not require this amount of concrete. This is not eligible, please use the standard.

Response: Concrete around the threshold lighting has been removed from the project drawings.

Specifications

18. Supplementary Provisions: Please use the latest insert dated 12/29/2025.

Response: The latest (12/29/25) Supplementary Provisions has been inserted.

19. Buy American Certification Form: Please use the latest form provided with the Supplementary Provisions insert dated 12/29/2025.

Response: The latest (12/29/25) Buy American Certification Form has been inserted.

20. Wage Determination: Please use the latest Wage Determination. Please verify the Wage Determination 10 days prior to bid date and issue an addendum, if an update has been published.

Response: Latest Wage Determination has been inserted. Will check 10 days prior for any change.

General

21. Please address any comments from the Regional Paving Engineer. The comments will be provided via email, once available.

Response: see comments below.

22. Obtain pavement design approval from Regional Paving Engineer.

Response: Pavement design approval was received on February 5, 2026 and has been included within appendix 10 of the design report.

Regional Paving Engineer 2-5-26 – Justin Collier

1. On the LCCA please use the real rate from OMB 194, Appendix C, not the nominal rate, per PGL 22-1. For this project, that would be a 2.2% rate, not 4.4%.

Response: The LCCA has been updated to reflect the 2.2% rate.

2. Also, I suggest not running multiple FAARFIELD calculations for the P-501 design when considering P-208, P-209 and P-219 as the only other layer (other than the subgrade). The P-208 will always govern and since we also require FAARFIELD calculations for the LCCA, other alternatives, or an iterative design these 209 and 219 iterations make the analysis and output significantly lengthier, which can lead to oversites with no value added.

Response: Noted for future projects.