



CITY OF CLEVELAND  
Mayor Frank G. Jackson

INBOUND



OUTBOUND



## 2021-2022 SEDIMENT PROCESSING & MANAGEMENT FACILITY

### SITE OPERATIONS PLAN

DREDGE MATERIAL PLACEMENT &  
HYDRAULICALLY DELIVERED DREDGE SEDIMENT PROCESSING & RECYCLING

CONSTRUCTION SAFETY & PHASING PLAN

June 25, 2021

## PREFACE: FAA EVALUTION CONSIDERATION

The Cleveland-Cuyahoga County Port Authority does not propose making any changes to existing site operations and dredge placement activities or to the overall site footprint. This CSPP and associated 7460 application are for the extension and/or renewal of the Port Authority's current CSPP and 7460 determination, granted on May 15, 2020 and expiring on November 15, 2021.

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## Facility Overview

The Cleveland-Cuyahoga County Port Authority (“Port Authority”) operates a dredge sediment repository north of Burke Lakefront Airport (BKL) on a series of confined disposal facilities (“CDFs”) known as the Port of Cleveland’s Sediment Processing & Management Facility (“Facility”). This dredge repository is critical to the region as it is the only Facility permitted to receive the 250,000 CY of sediment that is dredged annually from Cleveland Harbor and the Cuyahoga River by the United States Army Corp. of Engineers (“USACE”). From this Facility, the Port Authority beneficially harvests, recycles, and removes approximately 160,000 CY of dredge sediment from the Facility. The beneficial reuse and recycling operations are critical to maintaining the viability of the facilities long term as it regenerates and preserves capacity for the Federal government and the fulfillment of their mission. The Federal government’s biannual dredging of the Cuyahoga River and the 10,000+ jobs connected to the maritime industry in the region depend on the continuous and uninterrupted operation of this Facility.

The Port Authority operates the Sediment Processing & Management Facility on the northern half of CDF 9 & all areas of CDF 12. The map below highlights the locations of the CDFs relative to Burke Lakefront Airport. The Cleveland-Cuyahoga County Port Authority operates the CDFs under the Harbor Service Agreement with the City of Cleveland established in 2012. This Facility is being considered as an integral part to the USACE’s Dredge Material Management Plan for Cleveland Harbor, which serves as the Federal government’s plan for the long-term handling of dredge sediment in Cleveland Harbor through 2038.



## General

This Construction Safety & Phasing Plan was prepared to meet the requirements of FAA Advisory Circular 150/5370-2G, “Operational Safety on Airports During Construction”. It is a standalone document written to establish safety and security controls for performing the work under this Project. The Project Area is shown in the above diagram, inside the yellow line and further detailed in the attached Appendices. This CSPP submission is intended to cover the annual operations at the Facility that includes the 2021 and 2022 inbound placement of approximately 250,000+ CY of dredge sediment into the Facility and the dewatering, recycling, and removal of approximately 160,000 CY of this sediment via outbound truck movements from the Facility. This CSPP shall also cover routine site maintenance operations which could include haul route maintenance, site mowing/vegetation control, & engineering/survey inspections.

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Major capital improvement work linked to this Facility is excluded from this CSPP. Separate, standalone CSPPs will be submitted in advance of any major capital improvement work occurring. Future capital investments include a multiyear plan to construct required berm containment capacity on CDF 12 (CSPP submitted June 2020) and improvements to the access road to decrease fugitive dust emissions and material tracked out onto N. Marginal Rd (CSPP submitted March 2021). Both projects have been deferred until the airport's Airport Layout Plan (ALP) and Exhibit A Property Map update processes have been completed.

This CSPP covers the inbound placement of dredge sediment and the outbound movement of beneficially harvested and recycled dredge sediment at the Facility. The inbound placement of dredge sediment by the USACE's dredging contractor occurs bi-annually over a 6-8-week scheduled duration in May/June and then again in October/November. The inbound placement of dredge sediment occurs on a 24-7 calendar. The dewatering, harvesting, stockpiling, and outbound movement of dredge sediment occurs all year long, Monday-Friday, 7am to 4pm with outbound truck traffic business limited from 7am to 3pm unless special arrangements are made in advance. This CSPP covers the actions and responsibilities of contractors, inspectors, service providers, and Port Authority personnel tied to the inbound placement and outbound movement of dredge sediment at the Facility and any associated maintenance activities that must occur in support of this operation.

In the event the contractor's actions are found to be non-compliant with the requirements of the CSPP or SPCD, the Airport's representatives will direct the Port Authority in writing to immediately stop all operations of that particular work until such time all deficiencies are mitigated and/or corrected to the satisfaction of the Airport and the FAA.

The CSPP and SPCD will be available at all times on the jobsite and shall be held by every contractor performing work and the Port Authority's Site Security and Access Control Team at the Facility under this CSPP. It is the responsibility of the contractor to ensure all construction personnel are familiar with the safety procedures and regulations of the Airport.

Contractors will be required to sign and submit an updated "Safety Plan Compliance Document" (SPCD) consistent with this updated CSPP for the 2021 and 2022 operation years (Appendix A). Within the content of the SPCD, the Contractors will include a statement that they have read and understand the CSPP and detail how they will comply with all the requirements and safety procedures included in this CSPP. Any information not discussed in the original CSPP or ANY changes to the Project MUST be outlined in the SPCD and submitted to the Airport for review and approval. The Airport and the FAA must approve these modifications prior to commencing any work that varies from this plan.

### Critical Points of Contact & Coordination

Meetings with BKL personnel to discuss the Project, scope, and schedule related to our site operations are presently held on a bi-weekly basis and meeting minutes are recorded by the Port Authority and distributed to stakeholders. Two weeks prior to the start of the inbound placement of dredge sediment into the Facility, a notification will be sent to Airport personnel

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outlining the Project schedule, a list of personnel that will be on site, Contractor's SPCD documents, and a description of the work activities will also be submitted. A list of critical points of contact for the duration of this CSPP have been included in the chart below. The dredging contractor in 2022 may vary from that shown below, as the USACE has not bid this contract at this time.

AGENCY	NAME	TITLE	PHONE
Cleveland-Cuyahoga County Port Authority	Nicholas LaPointe	Director, Planning & Capital Development	419-349-7553
Cleveland-Cuyahoga County Port Authority	Carly Beck	GIS/Environmental Specialist	419-386-6095
Cleveland-Cuyahoga County Port Authority	Rob McMilan	Assistant Operations & Facilities Manager	216-254-1324
City of Cleveland-Cleveland Airport System	Anthony Campofredano	Airport Maintenance Supervisor	216-781-6411
Kurtz Brothers	Jason Ziss	Facility Manager	216-496-0905
Kurtz Brothers	Dan Barton	Facility Operations	330-719-8391
Ryba Marine Construction (Fall 2021 Dredging Contractor)	Zac Morrish	President	231-627-4890 ext. 14
Ryba Marine Construction (Fall 2021 Dredging Contractor)	Jon Wilson	Project Manager	231-944-2882

### Phasing

The fall 2021 dredge cycle is anticipated to commence on or about November 1, 2021 and is anticipated to last 4-6 weeks in total, depending on weather and final dredge volumes. During this phase, approximately 65,000 CY of dredge sediment will be dredged from the Cuyahoga River and deposited into the Facility from marine-based equipment staged on the north side of CDF 9 with limited upland support from land-based earthwork equipment and piping infrastructure. This work is completed by the USACE's dredging contractor through authorization granted by the Cleveland-Cuyahoga County Port Authority. Limited inbound/outbound Facility truck and vehicle traffic supporting this operation should be anticipated for equipment deliveries, supplies/materials, employee access, maintenance technicians, inspectors, USACE personnel, etc.

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The spring 2022 dredge cycle is anticipated to commence in early May 2022 and to last 6-8 weeks in total, depending on weather and final dredge volumes. The USACE has not bid this contract at this time, but based on historical volumes and remaining on-site capacity, approximately 120,000 CY can be anticipated to be dredged from the Cuyahoga River and deposited into the Facility from marine-based equipment staged on the north side of CDFs 9 & 12. Upland support will be provided from land-based earthwork equipment and piping infrastructure. Material in this cycle will be deposited into both CDFs and will consist of a hydraulic pumping and placement operation (inbound cover photo) and a mechanical offloading cycle that will include the use of excavators and material handling/transport equipment internally within the site on CDF 12. This work is completed by the USACE's dredging contractor through authorization granted by the Cleveland-Cuyahoga County Port Authority. Limited inbound/outbound Facility truck and vehicle traffic supporting this operation should be anticipated for equipment deliveries, supplies/materials, employee access, maintenance technicians, inspectors, USACE personnel, etc. Note that additional dredge material might be deposited into USACE's CDF 10B, which is outside the scope of this CSPP.

The fall 2022 dredge cycle is anticipated to commence in October/November of 2022 and is anticipated to last 4-6 weeks in total. During this phase, up to approximately 80,000 CY of sediment will be dredged from the Cuyahoga River and deposited into the Facility from marine-based equipment staged on the north side of CDF 9 with limited upland support from land-based earthwork equipment and piping infrastructure. This work is completed by the USACE's dredging contractor through authorization granted by the Cleveland-Cuyahoga County Port Authority. Limited inbound/outbound Facility truck and vehicle traffic supporting this operation should be anticipated for equipment deliveries, supplies/materials, employee access, maintenance technicians, inspectors, USACE personnel, etc.

The outbound movement of dredge sediment from the facility occurs year-round and is necessary to continuously regenerate the facility's appx. 160,000 CY (80,000 CY/Dredge Cycle) of annual hydraulic processing throughput capacity. When dredge sediment is hydraulically delivered to the site by the USACE's dredging contractor, it is dewatered, excavated, and stockpiled on site by the Port Authority's site operator, Kurtz Bros. This material is then loaded into dump trucks as part of the CSPP and removed from the Facility. This operation moves approximately 160,000 CY of the 250,000 CY (+/-) of dredge sediment received annually from the Facility. Once dewatered and dried, the site operator also performs a limited amount of augmenting, screening, and blending of dredge sediment with imported organic compost and other material prior to it leaving the site.

The movement of trucks into and out of the Facility to support this operation is the backbone of the operation and critical to providing capacity. To assist in understanding the scale and the need of the operations to respond to external forces, the Cleveland-Cuyahoga Country Port Authority has added supplemental information in this section of the CSPP. It is being provided to assist stakeholders in understanding the scale of operation and vehicle movements associated with the successful operation of the Facility. The movement of 160,000 CY (+/-) of dredge



sediment from the facility accounts for appx. 9,000 annual dump truck movements through the Facility. If averaged over the entire operating calendar of the year, this would equate to appx. 36 dump truck movements into and out of the facility per day (9,000 truck movements/250 days) specifically tied to moving sediment off site. This rate does not account for the annual soil and construction cycles in NE Ohio that traditionally slowdown/stop in the winter months and peak in the spring and summer. This market drives beneficial reuse demand from this Facility. The 36 inbound and outbound dump truck movements do not account for access associated with deliveries of material to perform site maintenance and dredge sediment material augmenting, dredging contractor material and equipment deliveries, maintenance technicians, fuel deliveries, sanitation services, supply delivery, employees, inspectors, government officials, traffic associated with other CSPPs for capital improvement projects, and contractor's staff/management. Outbound beneficial reuse movements are also impacted by the internal resources on site required to support the inbound placement and extraction of dredge sediment related to the annual deposition cycles, dewatering/drying, weather, site and equipment maintenance, BKL Airshow shut downs, variability of soil and moisture contents which limits the amount of material that can be loaded into trucks, variances in the inbound placement needs of the Federal government, dump truck cycle times between the Facility and the end distribution point, etc. As a result, there are days where traffic is limited to the site employees and staff that working at the Facility and there are peak activity days where traffic counts of 40+ vehicle movements into and out of the Facility per hour could be expected.

Appendix B includes diagrams outlining activities that will occur on the CDFs related to the movement of dredge sediment through the Facility including traffic haul routes, signage plans, equipment storage locations and details related to the airport access route and the controlled access point located at the SE corner of Burke Lakefront Airport. Appendix C includes work points and elevations tied to activity at the Facility.

### Areas & Operations Affected by Activity

The area of the Airport most greatly impacted by the Port Authority's operations will be the access road used to gain access to the CDFs by the Contractor(s). This roadway was originally constructed in the late 1960's as part of the construction of the CDFs north of the Airport to provide and preserve access to and from the CDFs. This access roadway was realigned in 2013 as part of the 600' 6L/24R runway extension. Note, BKL has imposed a modification to the declared distances that has shortened the OFA by a distance great enough to remove the access haul route/VSR from the OFA. The RSA butts up against the access roadway but is not known to cross the access roadway. The access road and a portion of CDF 12 fall in the Runway 6L/24R Approach and Departure RPZs. See the diagrams in Appendix B for reference.

Mitigation efforts to clearly and safely direct contractors, personnel, and truck traffic along the access roadway and prevent vehicles from entering the safety areas are clearly detailed below and further detailed in the diagrams provided in Appendix B. Additionally, for scheduled air carrier operations, the Port Authority and Contractor(s) who support of the Port Authority's operations will be required to vacate the main access roadway leading to and from the CDFs.



BKL's operation's desk will be responsible for providing timely notice to the Port Authority's Site Security and Access Control Team in order to vacate and restrict access to and from the CDFs. Access will be restricted on site by the Port Authority's full time Site Security & Access Control staff.

### Protection of Navigation Aids (NAVAIDs)

Contractors on site will be responsible for controlling fugitive dust in accordance with existing OEPA and City of Cleveland air permits. This includes keeping both the haul roads and stockpiles near their optimum moisture contents to limit dust to the greatest extent possible.

In the event BKL's Automated Surface Observing System (ASOS), Medium Intensity Approach Lighting System (MALSR), or any other system becomes impacted as a result of the Port Authority's operation, immediate and corrective measures will be taken by the Port Authority, Airport, and/or our Contractors. If the Port Authority's operations on the CDFs are found to be the root cause of the issue, operations on the CDFs will stop until corrective measures can be implemented to protect BKL's NAVAIDs.

No activity that will knowingly impair the reporting capability of any airfield equipment will be permitted to take place.

### Contractor Access

The Port Authority, in partnership with Cleveland Airport Systems (CAS), the Port Authority's Site Security & Access Control Team (G4S), and our Contractors will implement the following access control program at the Facility to ensure compliance with requirements of 14 CFR Part 139. The program will limit access and unescorted driving privileges to those individuals who receive driver safety training from Burke Lakefront Airport. All visitors who do not have this training will be required to be escorted while on site. Each Contractor and the Port Authority's Site Security & Access Control Team will be responsible directly and financially for all vehicles and personnel directly related to their scope of work. Contractors will be required to work with the Port Authority's Site Security & Access Control Team to comply with the requirements of this CSPP. This includes all employees, vendors, inspectors, and delivery drivers that visit the site. Contractors shall designate a site safety and security supervisor for their operations to ensure compliance with this CSPP and to coordinate directly with the Port Authority's Site Security & Access Control Team. Nicholas LaPointe and Carly Beck will serve as the Port Authority's Facility Managers and the Site Safety & Security Supervisor and Rob McMillan will be responsible for the Port Authority's Site Security & Access Control Team as an extension of our access control and security operation at the Port Authority's maritime facility.

An airfield driver safety training course will be offered by appointment at BKL by a CAS employee and by special appointment as needed. Joel Woods (216-664-4530) with Burke Lakefront Airport will be contacted to schedule and coordinate this training. This training is specific to Burke Lakefront Airport with specific information related to work on the CDFs. All contracted employees working at the Facility or those who routinely visit the Facility, including

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regular service providers and dump truck drivers, will be required to attend this training and obtain their access credentials (code, lanyard, & card) in advance of coming into the Facility.

Members of the Port Authority's Site Security & Access Control Team, who will serve as site escorts and will control and monitor access in and out of the Facility during normal business hours, will be required to obtain additional training over and above the standard access and driver safety training course offered by BKL. CAS will assist the Port Authority in scheduling the expanded training for our Site Security and Access Control Team. CAS will be responsible to notify the Port Authority a minimum of 30 days in advance of personnel that need to refresh their site access and driver safety training on an as needed basis determined by CAS.

Following the successful completion of this training, each trainee will receive a unique identifier access code/number, a lanyard, and an identification card provided by CAS. The access code will be unique to the individual and will be kept in a database maintained and managed by CAS. The access code will permit access through the controlled access point at the east end of the Airport and will permit unescorted access to and from the CDFs, 24-7. Personnel that have received their access control credentials and driver safety training will enter their unique identifier access code and Facility access will be authorized. This system will automatically log personnel as they enter the Facility for record keeping purposes. In addition, these people will be expected to have their lanyards and ID cards on them at all times for verification once inside the Facility.

Guests and visitors without driver safety training and access credentials, will have the ability to directly page the Port Authority's Site Security & Access Control Team housed in the office trailer immediately adjacent to the controlled access point during normal business hours (7am-4pm M-F). The Port Authority's Site Security & Access Control Team Leader will maintain an accurate record of all visitors and guests associated with our operations that are granted access through the gate related to our operations requiring escorts. It will be the responsibility of the Contractor(s) in partnership with the Port Authority's Site Security & Access Control Team to ensure all visitors have an appointment and an intended business purpose on site prior to their arrival. Any visitor that is unable to be properly vetted by the Port Authority's Site Security & Access Control Team or Contractor shall be turned away and not permitted access onto Airport property. The Port Authority's Site Security and Access Control Team Leader is responsible for granting a visitor access. ACCESS SHALL NOT BE GRANTED UNTIL THE VISITOR & BUSINESS PURPOSE HAS BEEN PROPERLY VETTED.

During normal business hours (7am-4pm), the Port Authority will staff 2 EA. full time employees as part of the Site Security & Access Control Team. Note, depending on facility needs and time of day, the Port Authority Site Security & Access Control Team staffing levels may vary. The team leader will be stationed full time at the front gate and will be responsible for vetting and logging in visitors/guests requesting Facility access. Personnel who obtain access using their unique identifier code will be automatically logged in the Airport's system and will not be screened or escorted by the Port Authority's Site Security & Access Control team. Guests and visitors without training will be required to be signed in by the Port Authority's Site Security &

Access Control Team. The other member of the team will serve as a full-time escort during normal business hours. Escorts will be provided on a first come, first serve basis. During peak times of outbound sediment movement from the Facility, Contractors may be required to supplement the Port Authority's full time escorting staff in order to maintain the required escort ratios or trucks will be forced to wait in queue at the entrance of the facility for an available escort. Contractors working on site shall schedule all of their deliveries and the outbound movement of dredge sediment during delivery hours from 7am to 3pm, M-F. Contractors working outside or beyond these standard hours will be responsible for performing their own site access control and escorting outside of normally staffed business hours (7am to 4pm). Contractor(s) shall follow this detailed policy as if they were acting as the Port Authority Site Security and Access Control Team.

During peak times of the year, when the keypad system may create access and egress bottleneck in and out of the Facility, the Port Authority shall have the ability to resort to traditional I.D. badge verification, manual operation of the gate, and the verification and the logging in of all personnel at the access control gate to expedite and efficiently move vehicles into and out of the Facility. When this gate system override is in place, the gate movements will be controlled by the Port Authority's Site Security & Access Control Team as was done prior to the keypad system being installed in 2019. Guests/visitors with proper lanyards and ID cards will be permitted access and guests/visitors that do not have the proper access credentials will be escorted. This manual screening method will only be done if and when the Port Authority's Site Security & Access Control Team is fully staffed and in place and on limited days when Facility demands warrant it in close coordination with the Airport.

All untrained visitors/guests will be met at the front gate by an available escort after being signed into the facility by the Site Security & Access Control Team Leader. The escort will be responsible for briefly discussing safety protocols and the escort policy to new visitors to the Facility. The escort policy for this Facility will be built on maintaining clear line of sight, a direct line of communication, and maintaining of close proximity to all visitors and guests. Each person that has received the access and driver safety training at BKL shall have the ability to escort as many as five (5) visitors/guest at any time in up to three separate vehicles. For special events, particularly tours of the facility to local stakeholders, government officials, and other V.I.P.s, the ratio can be increased to 10:1. However, the max number of vehicles shall remain within the 3:1 ratio. Special tours that require temporarily increasing the escorting ratio shall be done in coordination with Burke Lakefront Airport personnel. The foundation of the escort policy is detailed below and shall be carried out as follows:

- Clear Line of Sight:
  - All visitors whom have not received the Site Access and Driver Safety Training from BKL must be logged in and escorted while on site. This includes vehicles in transit to and from the CDFs and while on the CDFs. Escorts must maintain a clear line of site to the visitor at all times and at

- no time shall an escort be responsible for more than 3 vehicles at one time.
- Escorts shall have the ability to transfer visitors/guests between them so long as they operate within their escort ratios, however, at no time shall escorts be transferred to the equipment operators who are performing other duties/functions on site. The only exception/unique scenario shall be if the Port Authority's Site Security & Access Control Team has reached the end of their shift and the Contractor provides relief by supplying their own dedicated and qualified escort personnel to serve as a designated facility escort and provide coverage.
  - A copy of the sign in logs will be provided to the Airport and to the Port Authority on a daily basis or as frequently as requested. Repeat drivers to the facility that has not received access and driver safety training, will be flagged and requested to obtain training to continue to performing business on site by the Port Authority.
  - Direct Line of Communication:
    - Visitors to the facility that are equipped with CB radios will be directed to monitor a specific radio frequency to maintain direct communications with their facility escort at all times. If not equipped, the escort will be required to establish an alternative means of communication via cell phone or via providing a loaner radio to the visitor for use while on site.
    - At all times, escorts shall remain in direct contact with the Site Security & Access Control Team leader stationed in the trailer near the access control gate at the entrance to the facility. The Team Leader stationed at the entrance to the facility will remain in contact with the site escorts, all contractors working on site, BKL's operations desk, and routinely report back to the Port Authority's safety command center located at the Port of Cleveland. This person will be responsible for coordinating the escorts, notifying Contractors they have visitors, and logging the in and out movement of all personnel through the Facility. Contractors shall provide the Site Security & Access Control Team leader daily notices of any scheduled or special visitors at the start of each day.
  - Close Proximity:
    - The escorts must maintain "close proximity" to all employees and visitors that have not received the site access and driver safety training provide by CAS. Close proximity, means the escort shall remain situationally aware of the position of this visitor at all times while on the CDFs and shall have the ability to intercept or perform corrective measures in the event the visitor/guest travels outside of an authorized areas of operation and into an active safety area of the Airport. The corrective measures may involve physical intercepting of the path of travel or verbal direction via a direct line of communication. Escorts shall the ability immediately

notify the Airport of the actions of a visitor which may present a hazard to the Airport. Depending on the business purpose of the guest/visitor, the definition of close proximity may vary from one individual to the next. For example, a surveyor gathering field data on foot may vary from a truck driver getting loaded out with dredge sediment.

Vehicles transiting along the Airport Perimeter Roadway and Facility haul routes shall not exceed 14'-10" in overall height at any time unless specially coordinated with the Airport in advance. In 2018, under the guidance of CAS, signage was placed along the main airport access haul route directing vehicles transiting along the airport access roadway to fully clear the airport access roadway and proceed to the CDFs, no stopping or idling shall be permitted along the airport access roadway. Additional signage was placed near the entrance to the Facility, just beyond the Airport's maintenance facility, restricting access into this area of the airport. The Port Authority also installed signage at the entrance of the Facility with additional site access and operational information.

As previously indicated in this CSPP, through coordination with BKL's operations desk, the Port Authority's Site Security & Access Control Team will coordinate the clearing of the OFA and the main access road adjacent to the RSA when scheduled air carrier flights are approaching or departing the Airport. Note, BKL has imposed a modification to the declared distances that has shortened the ROFA by a distance great enough to remove the access haul route/VSR from the ROFA. With this modification, no activity should take place within the ROFA.

### STOCKPILES

Stockpiling of dredge sediment will be required to support our 2021-2022 operations and the locations of these stockpiles have been included in diagrams in work point and working height elevations of Appendix C. Note, many of the stockpile dredge sediment management areas are located within the RPZ that extends onto CDF 12.

The temporary stockpiles of dredge sediment will be limited to a max height of 15' or a max elevation +606, whichever comes first. Material stockpiled and staged is only temporarily staged in the designated areas until it is loaded out in a truck and removed from the site. In order to facilitate load out operations, the equipment performing the load out will exceed the height of the stockpiles, specifically as the bucket of the excavator works the top of each of the stockpiles and places it into the dump trucks. This equipment shall have a permitted maximum working height of 20' on site unless noted otherwise in specific work areas. At no time will equipment be permitted to sit on top of the stockpiles.

### VEHICLES, EQUIPMENT PARKING. & FUEL TANK STORAGE

Contractors shall limit bringing personal vehicles onto airport property, beyond the secure access control check point. Limited parking accommodations for personal vehicles shall be permitted near the front gate access control point and site security and access control office. Parking inside the secure limits of the Airport is limited along the east side the maintenance

facility and in front of the Facility's site trailer. At no time, shall personal vehicles transit along the airport access roadway and out onto the CDFs. Contractors shall keep a log of personal vehicles on site, along with a list of employee license plate numbers and make/models of vehicles. Parking passes shall be displayed in the front window of these vehicles linking the vehicles to a specific Contractor working on site along with the direct contact information for the vehicle's owner in the event they need to be relocated or removed.

Equipment will be stored and staged in the locations included in the attached Construction Phasing Diagrams in Appendix B. At night all equipment shall be stowed in the lowest elevation configuration. At no time will the Port Authority or our Contractors store equipment inside the OFA or RSA. Contractor shall limit the parking and placement of equipment to the greatest extent possible within the soil stockpile area on CDF 12. Limited mobile equipment that could include soil screening or earth handling equipment may be placed and staged with the soil stockpile area of CDF 12. The Port Authority and our Contractors will not store any fuel tanks unless authorized by a separate permit, install any misleading lighting, or perform restricted operations within the RPZ that will create glare or attract wildlife. If the Contractor seeks to bring in temporary fuel tanks to assist with their operations, tanks will be positioned outside the RPZ and proper permits and airspace determination requests will be filed and obtained with the FAA and City of Cleveland under separate cover.

Trucks that come into the facility to be loaded out with dredge sediment, will be loaded immediately upon their arrival and then will be directed to exit the Facility. Contractor shall route and direct traffic within the Facility in such a manner which keeps it from backing up along the APR if and when trucks are waiting to be loaded out with beneficial reuse sediment.

### EQUIPMENT MARKING

Construction equipment operating on the CDFs shall display in full view above the vehicle a 3'X3' or larger, orange and white checkerboard flag, each checkerboard color being 1' square. Construction vehicles and equipment shall be marked with a sign on both the driver and passenger side of the vehicle identifying the contractor's name. As these flags age and become less visible/dingy, Contractors shall replace the flags.

During periods of low visibility, as determined by BKL Operations or BKL Control Tower, all equipment and trucks operating will be required to have rotating beacons. Beacons will only be in use when requested by BKL Operations or the BKL Control Tower.

### ACCESS HAUL ROUTES & ESCORTS

Access haul routes are designated in Appendix B. The access haul routes will be marked with signage to prevent inadvertent entry into active airport areas. At no time shall any of equipment impede or limit any aircraft rescue and firefighting on airport property. At no time will airport operations or wildlife management be impeded by equipment or the Port Authority's operations on the haul routes. For information related to escorting, please see the details included in the Contractor Access section above.

## Wildlife Management

The Port Authority participates with Burke Lakefront Airport's wildlife management plan. The Port Authority is one of three parties that participate and have cooperation agreements to financially support the USDA with wildlife management services for Burke Lakefront Airport. These services occur both on the airport and on the CDFs. The Port Authority's presence and more regular maintenance on the site will continue to deter wildlife from the areas we occupy and regularly turn over. Any wildlife that is seen on site, outside of the common passing waterfowl or bird that may cause a hazard to Airport operations will be passed along to the USDA staff.

## TRASH

Any and all trash generated from this operation that may attract wildlife (food and organic material) will be bagged and removed daily from the Facility by contractor(s). If there are activities on site that will generate inorganic construction debris, covered dumpsters will be used with signage permitting only construction debris permitted. These dumpsters will be emptied on a weekly basis or as needed to ensure they remain covered and fully closed at all times.

## STANDING WATER

Through active management of the Facility, the Port Authority will move all water associated with the receipt and processing of the dredge sediment from the Facility as soon as possible in compliance with permits with the Ohio EPA, during and following the deposition of the dredge sediment. Passive stormwater systems have been installed at the Facility to actively manage and move stormwater from the surfaces of the Facility to reduce the presence of water. Note, this does not include CDF 10B.

## TALL GRASS & SEEDS

The Port Authority will manage vegetation on our activated portions of the CDFs as needed. This may include periodic mowing and cutting of vegetation in inactive areas of our operation and on the exterior of berms.

## FOREIGN OBJECT DEBRIS MANAGEMENT (FOD)

Contractors on site will be responsible for controlling fugitive dust. This includes keeping both the haul roads and stockpiles at their optimum moisture contents to limit dust and to keep roadways free of rutting and excessive silt build up. There are no construction materials associated with this Project.

All complaints received as result of road debris and/or fugitive dust will be received and responded to by the Port Authority and/or the Port Authority's Contractors. Port Authority contractors will be responsible for maintaining a log of complaints received.



### HAZARDOUS MATERIALS MANAGEMENT (HAZMAT)

Permitted fueling operations for equipment will occur on the CDFs. Presently, all equipment is fueled using a fuel truck that makes regular deliveries to CDFs 9 & 12. This fuel truck is equipped with spill prevention and containment equipment. Fueling of equipment occurs outside of the RPZ on CDFs 9 & 12. In the future, Contractors may elect to bring temporary fuel storage tanks on site. Tanks will be set up with secondary containment measures, barriers, and equipped with spill containment kits. Prior to bringing a fuel tank onto CDF 12, spill response plans must be on file with the Port Authority, permits will be needed from the City of Cleveland, and a separate airspace analysis must be performed by the FAA through the filing of a standalone 7460 submission. At no time will any fuel tanks be placed within the RPZ limits that extend onto CDF 12.

The Contractor shall store all hazardous materials in containers approved for such use, shall have the Material Safety Data Sheets (MSDS) on site for all such materials, and shall have cleanup materials recommended by the MSDS on site and readily available for use in the event of a spill. All materials shall be used in strict accordance to the manufacturer's instructions and should be prepared to meet inspection at any time.

Transfer of materials from one container to another shall be done in areas where a spill is least likely to cause damage such as away from streams, storm sewer inlets, etc. Fueling of vehicles and equipment shall be done at designated areas within the staging areas shown on the attached Phasing Plans. Appropriate spill kits shall be available for all refueling operations. All contaminated materials from used spill kits shall be removed from the site and properly disposed of immediately after use.

Any spill, regardless of size, must be reported to the Port Authority & Airport.

The following instructions are taken from AC 150/5320-15A, "*Management of Airport Industrial Waste*" and the Airport's spill management plan should be followed in the event of a hazardous spill:

#### **Cleanup-General**

Clean up leaks and spills immediately. Use a rag, absorbent pad, or other suitable material for small spills on paved surfaces, and absorbent material for larger spills. If the spilled material is hazardous, then the used cleanup materials are also hazardous and must be sent to either a certified laundry (rags) or disposed of as hazardous waste in designated areas.

Never hose down or bury dry material spills. Clean up as much of the material as possible and properly dispose of legally off the Facility and airport property.

#### **Minor Spills**

Minor spills typically involve small quantities of oil, gasoline, paint, etc. which can be controlled by the first responder at the discovery of the spill.

## 2021-2022 CONSTRUCTION SAFETY & PHASING PLAN: ANNUAL SITE OPERATIONS

- Contain the spread of the spill and prevent it from entering any of the existing retention ponds or Lake Erie.
- Notify the project foreman immediately
- Use absorbent materials on small spills - DO NOT hose down or bury the spill. Recover spilled materials.
- Absorbent materials should be promptly removed and properly disposed of legally off airport property.
- Clean the contaminated area and properly dispose of contaminated materials legally off airport property

### **Semi-Significant Spills**

Semi-significant spills still can be controlled by the first responder along with the aid of other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities. The Contractor shall immediately notify Office of Airport Operations at 216-781-6411.

- Contain the spill and prevent it from entering any of the existing retention ponds or Lake Erie
- Notify the project foreman immediately.
- If the spill occurs on paved or impermeable surfaces, clean it up using “dry” methods (absorbent materials and do not let the spill spread widely)
- If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soils.
- If the spill occurs during rain, cover the spill with tarps or other material to prevent contaminating runoff.

### **Significant/ Hazardous Spills**

For significant or hazardous spills that cannot be controlled by personnel in the immediate vicinity, the following steps should be taken:

- The Contractor shall immediately notify Airport Operations at 216-781-6411.
- The Airport will notify the proper officials as per the spill plan.
- The construction personnel should not attempt to clean up the spill until the appropriate and qualified staffs have arrived at the spill site.
- The Contractor shall complete the airport’s spill form written report.

The services of a spill contractor or a HAZMAT team should be obtained immediately, and such response will be coordinated between the Airport and the Contractor.

### Reporting

The Contractor must report significant spills to the Airport and shall comply with all Airport reporting requirements.

### Notification of Construction Activities

The Port Authority will notify Anthony Campofredano & Joel Woods at Burke Lakefront Airport two weeks prior to commencing inbound sediment placement activities into CDFs 9 & 12. A courtesy notification will also be sent 72 hours prior to a change in operations/activity that may be occurring at the Facility.

### Inspection Requirements

This project is subject to inspections by the FAA, Airport, Engineer, ODOT Bureau of Aviation, Port Authority, Ohio Environmental Protection Agency, Ohio Division of Natural Resources, the Coast Guard, and the Army Corp. of Engineers. Contractors will be required to inspect their operations daily to ensure they are operating in compliance with the CSPP and their SPCD. If Contractor's have special operations that will require separate 7460 filings, it will be the responsibility of the Contractor to notify the Port Authority to coordinate the filing of these cases with the Port Authority, Airport, and FAA in a timely manner to permit the FAA sufficient time to perform their review and issue a determination. The FAA requires a minimum of 45-60 days prior to special operations occurring that will require an additional 7460 airspace filing and review.

### Underground Utilities

There are no known active utilities in the Project area.

### Penalties

If any contractor, vendor, or subcontractor working on behalf of the Port Authority at the CDFs, is found to be non-compliant with Airport rules and regulations, that specific person will be removed from the Facility and prevented access in the future. If a specific contractor, vendor, or subcontractor violates any of the airport rules and regulations, the Port Authority or the Airport reserves the right to restrict them from doing business at the CDFs. Federal penalties that may result out of failure of a contractor to comply with this CSPP and other Federal safety/security requirements and shall be the full responsibility of the contractor.

### Special Conditions

The Port Authority and our contractors understand that at certain times, specialized short term access and operations restrictions may be put in place as result of special aircraft using Burke Lakefront Airport and the annual Cleveland Air Show held at the Airport. The Port Authority will be notified of any such events.

## Runway & Taxiway Visual Aids

Contractors on site will be responsible for controlling fugitive dust and keeping both the haul roads and stockpiles at optimum moisture content to limit dust as best possible.

In the event that BKL's Automated Surface Observing System (ASOS), Medium Intensity Approach Lighting System (MALSR), or any other system, become impacted as a result of this operation, immediate and corrective measures will be taken by the Port Authority, Airport, and/or Contractor(s). No activity that will knowingly impair the reporting capability of any airfield equipment will be permitted to take place.

## Marking & Signs for Access Route

Haul Routes - The haul route to the project site is off an existing public road (North Marginal Rd.) as shown in Appendix B. All truck access inbound and outbound shall come from or exit the Facility towards East 55<sup>th</sup> Street. Public and Airport access roads leading to the project site shall be used as haul routes and shall be maintained by the Contractor(s). All public right of way haul routes shall be kept free of all mud and debris. Contractor shall sweep roads when necessary and when directed by Airport or Port Authority personnel. The condition of the main access road to and from the CDFs which also services as the Airport's Perimeter Road will be monitored and maintained in good working order by contractors working on site. Access roads out on the CDFs, outside of the Airport Perimeter Road, shall not be used or accessed by the Airport personnel unless specially coordinated by the Port Authority. As result of the nature of our activity, some of these roads experience condition issues certain time of the year that make transiting of some of these roads difficult for some vehicles. All haul routes across the airport and on the CDFs are highlighted in the Appendix B documentation.

Signage was installed along the main access haul route in 2018 directing traffic to and from the CDFs and limiting traffic from entering active airport areas. CAS provided the Port Authority guidance on the specific signage requested along with specifications and the Port Authority installed these signs.

## Hazard Marking & Lighting

The work under this Project shall comply with the FAAs lighting & marking guidelines and/or additional requirements in the FAAs airspace determination.

## Work Zone Lighting for Nighttime Construction

Work under this CSPP is planned to be performed during daylight hours. Operations may need to be adjusted at certain times of the year to maximize daylight and limit operations in low/restricted visibility, no artificial lighting is planned to be used.

## Protection of Runway and Taxiway Safety Areas

### (a) Runway Safety Area (RSA)

There shall be no work within or transiting of any active Runway Safety Area (RSA). The Contractor is not permitted to work within the RSA of an active runway. Prior to commencement of any work adjacent to an active runway, the contractor shall delineate the RSA and shall not commence work in that area until the work area is clearly delineated from the RSA.

### **(b) Runway Object Free Area (ROFA)**

BKL has imposed a modification to the declared distances that has shortened the ROFA by a distance great enough to remove the haul route/VSR from the ROFA in its entirety. With this modification, no activity shall take place within the ROFA.

### **(c) Taxiway Safety Area (TSA)**

The contractor shall not be permitted to work within an active TSA at any time.

### **(d) Taxiway Object Free Area (TOFA)**

The contractor shall not be permitted to work within an active TOFA at any time.

### **(e) Runway Obstacle Free Zone (OFZ)**

There will be no work within any active Obstacle Free Zone (OFZ).

### **(f) Runway Protection Zone (RPZ)**

No permanent, fixed structures are proposed inside the area of the RPZ that extends onto active dredge sediment handling areas of CDF 12. Stockpiling, processing, and material load out operations are proposed to occur inside the RPZ. When possible, unoccupied tracked mobile equipment will be removed from the RPZ on a nightly basis, excluding soil screening equipment.

### **(g) Runway Approach/Departure Areas and Clearways**

Work within any Runway Approach/Departure Areas or Clearways will be evaluated by the FAA. No work shall be permitted within the primary surface.

## **Other Limitations on Construction**

- As result of the complexities and need for this Facility to be able to adapt to external forces and conditions, so long as the provisions of this CSPP are being followed, there is no limit on the number of hourly vehicles that may gain access to the Facility.
- Smoking is not permitted anywhere on the AOA at any time, however, it is permitted on the CDFs in areas outside of the AOA.
- Hot work permits must be obtained from ARFF/Cleveland Fire for any work involving an open flame.
- The Contractor shall not use equipment that is over 15' feet in height as indicated on

the Safety and Phasing plans unless clearly identified in 7460 equipment filings.

- This CSPP covers the Cleveland-Cuyahoga County Port Authority's 2021-2022 planned site operations related to the inbound placement of dredge sediment into the Port Sediment Processing & Management Facility and the outbound movement of approximately 60% of this material from the facility via outbound over the road truck movements.
- Landside beneficial reuse site contractor working hours will be 7:00 A.M. to 4:00 P.M. daily, with loadout operations occurring from 7:00 A.M. to 3:00 P.M. daily (M-F).
- Dredging contractor working hours shall be 24-7 during inbound dredge placement into the facility (hydraulic/mechanical) that occurs twice annually.

## Attachments

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- APPENDIX A: SPCD COMPLIANCE FORM
- APPENDIX B: CONSTRUCTION PHASING DIAGRAMS
- APPENDIX C: WORK POINT & ELEVATION TABLES



## APPENDIX A

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SAFETY PLAN COMPLIANCE DOCUMENT  
for  
CITY OF CLEVELAND, DEPARTMENT OF PORT  
CONTROL, & PORT OF CLEVELAND  
Burke Lakefront General Aviation Airport  
Sediment Processing & Management Facility

“I, \_\_\_\_\_ (NAME), authorized representative of \_\_\_\_\_  
(CONTRACTOR), have read the “Construction Safety and Phasing Plan for City of Cleveland,  
Department of Port Control, Sediment Processing Facility and will abide by it as written and with  
the following additions as noted:

**Coordination**

- (a) Contractor Progress Meetings
- (b) Scope or Schedule Changes
- (c) FAA ATO Coordination

**Phasing**

- (a) Phase Elements
- (b) Construction Phasing Drawings

**Areas and Operations Affected by Construction**

- (a) Identification of Affected Areas
- (b) Mitigation of Effects

**Navigational Aid (NAVAID) Protection**

**Contractor Access**

- (a) Location of Stock Piled Materials
- (b) Vehicle and Pedestrian Operations

**Wildlife Management**

- (a) Trash
- (b) Standing Water
- (c) Tall Grass and Seeds
- (d) Poorly Maintained Fencing and Gates
- (e) Disruption of Existing Wildlife Habitat

**Foreign Object Debris (FOD) Management**

**Hazardous Materials (HAZMAT) Management**

- (a) Cleanup-General
- (b) Minor Spills
- (c) Semi-Significant Spills
- (d) Significant/Hazardous Spills
- (e) Reporting

**Notification of Construction Activities**

- 
- (a) List of Responsible Representatives
  - (b) Notices to Airmen (NOTAM)
  - (c) Emergency Notification Procedures
  - (d) Coordination with ARFF Personnel
  - (e) Notification to the FAA

**Inspection Requirements**

- (a) Daily Inspections
- (b) Final Inspections

**Underground Utilities**

**Penalties**

**Special conditions**

**Runway and Taxiway Visual Aids, Marking, Lighting, Sign and Visual NAVAIDS**

- (a) General
- (b) Markings
- (c) Signs

**Marking and Signs for Access Routes**

**Hazard Marking and Lighting**

- (a) Purpose
- (b) Equipment
- (c) Personal Safety

**Protection-Runway and Taxiway Safety Areas, Object Free Areas Obstacle Free Zone and Runway Approach/Departure Surfaces**

- (a) Runway Safety Area (RSA)
- (b) Runway Object Free Area (ROFA)
- (c) Taxiway Safety Area (TSA)
- (d) Taxiway Object Free Area (TOFA)
- (e) Runway Obstacle Free Zone (OFZ)
- (f) Runway Approach / Departure Areas and Clearways

**Other Limitations on Construction**

- (a) Prohibitions
- (b) Restrictions

**Included Appendices – Safety and Phasing Plan**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## APPENDIX B



# LEGEND

- 10- - - - - EXISTING AND PROPOSED TOPOGRAPHY (SEE NOTES 1 AND 2)
- RUNWAY CENTERLINE
- 732 x IMAGINARY SURFACE SPOT ELEVATION
- 602 --- IMAGINARY SURFACE ELEVATION GRADE LINE
- STA 10+00 STATIONING OF RUNWAY 24R CENTERLINE, FROM END OF RUNWAY
- FAA IMAGINARY OBSTRUCTION FREE SETBACK LINES
- - - - - FAA APPROACH SURFACE BOUNDARY (SEE NOTE 4)
- - - - - FAA PRIMARY SURFACE BOUNDARY (SEE NOTE 4)
- - - - - FAA TRANSITIONAL SURFACE BOUNDARY (SEE NOTE 4)
- - - - - OBJECT FREE AREA (OFA) (SEE NOTE 8)
- - - - - RUNWAY SAFETY AREA (RSA) (SEE NOTE 8)
- - - - - LAKE BOUNDARY

## NOTES:

1. THE TOPOGRAPHY SHOWN IS A COMBINATION OF EXISTING CONDITIONS PROVIDED AND IS BASED ON A FIELD SURVEY COMPLETED BY TGC ENGINEERING, LLC (DATED AUGUST 2017), AND THE PORT OF CLEVELAND'S PROPOSED 2018 IMPROVEMENTS THAT INCLUDE CONSTRUCTION OF A HYDRAULIC PROCESSING FACILITY WITHIN CDF 9 AND VERTICAL MECHANICAL STORAGE CELLS WITHIN CDF 12.
2. THE SURVEY DATUM IS IN NAD 1983 OHIO NORTH ZONE FEET AND IGLD 1985 ELEVATIONS.
3. EXISTING SITE CONDITIONS MAY VARY FROM CONDITIONS AND GRADES SHOWN ON THESE PLANS DUE TO RECENT SITE OPERATOR'S ACTIVITIES.
4. IMAGINARY SURFACES SHOWN ON THIS PLAN WERE DEVELOPED BASED ON THE REQUIREMENTS OF CFR TITLE 14 SUBCHAPTER E PART 77 SUBPART 6 77.19, CIVIL AIRPORT IMAGINARY SURFACES.

PRIMARY SURFACE WIDTH ASSUMED TO BE 1,000 FT., PER PREVIOUS DESIGN PHASES AND CORRESPONDENCE WITH HOFFAT AND NICHOL. THE PRIMARY SURFACE EXTENDS 200 FT. BEYOND THE END OF THE RUNWAY, AS THE RUNWAY HAS A SPECIALLY PREPARED HARD SURFACE. FEDERAL AVIATION REGULATIONS PART 77, IMAGINARY SURFACES FOR OBSTRUCTION EVALUATION, STATES THAT THE 'PRIMARY SURFACE WIDTHS VARY WITH THE CLASSIFICATION OF THE RUNWAY; HOWEVER, THE WIDTH IS UNIFORM THROUGHOUT AND IS BASED ON THE MOST PRECISE APPROACH EXISTING OR PLANNED FOR EITHER END OF THE RUNWAY. THE TRANSITIONAL SURFACE EXTENDS AT A 7:1 SLOPE FROM THE SIDES OF THE PRIMARY SURFACE, PERPENDICULAR TO THE CENTERLINE OF THE RUNWAY, AND EXTENDS UNTIL IT INTERSECTS THE HORIZONTAL OR CONICAL SURFACE. THE HORIZONTAL SURFACE IS 150 FT. ABOVE THE AIRPORT ELEVATION, THEREBY EXTENDING THE TRANSITIONAL SURFACE A HORIZONTAL DISTANCE OF 1,050 FT. (7:1 SLOPE WITH VERTICAL EXTENT OF 150 FT.) FROM THE SIDE OF THE PRIMARY SURFACE. THE PRIMARY SURFACE WIDTH WILL NEED TO BE VERIFIED WITH THE AIRPORT FOR FINAL DESIGN PURPOSES.

THE APPROACH SURFACE IS CENTERED LONGITUDINALLY ON THE EXTENDED RUNWAY CENTERLINE AND EXTENDS OUTWARD AND UPWARD FROM THE END OF THE PRIMARY SURFACE. THE APPROACH SURFACE EXTENDS AT AN UPWARD SLOPE OF 50:1.

5. PER USACE WEBSITE ACCESSED ON 4/5/2016, LAKE ERIE LOW WATER DATUM (LWD) IS EL. 569.2, AND ORDINARY HIGH WATER MARK (OHWM) IS EL. 573.4.

6. CURRENT LAKE ERIE WATER LEVELS CAN BE OBTAINED FROM WWW.GLERL.NOAA.GOV. BASED ON A RECORDING STATION IN CLEVELAND, OHIO, LAKE ERIE WATER LEVEL ON 10/10/2017 WAS EL. 573.2.

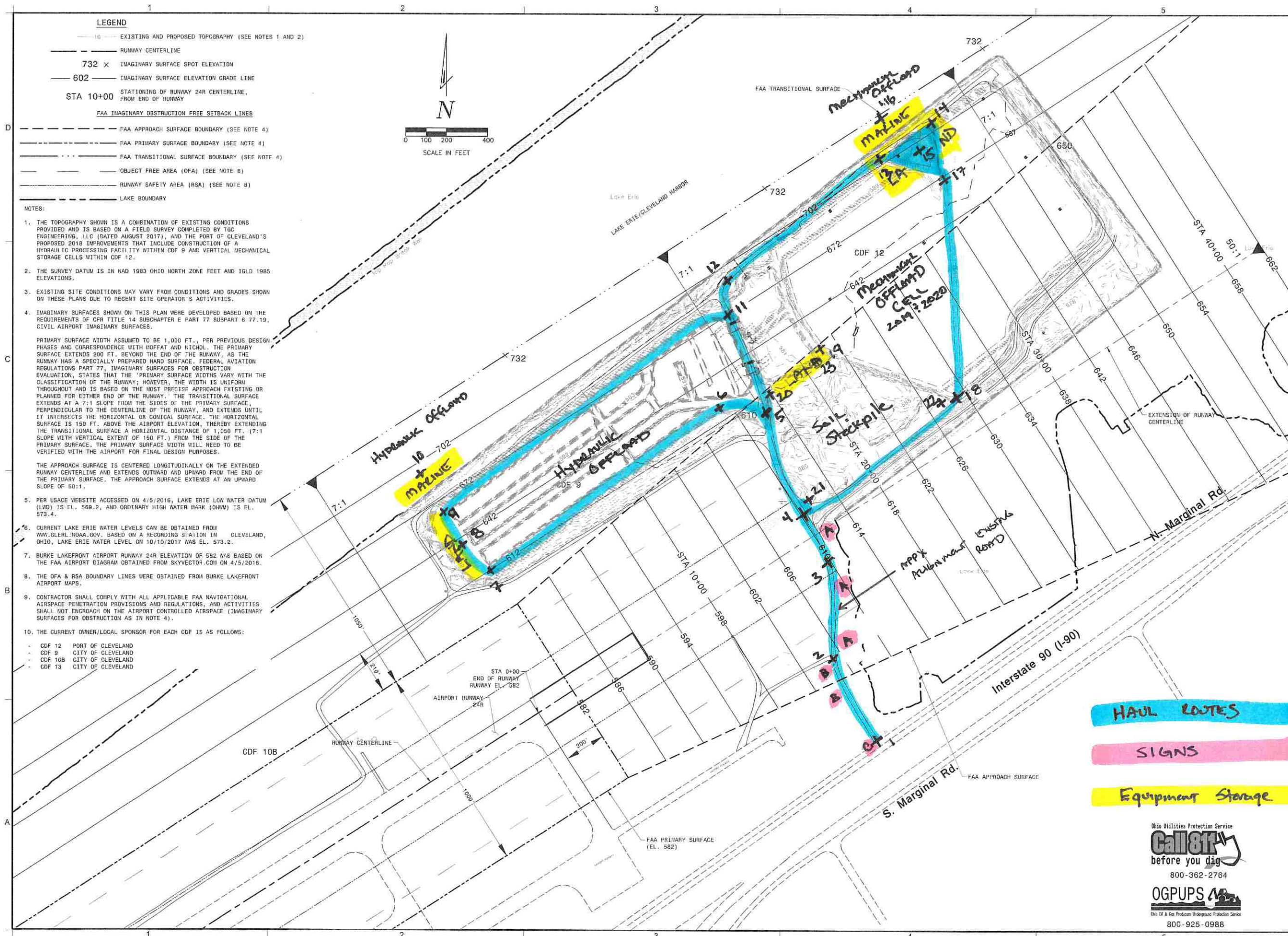
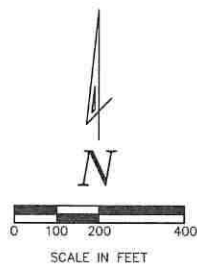
7. BURKE LAKEFRONT AIRPORT RUNWAY 24R ELEVATION OF 582 WAS BASED ON THE FAA AIRPORT DIAGRAM OBTAINED FROM SKYVECTOR.COM ON 4/5/2016.

8. THE OFA & RSA BOUNDARY LINES WERE OBTAINED FROM BURKE LAKEFRONT AIRPORT MAPS.

9. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FAA NAVIGATIONAL AIRSPACE PENETRATION PROVISIONS AND REGULATIONS, AND ACTIVITIES SHALL NOT ENCRONCH ON THE AIRPORT CONTROLLED AIRSPACE (IMAGINARY SURFACES FOR OBSTRUCTION AS IN NOTE 4).

10. THE CURRENT OWNER/LOCAL SPONSOR FOR EACH CDF IS AS FOLLOWS:

- CDF 12 PORT OF CLEVELAND
- CDF 9 CITY OF CLEVELAND
- CDF 10B CITY OF CLEVELAND
- CDF 13 CITY OF CLEVELAND



**HULL**  
Environment / Energy / Infrastructure

**PORT CLEVELAND**

Project Title:

**PORT OF CLEVELAND SEDIMENT PROCESSING & MANAGEMENT FACILITY**  
CLEVELAND, CUYAHOGA COUNTY, OHIO

Owner:  
**CLEVELAND-CUYAHOGA COUNTY PORT AUTHORITY**  
1100 WEST 9th STREET, SUITE 300  
CLEVELAND, OH 44113

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Mark	Description	Date

Project No.: CCP014  
CAD DWG File: CCP014.100.0074  
Plot Date: 11/27/17  
Layout By: JAH  
Drawn By: SAH/JAH  
Check By: JAH/JHH/PAH  
Scale: AS NOTED  
Issue Date: NOVEMBER 2017

Sheet Title:  
**PORT OF CLEVELAND SEDIMENT PROCESSING & MANAGEMENT FACILITY MAP W/ FAA OBSTRUCTION LIMITS OVERLAIN**

Sheet Number:

**EXHIBIT-C**

**HAUL ROUTES**  
**SIGNS**  
**Equipment Storage**

Ohio Utilities Protection Service  
**Call 811**  
before you dig  
800-362-2764  
**OGPUPS**  
Ohio Oil & Gas Producers Underground Protection Service  
800-925-0988

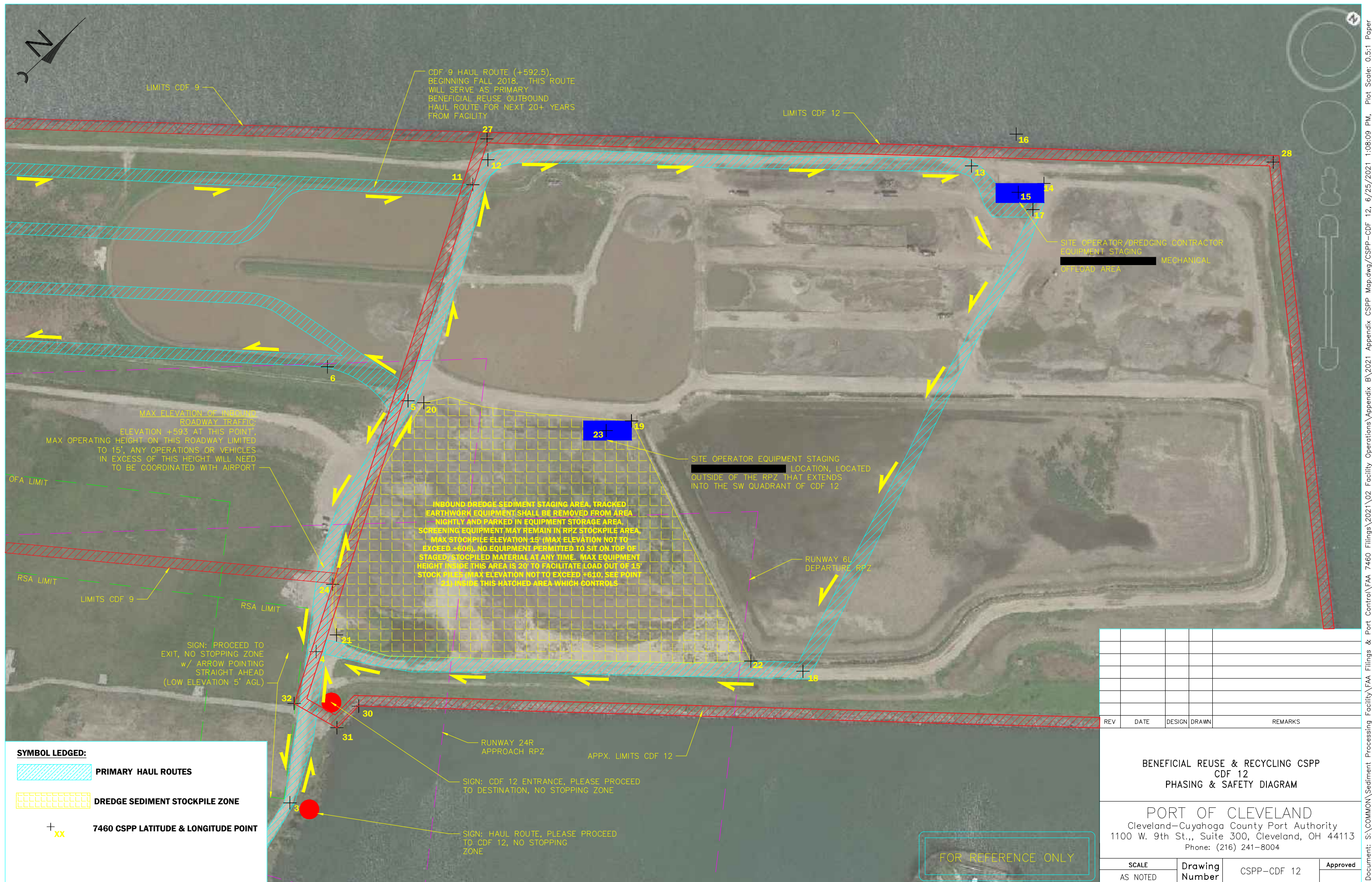












## APPENDIX C



2021-2022 CDFS 9 & 12 DREDGE SEDIMENT PLACEMENT & BENEFICAL REUSE							
LOCATION	LATITUDE	LONGITUDE	ELEVATION	MAX EQUIPMENT TRANSITING HEIGHT U.N.O.	MAX ELEVATION	APPX. SAFETY ELEVATION	NOTES
1	41°31'21.83"N	81°40'3.56"W	+583'	15'	+598'	-	AIRPORT ACCESS CONTROL GATE & HAUL ROUTE
2	41°31'24.97"N	81°40'5.35"W	+583'	15'	+598'	-	AIRPORT ACCESS ROAD & HAUL ROUTE
3	41°31'29.28"N	81°40'5.18"W	+583'	15'	+598'	+610'	AIRPORT ACCESS ROAD & HAUL ROUTE
4	41°31'31.99"N	81°40'7.37"W	+591'	15'	+606'	+610'	AIRPORT ACCESS ROAD & HAUL ROUTE
5	41°31'37.32"N	81°40'9.86"W	+586'	15'	+601'	+613'	AIRPORT ACCESS ROAD & HAUL ROUTE
6	41°31'36.72"N	81°40'12.49"W	+592.5'	20'	+612.5'	+610'	CDF 9 HAUL ROUTE & EXACVATOR WORK POINT
7	41°31'28.73"N	81°40'28.30"W	+592.5'	20'	+612.5'	+612'	CDF 9 HAUL ROUTE & EXACVATOR WORK POINT
8	41°31'30.36"N	81°40'30.42"W	+592.5'	20'	+612.5'	+637'	CDF 9 EQUIPMENT STORAGE AREA
9	41°31'31.73"N	81°40'31.25"W	+592.5'	20'	+612.5'	+667'	CDF 9 HAUL ROUTE & EXACVATOR WORK POINT
10	41°31'32.86"N	81°40'32.93"W	+573'	125'	+689.0'	+692'	MARINE BASED EQUIPMENT WORK POINT (HYDRAULIC DISCHARGE)
11	41°31'45.26"N	81°39'47.86"W	+586'	20'	+606'	+672'	CDF 9 HAUL ROUTE & EXACVATOR WORK POINT
12	41°31'42.58"N	81°40'12.82"W	+582'	15'	+597'	+692'	CDF NORTH HAUL ROUTE SPLIT (TEE)
13	41°31'49.37"N	81°40'1.70"W	+583'	15'	+598'	+702'	CDF 12 HAUL ROUTE BEND TO SOUTH
14	41°31'39.30"N	81°40'5.61"W	+595'	15'	+610'	+707'	CDF 12 NE CORNER ACTIVE HAUL ROUTE
15	41°31'49.14"N	81°39'59.72"W	+595'	40'	+635'	+692'	MECHANICAL OFFLOADING EQUIPMENT STORAGE & STAGING AREA
16	41°31'50.75"N	81°40'1.65"W	+573'	125'	+689.0'	+727'	MARINE BASED EQUIPMENT WORK POINT (HYDRAULIC DISCHARGE)
17	41°31'48.47"N	81°39'58.64"W	+595'	20'	+615'	+667'	CDF 12 HAUL ROUTE & MECHANICAL OFFLOAD WORKPOINT
18	41°31'38.23"N	81°39'55.85"W	+590'	20'	+610'	+629'	CDF 12 HAUL ROUTE & MECHANICAL OFFLOAD WORKPOINT
19	41°31'39.81"N	81°40'4.47"W	+590'	20'	+610'	+620'	NE CORNER CDF 12 STOCKPILE AREA
20	41°31'37.48"N	81°40'9.38"W	+589'	20'	+609'	+614'	NW CORNER CDF 12 STOCKPILE AREA
21	41°31'32.70"N	81°40'7.05"W	+590'	20'	+610'	+611'	SW CORNER CDF 12 STOCKPILE AREA
22	41°31'37.17"N	81°39'57.91"W	+588'	20'	+608'	+628'	SE CORNER CDF 12 STOCKPILE AREA
23	41°31'39.46"N	81°40'04.92"W	+590'	20'	+610'	+619'	BENEFICAL REUSE EQUIPMENT STORAGE AREA
24	41°31'33.21"N	81°40'8.26"W	-	-	-	-	CORNER POINT CDF 9
25	41°31'24.82"N	81°40'26.48"W	-	-	-	-	CORNER POINT CDF 9
26	41°31'31.94"N	81°40'33.18"W	-	-	-	-	CORNER POINT CDF 9
27	41°31'43.27"N	81°40'13.27"W	-	-	-	-	CORNER POINT CDF 9 & 12
28	41°31'53.95"N	81°39'54.35"W	-	-	-	-	CORNER POINT CDF 12
29	41°31'43.60"N	81°39'44.05"W	-	-	-	-	CORNER POINT CDF 12
30	41°31'31.57"N	81°40'5.33"W	-	-	-	-	CORNER POINT CDF 12
31	41°31'31.13"N	81°40'5.31"W	-	-	-	-	CORNER POINT CDF 12
32	41°31'30.88"N	81°40'6.67"W	-	-	-	-	CORNER POINT CDF 12