



CITY OF CLEVELAND
Mayor Frank G. Jackson



SEDIMENT PROCESSING & MANAGEMENT FACILITY

BERM RAISING CAPITAL INVESTMENTS

FY 2023 MECHANICAL CAPACITY CONTAINMENT BERM CONSTRUCTION

CONSTRUCTION SAFETY & PHASING PLAN

December 2, 2022

PREFACE: FAA EVALUATION CONSIDERATION

The Department of Port Control (DPC) recognizes some of the construction activities outlined in this construction safety and phasing plan are inconsistent with the current Burke Lakefront Airport Layout Plan (ALP) on file with the FAA. In the areas of the confined disposal facility 9 & 12, future Runway 24R/6L is proposed. During evaluation of this document, the protection of these future surfaces may flag aspects of the proposed construction and maintenance activities as critical obstructions. The DPC is in the process of updating the ALP to reflect current and future confined disposal facility operations and to include the removal of proposed Runway 24R/6L.

The Port Authority's CDF 12 is currently out of capacity for dredge material, and the U.S. Army Corps of Engineers' (USACE) CDF 10B will be out of capacity by the end of 2023. The construction of new berms on CDF 12 as outlined in this construction safety and phasing plan is required for the storage of dredge material in the 2024 dredge cycle. Without the approval of this project, dredging in 2024 will be severely limited, placing the federal navigation channel, maritime traffic, and the associated jobs and economic activity in jeopardy. Consideration and issuance of this 7460 Airspace Determination, authorizing of this work to proceed is needed, on or before March 1, 2023, to avoid any disruption to the 2024 Federal maintenance dredge operation.

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Facility Overview

The Cleveland-Cuyahoga County Port Authority (“Port Authority”) operates a dredge sediment repository on Burke Lakefront Airport (BKL) north of Runway 6L/24R 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 dredged annually from Cleveland Harbor and the Cuyahoga River by the United States Army Corps of Engineers (“USACE”). From this Facility, the Port Authority beneficially harvests, recycles, and removes approximately 160,000 CY of dredge sediment and permanently deposits more than 90,000 CY of sediment annually within earthen containment berms on the surfaces of the CDFs. 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’s runways. The Cleveland-Cuyahoga County Port Authority operates the CDFs under the Harbor Service Agreement with the City of Cleveland established in 2012 and other subsequent MOUs and agreements. This Facility is an integral part to the USACE’s interim and future 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.



CONFINED DISPOSAL FACILITIES NW BURKE LAKEFRONT AIRPORT

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 Appendix B. This CSPP submission is intended to cover construction activity to raise the earthen berms on CDF 12 in order to provide dredge capacity for the Federal government in 2024 and 2025. This CSPP shall also cover access to and from CDF 12 that will be necessary to perform the construction.

Please note, this CSPP does not cover inbound dredge placement or outbound movements of beneficial use dredge sediment or reoccurring site and grounds maintenance necessary to keep the Sediment Processing & Management Facility operational. A separate, standalone CSPP has been submitted and airspace determination has been issued by the FAA (2021-AGL-9316-NRA through 2021-AGL-9347-NRA), which extends through May 9, 2023. Routine maintenance of the haul route, VSR, if required during the progression of work, will not consist of reconstruction/rehabilitation (strengthening of the pavement cross section) or widening. The Port Authority and DPC recognize that any widening of the road or encroachment westward from the existing alignment could have negative impacts to the runway.

The construction activity, which this CSPP supports, will modify the topography on the surface of CDF 12 by raising the berms from their current elevation of approximately +595' to +600', an increase of appx. 5' in elevation. This project will require the import of materials, including soil suitable for the construction of these containment berms. An additional four berm lifts are expected after this construction project to fully utilize all vertical space on CDF 12. **The final elevation after all lifts is expected to max out at approximately 621.5'.** See the phasing diagrams in Appendix B for more information.

Construction activity will occur during daylight hours from 7 AM to 5 PM daily, M-F. This CSPP covers the actions and responsibilities of contractors, inspectors, service providers, and Port Authority personnel tied to this construction project.

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 (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. The meeting minutes shall be provided to DPC

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and the FAA upon request. Two weeks prior to the start of construction, a notification will be sent to Airport personnel outlining the Project schedule, a list of personnel that will be on site that will require access training, Contractor SPCD documents, and proper insurance documentation. A list of critical points of contact for this project has been included in the chart below. Placeholders have been provided for the Contractor that will perform the work as this work has not been formally bid out at this time by the Port Authority.

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
City of Cleveland-Cleveland Airport System	Joel Woods	Assistant Airport Maintenance Supervisor	216-781-6411
Construction Contractor TBD	TBD	Project Superintendent	TBD
Kurtz Brothers	Dan Barton	Facility Operations	330-719-8391
FAA Detroit Airports District Office	John Mayfield	Manager	734-229-2900

Phasing

The schedule and phasing of this Project is driven by the need to have capacity at the Facility to accommodate the mechanical dredge cycle that occurs as part of the Spring dredge cycle in 2024. Mechanical placement activities under the Federal dredging contract traditionally commence in late May on an annual basis. Currently, permanent storage capacity on site is exhausted. Berms will need to be constructed on the surface of CDF to sustain maritime commerce in Cleveland Harbor and within the Cuyahoga River. Berms constructed as part of the Project will provide capacity for 2024 and 2025.

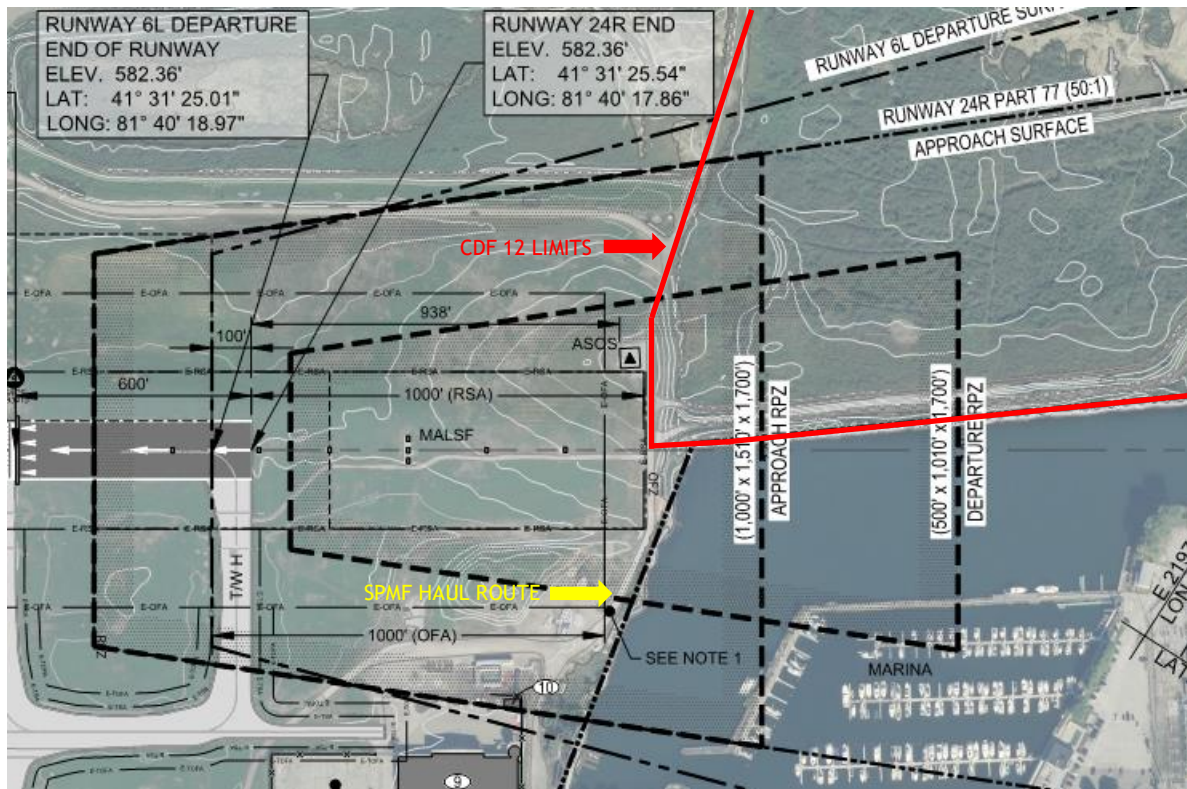
The Port Authority will commence work in the spring of 2023. As part of the construction activity, the Contractor will mobilize earthwork equipment that will include excavators, bulldozers, articulated dump trucks, and rollers to complete this Project. No high mast equipment, such as cranes, are anticipated to be used on this Project. Suitable soil will be imported and stockpiled within the active work areas highlighted in the diagrams in the

appendix. It should be noted that trucks importing material are separate from those that will be exporting beneficial use material. As a result, truck and vehicle traffic to and from the CDFs will be increased during construction. Based on numbers from the last berm construction project, up to 20 trucks per hour for beneficial use operations and construction activities combined can be expected during peak hours. Beneficial use trucking hours are from 7am-3pm and construction trucking hours are from 7am-5pm. The Contractor will be responsible for maintaining the haul route conditions and roadway conditions along North Marginal road and the public right of way.

The central haul route that splits the mechanical handling cells will first be constructed and raised by 5'. From there, work will commence on the eastern exterior containment berm elevation lift. Following the completion of work on the east mechanical basin, the Contractor will construct the west mechanical basin. Construction activity is anticipated through fall 2023.

Areas & Operations Affected By Activity

The area of the Airport most greatly impacted by the Port Authority's operations will be the road used to gain access to the CDFs by the Contractor(s) (the "haul route"). This roadway was originally constructed in the late 1960s as part of the construction of the CDFs on the Airport to provide and preserve access to and from the CDFs. This haul route was realigned in 2013 as part of the 600' 6L/24R runway extension project. The OFA & RSA butt up against the main haul route but are not known to cross the haul route following the modifications made to the declared distances in 2020. The haul route and a portion of the CDFs 9 & 12 fall within in the Runway 6L/24R Approach and Departure RPZs. See the image below for reference. No construction activity is planned inside any of these areas outside of access to and from the Project area.



Mitigation efforts to clearly and safely direct contractors, personnel, and truck traffic along the haul route 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 and non-scheduled air carrier operations, the Port Authority and Contractor(s) who support of the Port Authority’s operations will be required to vacate the haul route 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 (MALS), 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 & Special Items

The Port Authority, in partnership with Cleveland Airport Systems (CAS), the Port Authority's Site Security & Access Control Team (Allied Universal), 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 will serve as the Port Authority's Facility Manager and the Site Safety & Security Supervisor 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 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,

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these people will be expected to have their lanyards and ID cards on them at all times for verification once inside the Facility. Upon completion of the Project, lanyards and cards will be requested to be returned to CAS and deactivated.

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 guest 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 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 full time escorts 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 who 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 haul route to fully clear the haul route and proceed to the CDFs, no stopping or idling shall be permitted along the haul route. 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 haul route adjacent to the RSA when scheduled and non-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 imported berm material may be required leading up to and throughout the duration of this Project. Stockpiling within the Project area will be limited to a maximum height of 15'. Stockpiled berm soil in no instance shall exceed elevation +610' within the Project area. In order to facilitate placement operations, the equipment performing placement may exceed the height of the stockpiles. This equipment shall have a permitted maximum working height of 25' on site unless noted otherwise in specific work areas. At no time will equipment be permitted to sit on top of the stockpiles or exceed the maximum work height elevations contained in this CSPP.

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. Overflow parking may be available outside of security at the BKL Terminal. 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 haul route 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. 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 with material to support the construction Project will be off 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 haul route.

EQUIPMENT MARKING

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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 shall be designated and clearly marked with signage to prevent inadvertent entry into active airport areas. At no time shall any 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 participates 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 and our Contractors will take the necessary steps to remove standing water from the facility in compliance with the Ohio EPA. 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.

All complaints received as a 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.

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.

- 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 or Joel Woods at Burke Lakefront Airport two weeks prior to commencing construction. 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 Corps 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 Contractors 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 working 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 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.

If notified by BKL Operations of an aircraft in distress, all Contractors and their employees will be required to immediately cease operations and vacate the Facility. Understanding that an emergency may not allow time and resources to provide such notifications, the Port Authority and Contractors thereof shall remain diligent of their environment.

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 55th Street. Public and Airport haul routes leading to the project site 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 haul route to and from the CDFs will be monitored and maintained in good working order by Contractors working on site. Access roads out on the CDFs, outside of the main haul route 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 times 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 FAA's lighting & marking guidelines and/or additional requirements in the FAA's 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)

The Contractor shall not be permitted to work within an active RSA at any time.

(b) Runway Object Free Area (ROFA)

The Contractor shall not be permitted to work within an active ROFA at any time. 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)

Operations as part of this Project within the RPZ will be limited to access to and from the work area on CDF 12. In addition, a small amount of construction, berm raising activity will occur within the Runway 6L departure RPZ. Please see the attached diagrams in Appendix B.

(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

2023 CONSTRUCTION SAFETY & PHASING PLAN: BERM RAISING CAPITAL INVESTMENTS

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.

- Vehicle operators shall be required to yield to emergency vehicles. In the event of an emergency, whether identified by BKL Operations or by one's own awareness, the Port Authority and contractors working on behalf of the Port Authority will immediately cease all operations and vacate the Facility as described in SPECIAL CONDITIONS noted above.
- 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 14' outside of the work areas as indicated on the Safety and Phasing plans unless clearly identified in 7460 equipment filings. Vehicles transiting along the Airport Perimeter Roadway and Facility haul routes shall not exceed this overall height at any time unless specially coordinated with the Airport in advance.
- The schedule provided in this CSPP is weather and permit dependent.
- Normal Contractor hours shall be from 7:00 A.M. to 5:00 P.M. daily, Monday - Friday. Operations beyond these hours shall be coordinated with the Airport.

Attachments

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

APPENDIX A

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

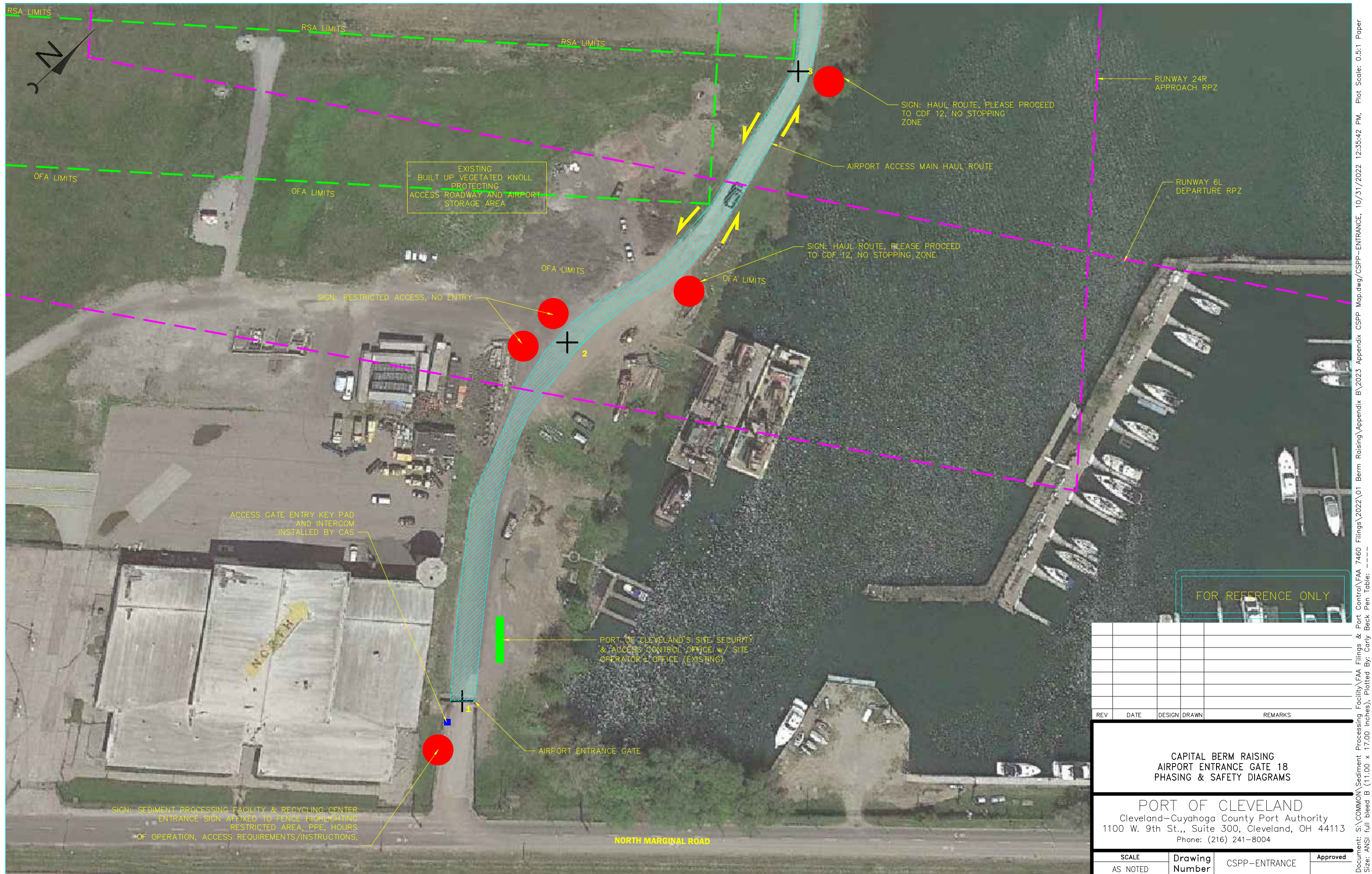
Other Limitations on Construction

- (a) Prohibitions
- (b) Restrictions

Included Appendices – Safety and Phasing Plan

Signature: _____ Date: _____

APPENDIX B



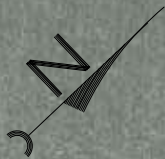
REV	DATE	DESIGN	DRAWN	REMARKS

**CAPITAL BERM RAISING
AIRPORT ENTRANCE GATE 18
PHASING & SAFETY DIAGRAMS**

PORT OF CLEVELAND
Cleveland-Cuyahoga County Port Authority
1100 W. 9th St., Suite 300, Cleveland, OH 44113
Phone: (216) 241-8004

SCALE AS NOTED	Drawing Number	CSPP-ENTRANCE	Approved
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Document: S:\COMMON\Sediment Processing Facility\FAA Filings & Port Control\FAA 7460 Filings\2022\01 Berm Raising\Appendix B\2023 Appendix CSPP Map.dwg/CSPP-ENTRANCE, 10/31/2022 12:35:42 PM, Plot Scale: 0.5:1 Paper
 Size: ANSI full bleed B (11.00 x 17.00 inches), Plotted By: Carly Beck Pen Table:



LIMITS CDF 9

LIMITS CDF 12

EQUIPMENT STORAGE AREA

WESTERN MECHANICAL CELL
WORK AREA

EASTERN MECHANICAL CELL
WORK AREA

OFA LIMIT

OFA LIMIT

RSA LIMIT

RSA LIMIT

SIGN: PROCEED TO
EXIT, NO STOPPING ZONE
w/ ARROW POINTING
STRAIGHT AHEAD

RUNWAY 24R
APPROACH RPZ

APPX. LIMITS CDF 12

SIGN: CDF 12 ENTRANCE, PLEASE PROCEED
TO DESTINATION, NO STOPPING ZONE

RUNWAY 6L
DEPARTURE RPZ

SIGN: HAUL ROUTE, PLEASE PROCEED
TO CDF 12, NO STOPPING
ZONE

- SYMBOL LEDGED:**
-  PRIMARY HAUL ROUTES
 -  WORK AREA
 -  7460 CSPP LATITUDE & LONGITUDE POINT

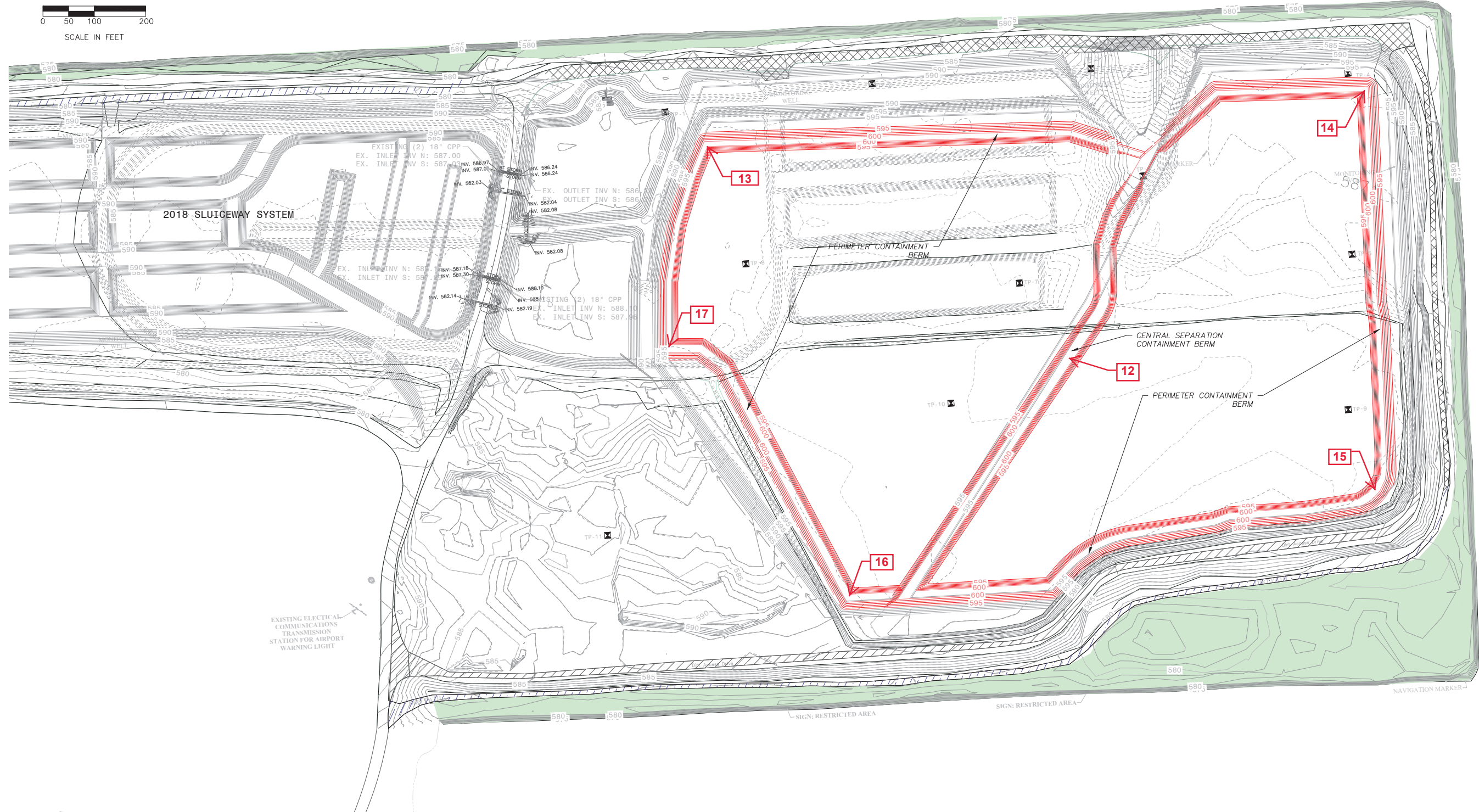
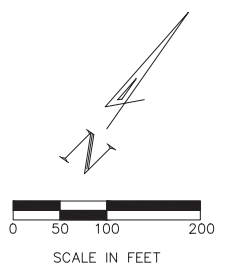
REV	DATE	DESIGN	DRAWN	REMARKS

CAPITAL BERM RAISING (2023)
CDF 12
PHASING & SAFETY DIAGRAM

PORT OF CLEVELAND
Cleveland-Cuyahoga County Port Authority
1100 W. 9th St., Suite 300, Cleveland, OH 44113
Phone: (216) 241-8004

FOR REFERENCE ONLY

SCALE AS NOTED	Drawing Number CSPP-CDF 12	Approved
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- LEGEND**
- PROPOSED MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR

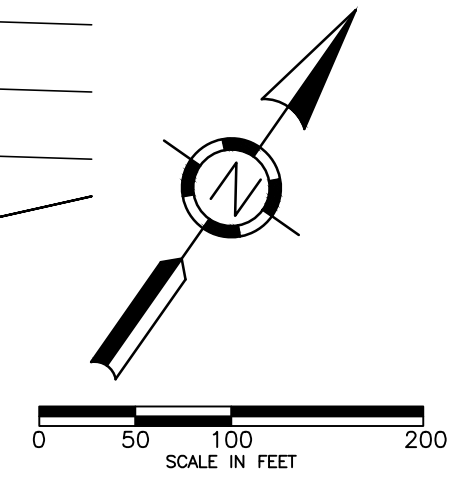
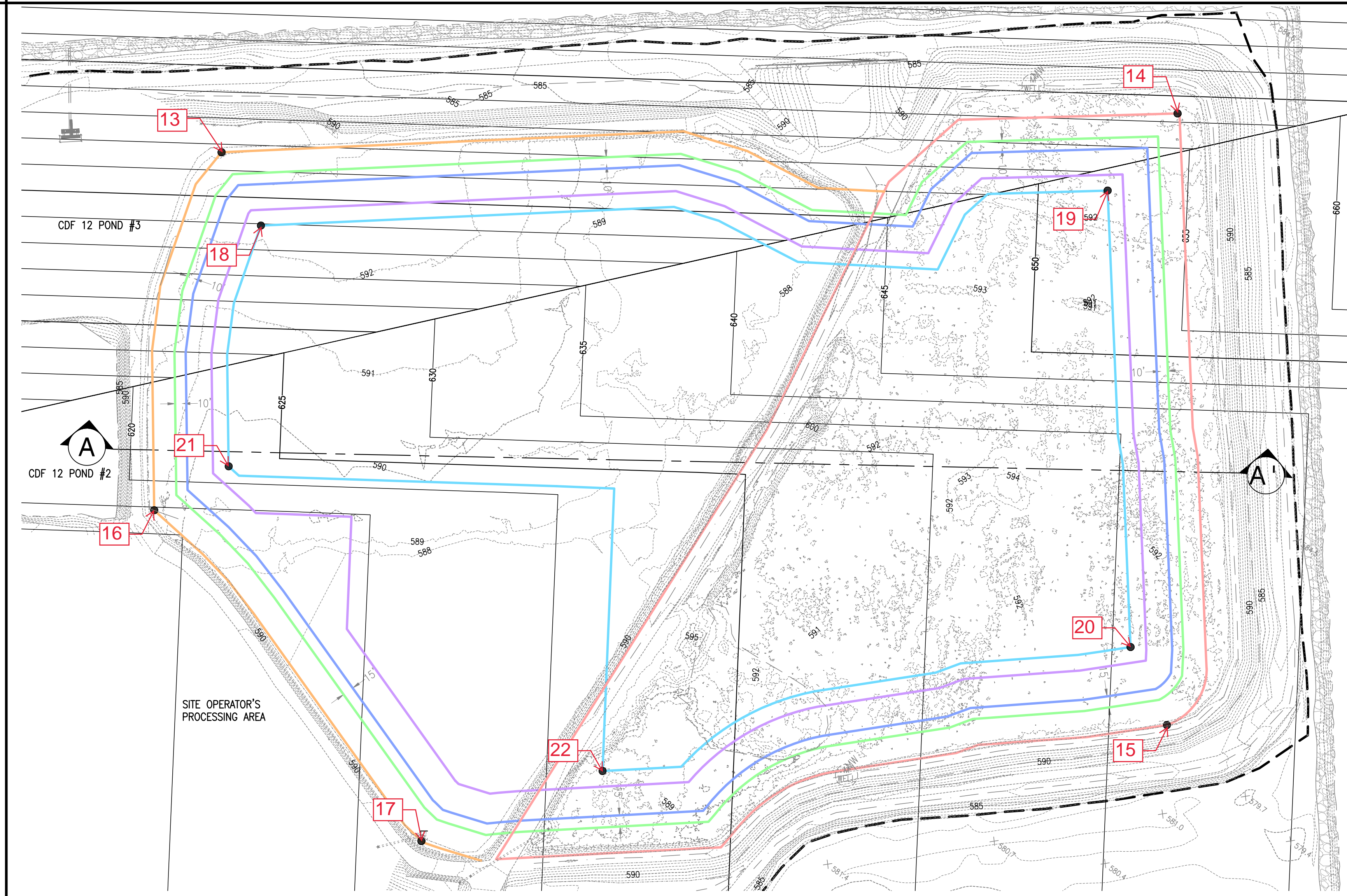
- NOTES:**
1. THE TOPOGRAPHIC SURVEY SHOWN WAS PROVIDED BY TGC ENGINEERING, LLC IN AUGUST 2017.
 2. THE SURVEY DATUM IS IN NAD 1983 OHIO NORTH ZONE FEET AND IGLD 1985 ELEVATIONS.
 3. EXISTING SITE CONDITIONS MAY VARY FROM CONDITIONS AND GRADES SHOWN ON THESE PLANS DUE TO RECENT SITE OPERATOR'S ACTIVITIES.

CCP014.100.0051

FUTURE SILT
MANAGEMENT CELL
PHASE 6, PHASE 7
GRADING PLAN

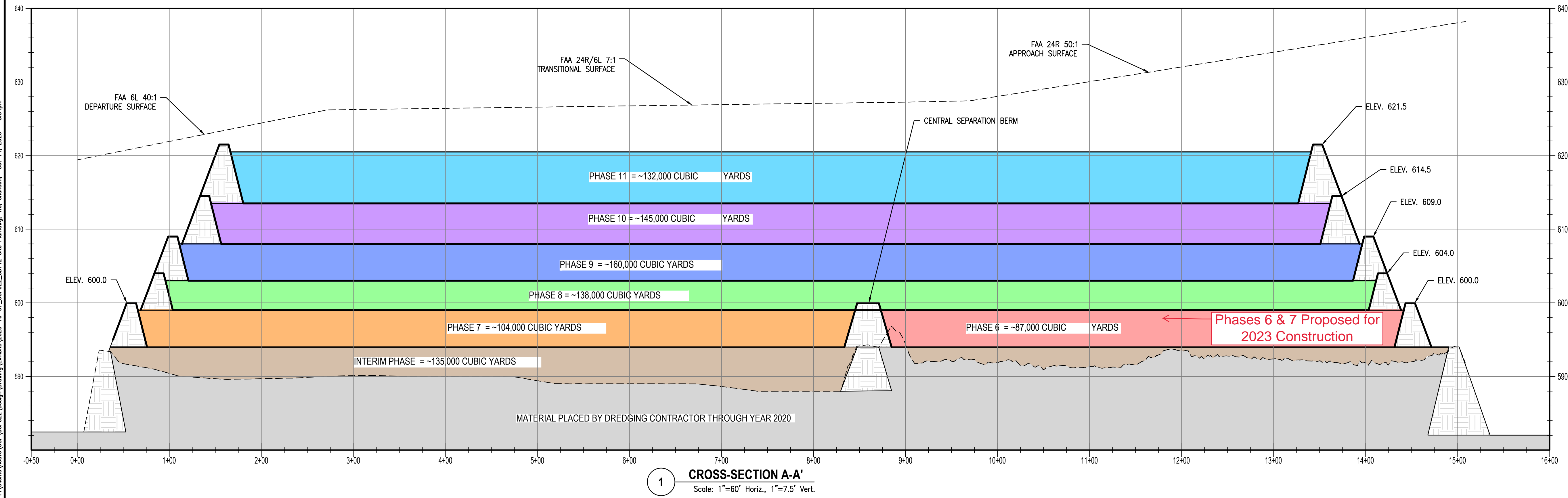
Mark	Description	Date

Project No.:	CCP022
Plot Date:	10/14/20
Layout By:	SAH/JAH
Drawn By:	SAH
Check By:	JAH/PAH
Scale:	AS NOTED
Issue Date:	OCTOBER 2020
Sheet Title:	



- LEGEND**
- EXISTING MAJOR CONTOUR
 - EXISTING MINOR CONTOUR
 - FAA OBSTRUCTION SURFACE CONTOURS
 - BOUNDARY OF VERTICAL EXPANSION PHASE (COLORED LINE REPRESENTS THE EXTERIOR TOP OF PERIMETER BERM)

- NOTES:**
- EXISTING TOPOGRAPHY WITHIN THE CDF 9 & 12 WAS TAKEN FROM FIELD SURVEYS COMPLETED BY HULL & ASSOCIATES, LLC ON 7/28/2020 AND 8/13/2020 USING OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83, AND VERTICAL DATUM IGLD85. ADDITIONAL SITE FEATURES WITHIN CDF 9 & 12 WERE OBTAINED FROM FIELD SURVEYS PERFORMED BY ACCURATE LAND SURVEYING, LLC ON 2/2/2015, USING NAD83 AND IGLD85. TOPOGRAPHIC INFORMATION WITHIN THE EAST AND WEST CELLS OF CDF 12 WAS OBTAINED FROM A DRONE SURVEY BY HULL ON 9/22/2020 USING NAD83 AND IGLD85.
 - ALL TOPOGRAPHIC FEATURES AND CONTOURS OUTSIDE OF THE RECENT HULL & ASSOCIATES SURVEY AREA WERE OBTAINED FROM THE BURKE LAKEFRONT AIRPORT, FROM AN AERIAL SURVEY PERFORMED BY QUANTUM SPATIAL ON 9/27/2014 USING OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83, AND VERTICAL DATUM NAVD88. THESE TOPOGRAPHIC FEATURES AND CONTOURS ARE SHOWN FOR GRAPHICAL REPRESENTATION ONLY. CONVERSION FROM IGLD85 TO NAVD88 = -0.19 FEET.
 - EXISTING SITE CONDITIONS MAY VARY FROM CONDITIONS AND GRADES SHOWN ON THESE PLAN DUE TO RECENT SITE OPERATOR'S ACTIVITIES.
 - THE SLOPE STABILITY MODELING TO SUPPORT THE VERTICAL EXPANSION ASSUMED STRENGTH PARAMETERS FOR FUTURE DREDGED MATERIAL BASED ON ANTICIPATED MATERIAL PLACEMENT AND MANAGEMENT TECHNIQUES. IT IS RECOMMENDED THAT CONTINUOUS PERIODIC GEOTECHNICAL EVALUATIONS AND/OR EXPLORATIONS BE PERFORMED TO VALIDATE THE ASSUMPTIONS MADE AND TO EVALUATE THE EFFECTIVENESS OF THE STABILIZATION AND/OR DEWATERING METHODS BEING UTILIZED. RESULTS FROM THESE EVALUATIONS/EXPLORATIONS SHOULD BE REVIEWED BY HULL (OR ANOTHER GEOTECHNICAL ENGINEER) TO VERIFY THE STABILITY OF THE PROPOSED IMPROVEMENT ACTIVITIES. IF NECESSARY, AGGRESSIVE DEWATERING, CONSOLIDATION AND/OR STABILIZATION ACTIVITIES CAN BE IMPLEMENTED BASED ON THE RESULTS OF THE EXPLORATIONS/EVALUATIONS IN ORDER TO IMPROVE STABILITY OF THE FACILITY.
 - NOTE THAT NOT ALL OF THE PREVIOUSLY ANALYZED/MODELED SLOPE STABILITY SECTIONS WERE UPDATED FOR THE PRELIMINARY PHASING DIAGRAMS. ONLY THE SECTIONS THAT WERE IDENTIFIED TO BE THE MOST CRITICAL AREAS FROM A STABILITY STANDPOINT AND A CAPACITY GAIN PERSPECTIVE WERE MODELED TO VERIFY ACHIEVEMENT OF ACCEPTABLE FACTORS OF SAFETY.



F:\Clients\Active\CCP\CCP022\Design\Exhibits\2020-10-07_CCP022_CDF12 Site Plan.dwg, 1.0, ahanson, Oct 14, 2020 - 3:54pm

PRELIMINARY - NOT FOR CONSTRUCTION - DRAFT



CDF 12 Final Vertical Expansion - Distances to Runway

APPENDIX C

SEDIMENT PROCESSING & MANAGEMENT FACILITY: 2023 CAPITAL BERM RAISING

LOCATION	LATITUDE	LONGITUDE	ELEVATION	MAX EQUIPMENT TRANSITING HEIGHT U.N.O.	MAX ELEVATION	TYPE	NOTES
1	41°31'21.83"N	81°40'3.56"W	+583'	14'-6"	+597.5'	TEMPORARY - CONSTRUCTION ACCESS	AIRPORT ACCESS CONTROL GATE & MAIN HAUL ROUTE
2	41°31'24.97"N	81°40'5.35"W	+583'	14'-6"	+597.5'	TEMPORARY - CONSTRUCTION ACCESS	MAIN HAUL ROUTE
3	41°31'29.28"N	81°40'5.18"W	+583'	14'-6"	+597.5'	TEMPORARY - CONSTRUCTION ACCESS	MAIN HAUL ROUTE
4	41°31'31.80"N	81°40'7.00"W	+591'	14'-6"	+606.5'	TEMPORARY - CONSTRUCTION ACCESS	MAIN HAUL ROUTE
5	41°31'36.29"N	81°40'9.72"W	+591'	14'-6"	+606.5'	TEMPORARY - CONSTRUCTION ACCESS	MAIN HAUL ROUTE
6	41°31'42.53"N	81°40'12.95"W	+582'	14'-6"	+596.5'	TEMPORARY - CONSTRUCTION ACCESS	CDF 12 HAUL ROUTE
7	41°31'48.85"N	81°40'02.64"W	+580'	20'	+600'	TEMPORARY - CONSTRUCTION ACCESS	CDF 12 HAUL ROUTE
8	41°31'49.47"N	81°40'0.03"W	+596'	20'	+616'	TEMPORARY - CONSTRUCTION EQUIPMENT STORAGE	EQUIPMENT STORAGE AREA
9	41°31'52.91"N	81°39'54.72"W	+580'	20'	+600'	TEMPORARY - CONSTRUCTION ACCESS	CDF 12 HAUL ROUTE
10	41°31'45.62"N	81°39'47.61"W	+585'	20'	+605.0'	TEMPORARY - CONSTRUCTION ACCESS	CDF 12 HAUL ROUTE
11	41°31'37.50"N	81°39'57.05"W	+590'	20'	+610'	TEMPORARY - CONSTRUCTION ACCESS	CDF 12 HAUL ROUTE
12	41°31'44.45"N	81°39'57.63"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	CDF 12 RAISED CENTRAL HAUL ROUTE. 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.
13	41°31'43.99"N	81°40'8.73"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	NW CDF 12 2023 BERM CORNER POINT (APPX.). 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.
14	41°31'51.87"N	81°39'54.78"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	NE CDF 12 2023 BERM CORNER POINT (APPX.). 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.
15	41°31'45.54"N	81°39'48.69"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	SE CDF 12 2023 BERM CORNER POINT (APPX.). 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.
16	41°31'38.06"N	81°39'58.46"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	SW CDF 12 2023 BERM CORNER POINT (APPX.). 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.
17	41°31'39.57"N	81°40'5.86"W	+600'	20'	+620'	TEMPORARY - 2023 BERM LIFT TO 600' AND CONSTRUCTION WORK POINT	CLOSEST CDF 12 2023 BERM CORNER POINT (APPX.). 2023 BERM LIFT TO 600', CONSTRUCTION EQUIPMENT MAXED AT 620'.

SEDIMENT PROCESSING & MANAGEMENT FACILITY: CDF 12 FINAL ELEVATIONS AFTER ALL BERM LIFTS

LOCATION	LATITUDE	LONGITUDE	EXISTING SITE ELEVATION (2022)	STRUCTURE HEIGHT	FINAL ELEVATION AFTER ALL BERM LIFTS	TYPE	NOTES
13	41°31'43.99"N	81°40'8.73"W	+595'	5'	+600'	PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	NW CDF 12 2023 BERM CORNER POINT (APPX.)
14	41°31'51.87"N	81°39'54.78"W	+595'	5'	+600'	PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	NE CDF 12 2023 BERM CORNER POINT (APPX.)
15	41°31'45.54"N	81°39'48.69"W	+595'	5'	+600'	PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	SE CDF 12 2023 BERM CORNER POINT (APPX.)
16	41°31'38.06"N	81°39'58.46"W	+595'	5'	+600'	PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	SW CDF 12 2023 BERM CORNER POINT (APPX.)
17	41°31'39.57"N	81°40'5.86"W	+595'	5'	+600'	PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	CLOSEST CDF 12 2023 BERM CORNER POINT (APPX.)
18	41°31'43.66"N	81°40'7.21"W	+595'	26.5'	+621.5'	PERMANENT - INNER/UPPER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	NW CDF 12 FINAL BERM LIFT CORNER POINT (APPX.)
19	41°31'50.38"N	81°39'55.27"W	+595'	26.5'	+621.5'	PERMANENT - INNER/UPPER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	NE CDF 12 FINAL BERM LIFT CORNER POINT (APPX.)
20	41°31'45.57"N	81°39'50.39"W	+595'	26.5'	+621.5'	PERMANENT - INNER/UPPER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	SE CDF 12 FINAL BERM LIFT CORNER POINT (APPX.)
21	41°31'40.79"N	81°40'5.28"W	+595'	26.5'	+621.5'	PERMANENT - INNER/UPPER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	SW CDF 12 FINAL BERM LIFT CORNER POINT (APPX.)
22	41°31'40.26"N	81°39'56.82"W	+595'	26.5'	+621.5'	PERMANENT - INNER/UPPER EXTENT OF CDF 12 AFTER ALL BERM LIFTS	CLOSEST CDF 12 FINAL BERM LIFT CORNER POINT (APPX.)



Federal Aviation Administration

11677 South Wayne Road
Suite 107
Romulus, MI 48174

FAA - Detroit Airports District Office

February 22, 2023

TO:
Burke Lakefront Airport
Attn: Robert P. Hartigan, C.M.,
ACE
5300 Riverside Dr
P.O. Box 81009
Cleveland, OH 44181-0009
rhartigan@clevelandairport.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2022-AGL-13163-NRA		CLEVELAND,OH	41-31-43.99N	81-40-08.73W	5	600
2022-AGL-13164-NRA		CLEVELAND,OH	41-31-51.87N	81-39-54.78W	5	600
2022-AGL-13165-NRA		CLEVELAND,OH	41-31-45.54N	81-39-48.69W	5	600
2022-AGL-13166-NRA		CLEVELAND,OH	41-31-38.06N	81-39-58.46W	5	600
2022-AGL-13167-NRA		CLEVELAND,OH	41-31-39.57N	81-40-05.86W	5	600
2022-AGL-13168-NRA		CLEVELAND,OH	41-31-43.66N	81-40-07.21W	27	622
2022-AGL-13169-NRA		CLEVELAND,OH	41-31-50.38N	81-39-55.27W	27	622
2022-AGL-13170-NRA		CLEVELAND,OH	41-31-45.57N	81-39-50.39W	27	622
2022-AGL-13171-NRA		CLEVELAND,OH	41-31-40.79N	81-40-05.28W	27	622
2022-AGL-13172-NRA		CLEVELAND,OH	41-31-40.26N	81-39-56.82W	27	622

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.

The AOC must create and/or log into their OE/AAA account and select "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC's account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Anthony Campofredano	ACampofredano@clevelandairport.com	(216) 781-6411
Joel Woods	jwoods@clevelandairport.com	(216) 781-6411

Description: Please see attached POC SPMF 2023 CDF 12 Berm Raising CSPP Revised 12.8.2022 Document for further detail. THIS POINT IS THE PERMANENT - OUTER/LOWER EXTENT OF CDF 12 AFTER ALL BERM LIFTS - LOCATION 13.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Flight Procedures (FP)

1. ASN: 2022-AGL-13163-NRA, 2022-AGL-13164-NRA, 2022-AGL-13165-NRA, 2022-AGL-13166-NRA, 2022-AGL-13167-NRA, 2022-AGL-13168-NRA, 2022-AGL-13169-NRA, 2022-AGL-13170-NRA, 2022-AGL-13171-NRA, 2022-AGL-13172-NRA

There is NO IFR EFFECT based on this location. Any supplemental equipment height (i.e: men and equipment) must be vetted independently via a subsequent study for any potential impact on instrument approach procedures

Air Traffic Obstruction Evaluation Group (AT-OEG):

2. ASN 2022-AGL-13172-NRA:

This Structure will exceed the RWY 24R Part 77 Approach surface. Obstruction must be lighted with red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1. Airports Division must coordinate with the Airport Authority on mitigating any 20:1 impact. A Traffic Pattern Airspace penetration exists. However, I've received notification from Airports Division that the proposed runway affected will be removed from the system and is not being built at this time.

3. ASN: 2022-AGL-13163-NRA, 2022-AGL-13166-NRA, 2022-AGL-13167-NRA, 2022-AGL-13168-NRA, 2022-AGL-13170-NRA, 2022-AGL-13171-NRA:

A Part 77 and/or Traffic Pattern Airspace penetration exists. However, I've received notification from Airports Division that the proposed runway affected will be removed from the system and is not being built at this time. No objection.

Airports Division:

4. Structure/Berm/Landfill must be lighted with red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1.

5. Airport Sponsor is responsible for issuing all NOTAMs.

Flight Standards (FS)

6. Add to NOTAM system.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 22, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Evonne McBurrows (734) 229-2945 Evonne.McBurrows@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AGL-13163-NRA.

Evonne McBurrows

ADO

Signature Control No: 564194228-573721740



Federal Aviation Administration

11677 South Wayne Road
Suite 107
Romulus, MI 48174

FAA - Detroit Airports District Office

February 23, 2023

TO:
Burke Lakefront Airport
Attn: Robert P. Hartigan, C.M.,
ACE
5300 Riverside Dr
P.O. Box 81009
Cleveland, OH 44181-0009
rhartigan@clevelandairport.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2022-AGL-12206-NRA		CLEVELAND,OH	41-31-44.45N	81-39-57.63W	20	620
2022-AGL-12207-NRA		CLEVELAND,OH	41-31-43.99N	81-40-08.73W	20	620
2022-AGL-12208-NRA		CLEVELAND,OH	41-31-51.87N	81-39-54.78W	20	620
2022-AGL-12209-NRA		CLEVELAND,OH	41-31-45.54N	81-39-48.69W	20	620
2022-AGL-12210-NRA		CLEVELAND,OH	41-31-38.06N	81-39-58.46W	20	620
2022-AGL-12211-NRA		CLEVELAND,OH	41-31-39.57N	81-40-05.86W	20	620

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.

The AOC must create and/or log into their OE/AAA account and select "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC's account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Anthony Campofredano	ACampofredano@clevelandairport.com	(216) 781-6411
Joel Woods	jwoods@clevelandairport.com	(216) 781-6411

Description: Temporary Equipment Used in the Construction of Berm Raising at the Port of Cleveland Sediment Processing & Management Facility (SPMF) Confined Disposal Facility (CDF) Number 12 at the Burke Lakefront Airport. Please see the attached document - POC SPMF 2023 CDF 12 Berm Raising CSPP for additional detail. Point 13: NW CDF 12 MECHANICAL BERM CORNER POINT (APPX.)

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

1. A partial ALP update (pen and ink change) to remove the proposed Runway 6L/24R from the current approved Future ALP sheet was approved on February 17, 2023 and removed from the OE/AAA database. Approval letter is attached to the case. All comments related to this runway have been mitigated.

2. All operations must be in compliance with FAR Part 139.

3. Construction operations must stop for all incoming aircraft. There shall be no construction equipment on the haul route when there is incoming aircraft.

FAA AIR TRAFFIC OBSTRUCTION EVALUATION GROUP (AT-OEG)

4. ASN: 2022-AGL-12210-NRA

This temporary equipment will exceed the RWY 24R Part 77 Approach surface. This equipment must be marked/lighted with flags and red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 3, 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1. Temporary vehicular equipment must be marked/lighted in accordance with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport. Airports Division must coordinate with the Airport Authority on mitigating any 20:1 impact.

FAA TECHNICAL OPERATIONS (TO)

5. ASN: 2022-AGL-12206-NRA, 2022-AGL-12207-NRA, 2022-AGL-12208-NRA, 2022-AGL-12209-NRA, 2022-AGL-12210-NRA, 2022-AGL-12211-NRA

Prior to commencement of any excavation, proponent must coordinate all project work in the vicinity of underground power utility and communication cables in advance, preferably a minimum of two weeks, with the local Tech Ops POC. John VanGorder, Cleveland NAV SSCM, O: 216-352-2222, M: 330-353-6511, John.Vangorder-Jr@faa.gov

FAA FLIGHT STANDARDS (FS)

6. ASN: 2022-AGL-12206-NRA

Structure top exceeds the Approach Surface [77.19(d)] by 25 ft. for runway 06/24 add to NOTAM system.

7. ASN: 2022-AGL-12208-NRA, ASNs: 2022-AGL-12207-NRA, 2022-AGL-12209-NRA

Add to NOTAM system for pilot awareness.

8. ASN: 2022-AGL-12211-NRA

Structure top exceeds the Primary Surface [77.19(c)] by 38 ft.

Add to NOTAM System.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 23, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Evonne McBurrows (734) 229-2945 Evonne.McBurrows@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AGL-12207-NRA.

Evonne McBurrows

ADO

Signature Control No: 559555125-573932151



Federal Aviation Administration

11677 South Wayne Road
Suite 107
Romulus, MI 48174

FAA - Detroit Airports District Office

February 23, 2023

TO:
Burke Lakefront Airport
Attn: Robert P. Hartigan, C.M.,
ACE
5300 Riverside Dr
P.O. Box 81009
Cleveland, OH 44181-0009
rhartigan@clevelandairport.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2022-AGL-12195-NRA		CLEVELAND,OH	41-31-21.83N	81-40-03.56W	15	598
2022-AGL-12196-NRA		CLEVELAND,OH	41-31-24.97N	81-40-05.35W	15	598
2022-AGL-12197-NRA		CLEVELAND,OH	41-31-29.28N	81-40-05.18W	15	598
2022-AGL-12198-NRA		CLEVELAND,OH	41-31-31.80N	81-40-07.00W	15	606
2022-AGL-12199-NRA		CLEVELAND,OH	41-31-36.29N	81-40-09.72W	15	606
2022-AGL-12200-NRA		CLEVELAND,OH	41-31-42.53N	81-40-12.95W	15	597
2022-AGL-12201-NRA		CLEVELAND,OH	41-31-48.85N	81-40-02.64W	20	600
2022-AGL-12202-NRA		CLEVELAND,OH	41-31-49.47N	81-40-00.03W	20	616
2022-AGL-12203-NRA		CLEVELAND,OH	41-31-52.91N	81-39-54.72W	20	600
2022-AGL-12204-NRA		CLEVELAND,OH	41-31-45.62N	81-39-47.61W	20	605
2022-AGL-12205-NRA		CLEVELAND,OH	41-31-37.50N	81-39-57.05W	20	610

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.

The AOC must create and/or log into their OE/AAA account and select "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC's account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Name	Email	Phone
Anthony Campofredano	ACampofredano@clevelandairport.com	(216) 781-6411
Joel Woods	jwoods@clevelandairport.com	(216) 781-6411

Description: Haul Route for the Berm Raising at the Port of Cleveland Sediment Processing &&& Management Facility (SPMF) Confined Disposal Facility (CDF) Number 12 at the Burke Lakefront Airport. Please see attached POC SPMF 2023 CDF 12 Berm Raising CSPP for additional detail. POINT 1: HAUL ROUTE

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

ASN: 2022-AGL-12196-NRA , 2022-AGL-12198-NRA, 2022-AGL-12199-NRA, 2022-AGL-12204-NRA(FAA Air Traffic Obstruction Evaluation Group: AT-OEG)

1. This temporary equipment will exceed the RWY 24R Part 77 Approach surface. This equipment must be marked/lighted with flags and red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 3, 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1. Temporary vehicular equipment must be marked/lighted in accordance with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport. Airports Division must coordinate with the Airport Authority on mitigating any 20:1 impact.

ASN: 2022-AGL-12195-NRA, 2022-AGL-12196-NRA, 2022-AGL-12197-NRA, 2022-AGL-12198-NRA, 2022-AGL-12199-NRA, 2022-AGL-12200-NRA, 2022-AGL-12201-NRA, 2022-AGL-12202-NRA, 2022-AGL-12203-NRA, 2022-AGL-12204-NRA, 2022-AGL-12205-NRA (FAA Tech Ops)

2. Prior to commencement of any excavation, proponent must coordinate all project work in the vicinity of underground power utility and communication cables in advance, preferably a minimum of two weeks, with the local Tech Ops POC. John VanGorder, Cleveland NAV SSCM, O: 216-352-2222, M: 330-353-6511, John.Vangorder-Jr@faa.gov

ASN: 2022-AGL-12196-NRA, 2022-AGL-12198-NRA, 2022-AGL-12199-NRA, 2022-AGL-12204-NRA, 2022-AGL-12205-NRA (FAA Flight Standards: FS)

3. Comply with OEG marking requirements. Add location/information to airport NOTAM system.

ASN: 2022-AGL-12195-NRA, 2022-AGL-12196-NRA, 2022-AGL-12197-NRA, 2022-AGL-12198-NRA, 2022-AGL-12199-NRA, 2022-AGL-12200-NRA, 2022-AGL-12201-NRA, 2022-AGL-12202-NRA, 2022-AGL-12203-NRA, 2022-AGL-12204-NRA, 2022-AGL-12205-NRA (Airports Division -ARP)

4. Construction operations must stop for all incoming aircraft. There shall be no construction equipment or vehicles on the haul route when there are incoming aircraft.

5. All haul routes must remain clear of aircraft operational areas.

6. All operations must be in compliance with FAR Part 139.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 23, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Evonne McBurrows (734) 229-2945 Evonne.McBurrows@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AGL-12195-NRA.

Evonne McBurrows

ADO

Signature Control No: 559555086-573881328