

APPENDIX A

COORDINATION AND COMMENTS

Appendix A, *Coordination and Comments*, contains copies of agency coordination letters and comments, and public coordination and comments listed below.

- 1) Copies of the initial coordination letter sent to the agencies and interested parties;
- 2) Copies of the comments received from agencies;
- 3) Agenda, Presentation, Meeting Summary, and Sign-In sheet from an agency coordination meeting held March 7, 2012 in Cleveland, OH;
- 4) Copy of the follow up coordination email sent to the agencies and interested parties;
- 5) Copies of the comments received from agencies;
- 6) Agenda, Presentation, Meeting Summary, and Sign-In sheet from an agency coordination meeting with the USACE held May 9th, 2012 in Buffalo, NY; and,
- 7) Agenda, Presentation, Meeting Summary, and Sign-In sheet from an agency coordination meeting with ODNR held June 29th, 2012 in Cleveland, OH; and,
- 8) Responses to the Scoping comments received from the agencies.
- 9) Notice of Availability, Public Workshop and Hearing materials.
- 10) Copies of the comments received on the Draft EA and the responses.

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From: Camacho, Renato [<mailto:rcamacho@clevelandairport.com>]

Sent: Friday, February 17, 2012 3:43 PM

To: westlake.kenneth@epa.gov; melissa.j.tarasiewicz@usace.army.mil; mepstein@ohiohistory.org; john.watkins@dnr.state.oh.us; randy.j.outward@aphis.usda.gov; thouser@cuyahogawcd.org; ciaccia@neorsd.org; laurie.stevenson@epa.state.oh.us; kurt.princic@epa.state.oh.us; tallan@ccbh.net; dbickett@cuyahogacounty.us; mary_m_knapp@fws.gov; myron.pakush@dot.state.oh.us; terri.barnhart@dot.state.oh.us; dritter@mpo.noaca.org; palsenas@cuyahogacounty.us; mike.hanke@fema.dhs.gov; mike.hanke@dhs.gov; furio.brooke@epamail.epa.gov

Cc: Smith, Ricky D.; Dangerfield, Percy; Brown, Darnell; Harper, Maureen; McCall, Valarie; McGowan, Jenita; Silliman, Ken; Warren, Christopher; Taylor, Andrea; council18@clevelandcitycouncil.org; pbritt@clevelandcitycouncil.org; council13@clevelandcitycouncil.org; council19@clevelandcitycouncil.org; council5@clevelandcitycouncil.org; council3@clevelandcitycouncil.org; Brown, Robert; Henrichsen, Linda; Rybka, Edward; Nichols, Tracey (Director); Wasik, Jomarie; kbutler@city.cleveland.oh.us; Stubbs, Paul; gbaker@city.cleveland.oh.us; Clark, Traci; Singh, Meenakshi; Ibos, Michael; Babroski, Gerald; katherine.s.delaney@faa.gov; Stephanie.Swann@faa.gov

Subject: Runway 6L-24R Safety Improvement Project at Cleveland's Burke Lakefront Airport - Resource Agency Letter & Meeting on March 7, 2012

Importance: High

Dear Resource Agency Participant:

Please see attached letter and Exhibit pertaining to the Environmental Assessment (EA) associated with the subject project at Cleveland's Burke Lakefront Airport. An original letter will follow via certified mail. As indicated in the letter, please make every attempt to attend the resource agency meeting to be held on March 7, 2012 at Burke Lakefront Airport. If unable to attend this meeting, then kindly submit any comments to the Cleveland Airport System's Planning Manager, Meenakshi Singh (contact info provided in the attached). Your active participation is essential to the successful implementation of this project.

Respectfully submitted,

Ren Camacho, P.E., PTOE
Chief of Planning & Engineering
Department of Port Control
Cleveland Airport System
5300 Riverside Drive
P.O. Box 81009
Cleveland, OH 44181-0009

P: (216) 265-6793

F: (216) 265-6185

M: (216) 857-7621

E: rcamacho@clevelandairport.com



CLE CLEVELAND HOPKINS
INTERNATIONAL AIRPORT

BKL CLEVELAND BURKE
LAKEFRONT AIRPORT

February 17, 2012

RESOURCE AGENCY NOTIFICATION

Subject: Environmental Assessment for Improving the Runway 6L/24R Safety Area at Burke Lakefront Airport, Cleveland, OH
WBS#: A1-J242

Dear Resource Agency Representative:

The City of Cleveland Department of Port Control (DPC) and the Federal Aviation Administration (FAA) are notifying your agency that an Environmental Assessment (EA) is being prepared to determine any potential environmental impacts associated with improving the Runway Safety Area (RSA) for the existing Runway 6L/24R at Burke Lakefront Airport (BKL) in Cleveland, Ohio. This EA will investigate, analyze, and disclose any potential environmental impacts of the Proposed Action and their reasonable alternatives. The FAA is the lead agency and, as such, the document will be prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and the FAA's Environmental Desk Reference for Airport Actions.

Invitation to Agency Scoping Meeting

The FAA formally invites your agency to participate in an agency scoping meeting to be held at Burke Lakefront Airport, Cleveland, OH **on Thursday, March 7, 2012 from 9:30AM to 12:00PM EDT** at the main terminal building. To confirm your attendance, please RSVP by Friday, February 24, 2012 to the contact information provided at the end of this letter.

Purpose and Need of the Proposed Action

The purpose of the Proposed Action is to comply with FAA Runway Safety Area design standards for Runway 6L/24R at BKL. The FAA's RSA standards are included in FAA AC 150/5300-13, *Airport Design*, and are required by P.L. 109-115 to enhance the level of safety provided by RSAs at the Airport. RSAs are designed and maintained to enhance safety in the event that an aircraft undershoots, overruns, or veers off the runway, and to provide greater accessibility for firefighting and rescue equipment during such incidents. The City of Cleveland has also identified the need to maintain the

Cleveland Hopkins International Airport
P.O. Box 81009
Cleveland, OH 44181-0009
1 216 265 6000

Cleveland Burke Lakefront Airport
1501 North Marginal Road
Cleveland, OH 44114-3759
1 216 781 6411

existing 6L/24R runway length so that the operational capability of the Airport is not reduced by addressing the RSAs.

Description of the Proposed Action

The Proposed Action as shown on the attached **Exhibit 1, *Proposed Action***, contains the following elements:

- Construction of a 400-foot Engineered Materials Arrestor System (EMAS) bed on Runway End 6L
- Displace landing threshold of Runway 6L by approximately 165 feet to the east
- An approximate 600-foot eastern extension of Runway End 24R
- Construction/extension of taxiways
- Relocation of existing FAA navigational aids
- New runway marking/stripping
- Roadway modifications: relocation/extension of the perimeter/vehicle service roads on the east side of the Airport; the northerly relocation of the vehicle service road north of Runway 6L/24R; and relocation of the ARFF Road/vehicle service road on the west end of the Airport

Environmental Categories where Potential Impacts May Occur

The Proposed Action would physically alter portions of the Airport property. Although Best Management Practices (BMPs) will be adopted to minimize and reduce any potential impacts, the following categories have been identified where potential environmental impacts may occur as a result of the Proposed Action:

- Air Quality – Construction emissions are anticipated and will be addressed through the EA.
- Coastal Resources – BKL is located adjacent to Lake Erie. Coordination will be conducted to determine if a structured shore permit will be required and if submerged land leases will need to be modified.
- Fish, Wildlife, and Plants – No Federal or state protected species are known to reside in the project area, but surveys for species and habitat will be conducted.
- Floodplains – The project area is not within the 100-year floodplain. BMPs will be employed to insure no impacts occur during construction.
- Hazardous Materials – A portion of BKL was constructed on top of the former Cleveland Municipal Landfill and is subject to Ohio Administrative Code 3745-27-13 (Rule 13).
- Water Quality – Additional impervious surfaces will result from the Proposed Action.

- Wetlands and Streams – Wetland delineations will be conducted to determine the presence/non-presence of wetlands or streams within the project area.

Environmental Categories with No Anticipated Impacts

Due to the nature of the Proposed Action or the lack of resources in or near the project site, there are a number of environmental resource categories where no adverse significant impacts will occur:

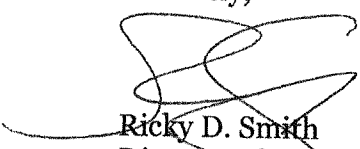
- Compatible Land Use
- Farmlands
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supplies
- Noise
- Wild and Scenic Rivers

The City of Cleveland's DPC and the FAA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. If you are unable to attend the scoping meeting, then we encourage you to submit written comments and recommendations by ***Thursday, March 29, 2012 at 5PM EDT*** to the following address:

Meenakshi Singh, Manager of Planning
Cleveland Airport System
5300 Riverside Drive
P.O. Box 81009
Cleveland, OH-44181-0009
msingh@clevelandairport.com

To RSVP to the March 7th meeting, or to request additional information on this project, please contact Meenakshi Singh of my staff at (216) 265-2722 or msingh@clevelandairport.com. Your anticipated participation at the scoping meeting and subsequent input through the EA process is essential to the successful implementation and completion of this project.

Sincerely,



Ricky D. Smith
Director of Airports

Attachment
Exhibit 1: Proposed Action

cc: D. Brown, City of Cleveland, Chief Operating Officer
M. Harper, City of Cleveland, Chief of Communications
V. McCall, City of Cleveland, Chief of Government Affairs
J. McGowan, City of Cleveland, Chief of Sustainability
K. Silliman, City of Cleveland, Chief of Staff
C. Warren, City of Cleveland, Chief of Regional Development
A. Taylor, City of Cleveland, Press Secretary
M. Sweeney, President, Cleveland City Council
P. Britt, Clerk of Council, Office of Cleveland City Council
K. Kelley, Vice Chair, Finance Committee, Cleveland City Council
M. Keane, Chair, Aviation & Transportation Committee, Cleveland City Council
P. Cleveland, Chair, City Planning Committee, Cleveland City Council
J. Cimperman, Ward 3 Councilman
R. Brown, Director, Cleveland City Planning Commission
L. Henrichsen, Cleveland City Planning Commission
E. Rybka, City of Cleveland, Director, Building & Housing
T. Nichols, City of Cleveland, Director, Economic Development
J. Wasik, City of Cleveland, Director, Capital Projects
K. Butler, City of Cleveland, Director, Public Health
P. Stubbs, City of Cleveland, Chief of Fire, Division of Fire
G. Baker, City of Cleveland, Commissioner, Division of Air Quality
P. Dangerfield, DPC Chief of Staff
R. Camacho, DPC Chief of Planning & Engineering
T. Clark, DPC Deputy Chief of Planning & Engineering
M. Singh, DPC Planning Manager
M. Ibos, DPC Project Manager
G. Babroski, DPC Program Supervisor – Design Services
K. Delaney, FAA Detroit ADO

Lead Agency

Detroit Airports District Office

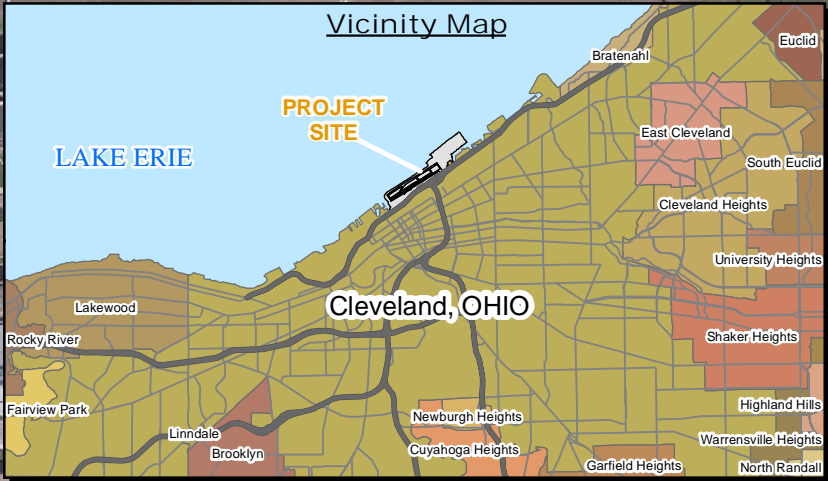
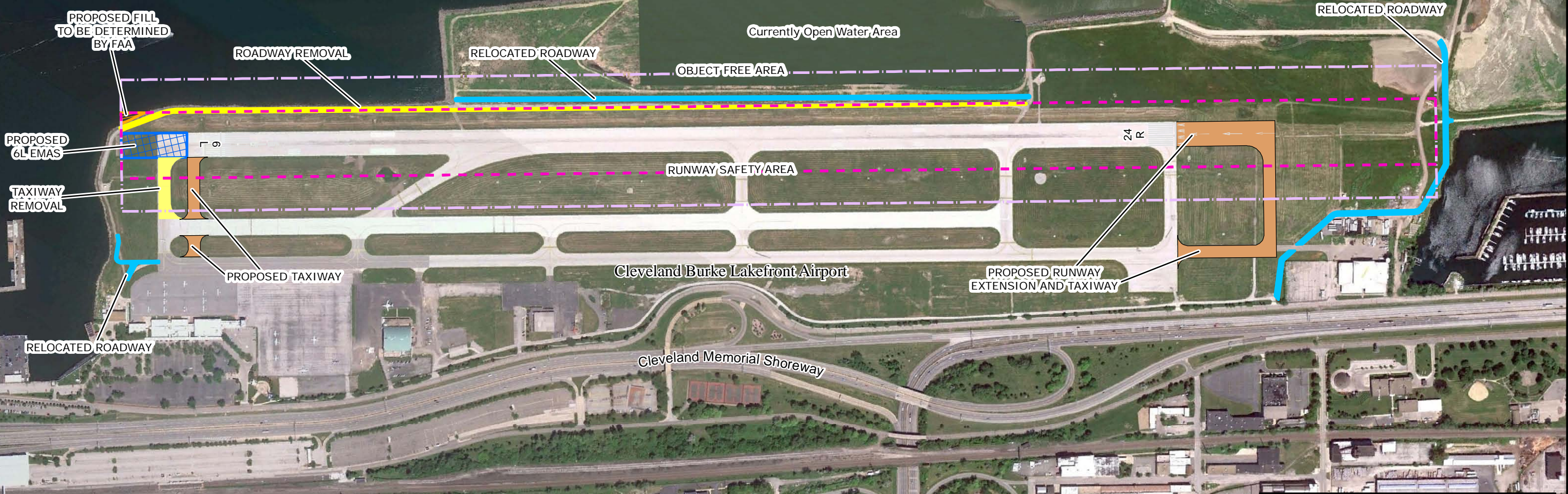
11677 South Wayne Road, Suite 107

Romulus, Michigan 48174

S. Swann, FAA Detroit ADO

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Elevation
ORDINARY HIGH WATER MARK
LAKE ERIE 573.4 Ft. MSL
EXISTING RUNWAY END 24R
ELEVATION 582.4 Ft. MSL
EXISTING RUNWAY END 6L
ELEVATION 580.7 Ft. MSL



- Proposed Action**
- Construct 400 Ft. EMAS Bed on Runway 6L
 - Relocate Runway 6L Threshold 165 Ft. to the East
 - Extend Runway 24R 600 Ft. to the East
 - Construction/Extension of Taxiways
 - Relocation of FAA Navigational Aids
 - Runway Marking/Striping
 - Roadway Modifications
 - Land Reclamation to be Determined by FAA

Legend

- Proposed Road
- Runway Safety Area
- Object Free Area
- Proposed Fill
- Proposed EMAS
- Proposed Runway and Taxiways
- Proposed Demolition

0 600



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

FEB 23 2012

REPLY TO THE ATTENTION OF:

E-19J

Katherine Delaney
Federal Aviation Administration
Detroit Airports District Office, DET-ADO-600
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Re: Environmental Assessment for Improving the Runway 6L/24R Safety Area at Burke Lakefront Airport, Cleveland OH

Dear Ms. Delaney:

The U.S. Environmental Protection Agency has reviewed the referenced agency scoping document prepared by the Cleveland Airport System for the Federal Aviation Administration (FAA) pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.

The Burke Lakefront Airport (BKL) does not currently meet Runway Safety Area (RSA) design standards for Runway 6L/24R, per FAA AC 150/5300-13 and P.L. 109-115. The project sponsor proposes to remedy the existing RSA deficiencies by performing the following actions:

1. Construct a 400-foot Engineered Materials Arrestor System bed on Runway End 6L;
2. Displace landing threshold of Runway 6L by approximately 165 feet to the east;
3. Extend Runway End 24R approximately 600 feet east of the existing Runway End 24R;
4. Extend the existing eastern taxiway termini east and north, and shift the existing western taxiway termini east and north;
5. Relocate existing FAA navigational aids;
6. Add new runway marking/stripping;
7. Relocate/extend the perimeter/vehicle service roads on the east side of the airport;
8. Relocate the vehicle service road north of Runway 6L/24R; and
9. Relocate the ARFF Road/vehicle service road on the west end of the Airport.

Additionally, the proposed project will require a permit, under Section 404 of the Clean Water Act, for fill placement into waters of the United States (Lake Erie).

Based on our review, we have comments relating to consultation records, environmental justice, and stormwater management, as stated below:

Consultation Records

EPA recommends attaching consultation documents regarding historic resources (Ohio Historic Preservation Office), wetlands (U.S. Army Corps of Engineers), and endangered species (U.S. Fish and Wildlife Service and the Ohio Department of Natural Resources) to the draft Environmental Assessment (EA).

Environmental Justice

EPA's Geographic Information System-based environmental justice tracking program, EJAssist, indicates that multiple communities located immediately southeast of Interstate 90/Ohio Highway 2 are communities living with environmental justice concerns. We suggest FAA analyze any potential impacts to these communities that may cause undue hardship.

Stormwater Management

The proposed project will increase non-permeable surfaces. Any stormwater runoff should be drained away from Lake Erie. Additionally, we strongly encourage on or off-site use of bioretention.

EPA is available to discuss these comments to the agency scoping document at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov to discuss these comments.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Meenakshi Singh, Cleveland Airports System

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / FAX (614) 416-8994

February 29, 2012

Meenakshi Singh, Manager of Planning
Cleveland Airport System
5300 Riverside Drive
P.O. Box 81009
Cleveland, OH 44181-0009

TAILS#: 03E15000-2012-TA-0496

Re: Burke Lake Front Airport
Runway 6L/24R Safety Area
Cleveland, Cuyahoga County, Ohio

Dear Ms. Singh:

We have received your recent correspondence requesting information about the subject proposal. There are no Federal wilderness areas, wildlife refuges or designated critical habitat within the vicinity of the project area. Best management practices should be utilized to minimize erosion and sedimentation.

Lake Erie and its shoreline provide internationally valuable habitat for fish, birds, and wildlife. Nearshore areas provide essential spawning and nursery habitat for interjurisdictional fish species, and help to support the local sport fishing industry. The shoreline provides essential resting, feeding, and nesting habitat for waterfowl, colonial nesting waterbirds, and migratory birds. Placing fill in the Lake and along the shore disturbs these important habitats. The Service strongly recommends that the applicant avoid and minimize impacts to Lake Erie and shoreline habitat. The Applicant should justify the need for Lake Erie fills, and describe how avoidance and minimization are addressed in this project. **No in-water work should occur between April 15 and June 30 to protect fish spawning activities.**

ENDANGERED SPECIES COMMENTS: Due to the project type, size, and location, we do not anticipate any impact on federally listed endangered, threatened, or candidate species, or their habitats. Should the project design change, or during the term of this action, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the action that were not previously considered, consultation with the Service should be initiated to assess any potential impacts.

If you have additional questions or require further assistance with your project proposal, please contact me at (614) 416-8993, ext.12. I would be happy to discuss the project in further detail with you and provide additional assistance if necessary. In addition, you can find more information on natural resources in Ohio by visiting our homepage at: <http://www.fws.gov/midwest/ohio>.

Sincerely,

Mary Knapp, Ph.D.
Field Supervisor

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BURKE LAKEFRONT AIRPORT ENVIRONMENTAL ASSESSMENT AGENCY SCOPING MEETING

March 7, 2012
9:30 a.m. to 12:00 p.m.

AGENDA

Welcome *Ren Camacho, City of Cleveland Department of Port Control*
Stephanie Swann, Federal Aviation Administration

- I. Background
- II. Purpose and Need
- III. Proposed Action
- IV. EA Process
- V. Environmental Categories where Potential Impacts May Occur
- VI. Environmental Categories with No Anticipated Impacts
- VII. Permitting Activities
- VIII. Airfield Tour
- IX. Schedule and Next Steps in the EA Process

* * * * *

AIRPORT CONTACT: Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181
Email: msingh@clevelandairport.com

FAA CONTACT: Ms. Katherine S. Delaney
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Email: Katherine.s.delaney@faa.gov

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Burke Lakefront Airport Environmental Assessment

Agency Coordination Meeting

*March 7, 2012
9:30 a.m. to 12:00 p.m.*

*City of Cleveland
Department of Port Control (DPC)
And the
Federal Aviation Administration*



WELCOME

INTRODUCTIONS



AGENDA

- I. BACKGROUND**
- II. PURPOSE AND NEED**
- III. PROPOSED ACTION**
- IV. EA PROCESS**
- V. ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR**
- VI. ENVIRONMENTAL CATEGORIES WITH NO ANTICIPATED IMPACTS**
- VII. PERMITTING ACTIVITIES**
- VIII. AIRFIELD TOUR**
- IX. SCHEDULE AND NEXT STEPS IN THE EA PROCESS**

BACKGROUND

- ❑ Burke Lakefront Airport (BKL) owned and operated by the City of Cleveland Department of Port Control
- ❑ BKL has two parallel runways
 - Primary Runway 6L/24R (6,198 ft x 150 ft)
 - Secondary Runway 6R/24L (5,197 ft x 100 ft)
- ❑ Designated as a General Aviation (GA) reliever airport helping to divert activity from larger scheduled service airports
- ❑ Provides important services to the local community
(Various corporate activity, emergency medical transport, flight training facilities, Labor Day Air show)
- ❑ Runway End 6L currently does not meet FAA Runway Safety Area design standards

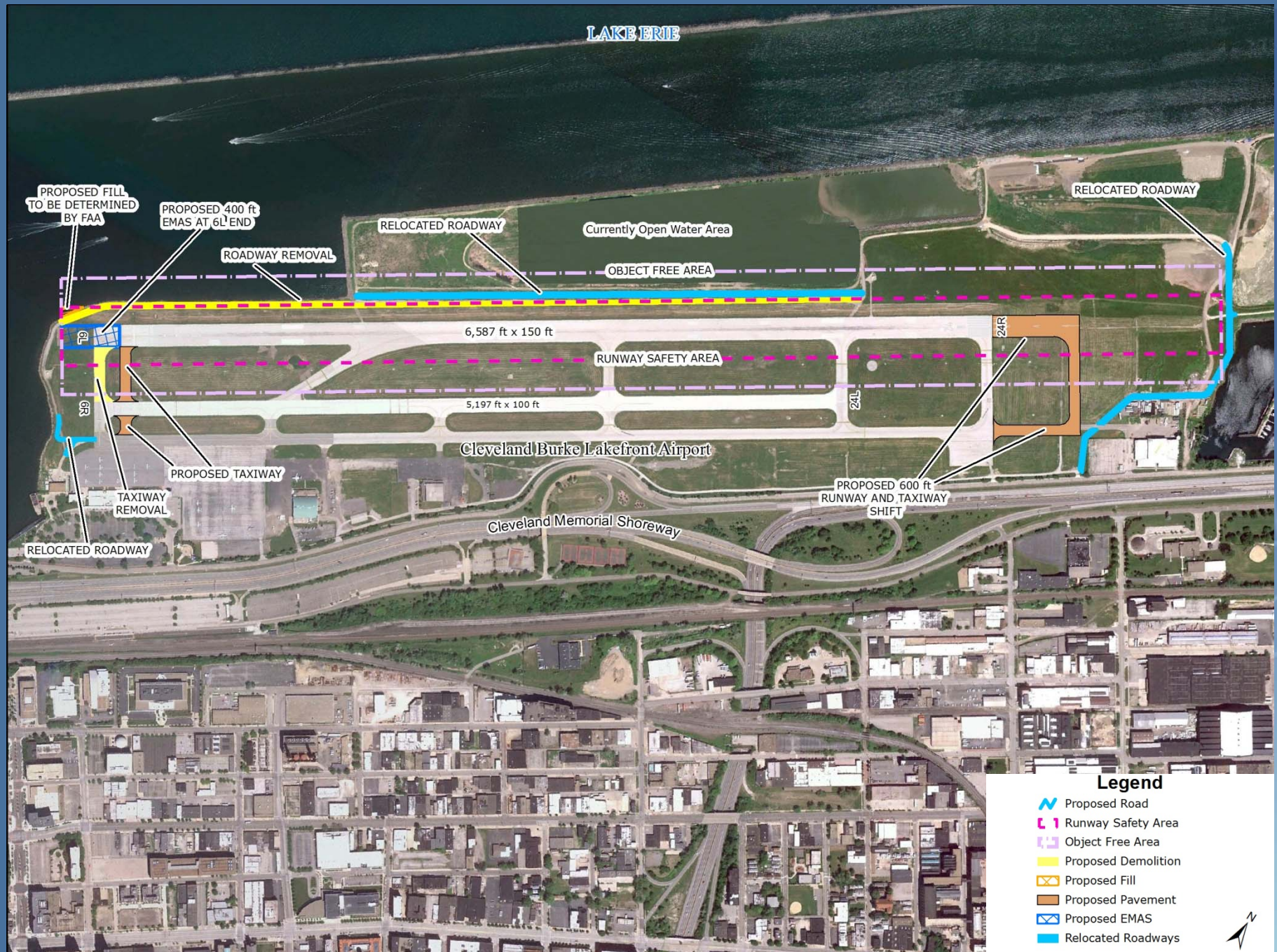
EXISTING AIRPORT



PURPOSE AND NEED

- ❑ **Project shall comply with FAA Runway Safety Area design standards**
(Required by Public Law 109-115, which requires Airport Operators to meet RSA standards not later than December 31, 2015)
- ❑ **Airport needs to maintain sufficient runway length to accommodate current and future fleet**

PROPOSED ACTION



PROPOSED ACTION

Comply with FAA Requirements for Runway Safety Areas

- ❑ Construction of a 400-foot Engineered Materials Arrestor System (EMAS) bed on Runway End 6L
- ❑ Displace landing threshold of Runway 6L by approximately 165 feet to the east

Maintain existing runway length

- ❑ An approximate 600-foot eastern shift of Runway End 24R

PROPOSED ACTION

Supporting Elements

- ☐ Construction/shift of taxiways
- ☐ Relocation of existing FAA navigational aids
- ☐ New runway marking/stripping
- ☐ On-Airport roadway modifications including:
 - ✓ Relocation/extension of the perimeter/vehicle service road on the northeast side of the Airport (north of Runway End 24R);
 - ✓ Relocation of the vehicle service road north of the runway and next to the CDF; and
 - ✓ Relocation of the ARFF Road/vehicle service road on the southwest end of the Airport (east of Runway End 6R).

ENVIRONMENTAL ASSESSMENT

- ❑ Concise document used to describe a Proposed Action's anticipated environmental impacts
- ❑ Identifies any significant impacts
- ❑ Provides sufficient evidence and analysis for a Federal determination (FONSI or prepare EIS)
- ❑ Requires coordination with local, state, and Federal regulatory agencies

REGULATORY BACKGROUND

Environmental documentation will be prepared to comply with:

- ☐ Requirements of the National Environmental Policy Act (NEPA)
- ☐ FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*
- ☐ FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*
- ☐ Other laws relating to the quality of the natural and human environments

ROLE OF THE REGULATORY AGENCIES

- ☐ Review and comment on EA findings
- ☐ Determine if impacts are significant
- ☐ Issue environmental permits
- ☐ Approve proposed mitigation strategies if necessary
- ☐ Ensure compliance with local, state, and Federal environmental regulations

ENVIRONMENTAL RESOURCE CATEGORIES

- ☐ Air Quality
- ☐ Coastal Resources
- ☐ Compatible Land Use
- ☐ Construction
- ☐ DOT Section 303(c)
Formerly Section 4(f)
- ☐ Farmlands
- ☐ Fish, Wildlife, and Plants
- ☐ Floodplains
- ☐ Hazardous Material,
Pollution Prevention, and
Solid Waste
- ☐ Historic, Architectural,
Archaeological, and
Cultural resources
- ☐ Light emissions and visual
impacts
- ☐ Natural resources and
Energy
- ☐ Noise
- ☐ Secondary (Induced)
- ☐ Socioeconomic impacts,
Environmental Justice,
and Children's Health and
Safety Risks
- ☐ Water Quality
- ☐ Wetlands and Streams
- ☐ Wild and Scenic Rivers
- ☐ Cumulative Impacts

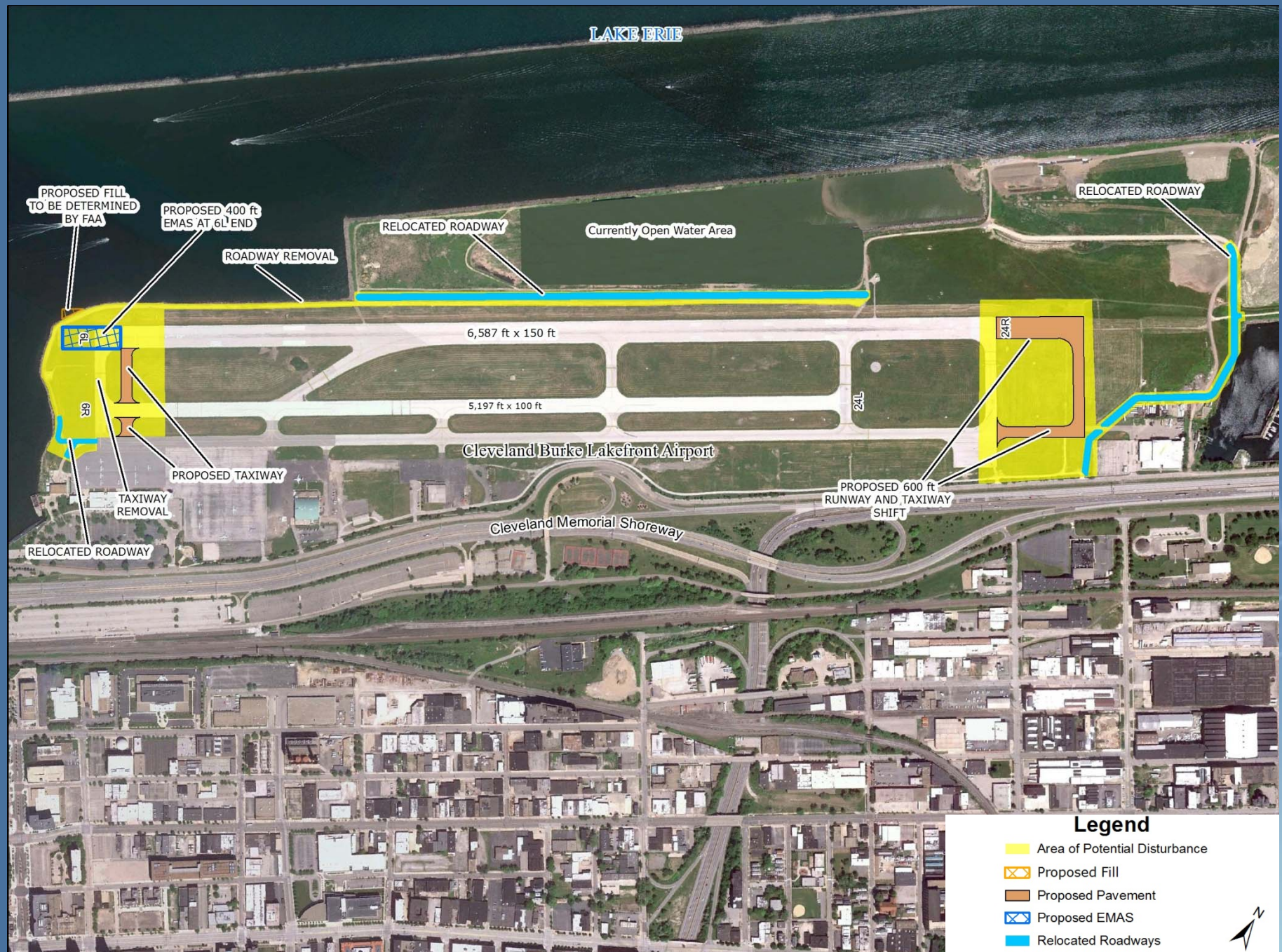
ASSESSING ENVIRONMENTAL IMPACTS

Proposed Action would have direct and indirect environmental impacts

- ☐ **Determine Areas of Potential Disturbance**



AREAS OF POTENTIAL DISTURBANCE



ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Air Quality

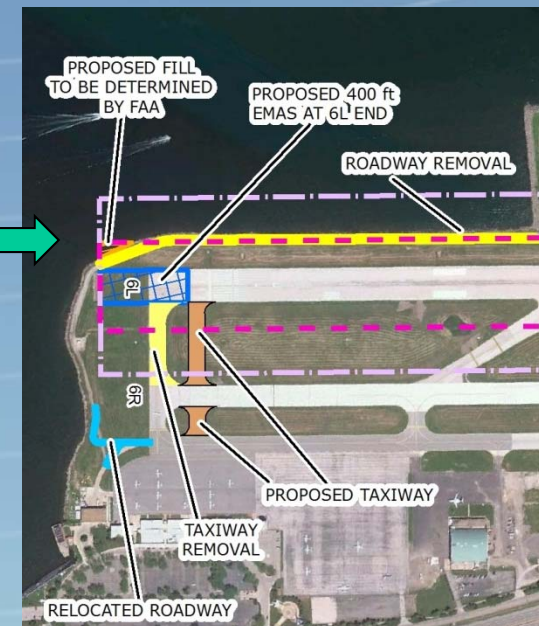
- ☐ Emissions are expected from the use of construction equipment
- ☐ Emissions inventory will be prepared to quantify impacts
- ☐ Conduct Clean Air Act General Conformity Determination



ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Coastal Resources

- ❑ Located adjacent to Lake Erie
- ❑ Review shore permit and submerged land leases
- ❑ If land reclamation in Lake Erie is needed coastal resource impacts would be disclosed



ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

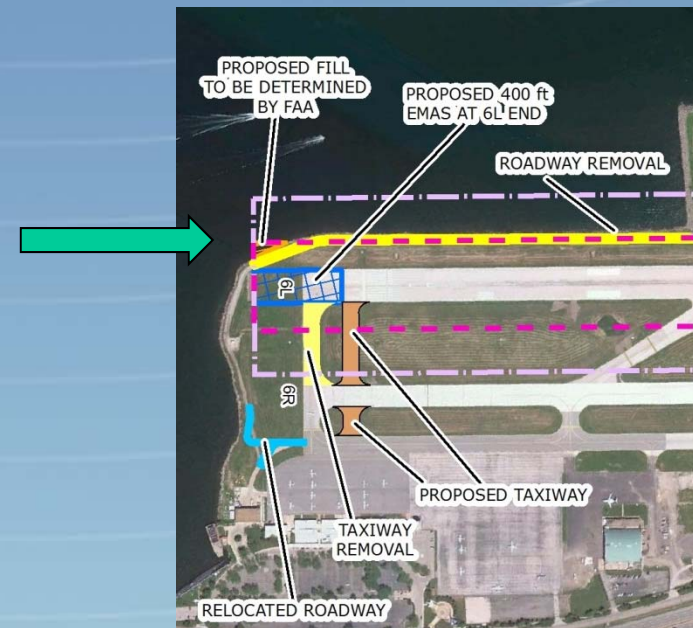
Fish, Wildlife, and Plants

- ☐ No Federal or state protected species known to reside in project area
- ☐ Surveys for species and habitat will be conducted

ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Floodplains

- ❑ Proposed Action not within 100 year floodplain
- ❑ If land reclamation in Lake Erie is needed floodplain impacts would be disclosed



ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Hazardous Materials

- ☐ Airport constructed on top of Cleveland Municipal Landfill
- ☐ Subject to Ohio Administrative Code 3745-27-13
- ☐ Construction of the project is authorized pursuant to terms and conditions described in OEPA letter dated April 6, 1993

ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Water Quality

- ☐ Proposed Action would increase impervious surface
- ☐ Identify impacts to storm water management
- ☐ Coordinate with appropriate agencies to identify permit requirements

ENVIRONMENTAL CATEGORIES WHERE POTENTIAL IMPACTS MAY OCCUR

Wetlands

- ❑ Field investigation will be performed to determine if any wetlands are within the areas of potential disturbance



ENVIRONMENTAL CATEGORIES WITH NO ANTICIPATED IMPACTS

- ☐ **Compatible Land Use**
- ☐ **Farmlands**
- ☐ **Light Emissions and Visual Impacts**
- ☐ **Natural Resources and Energy Supplies**
- ☐ **Noise**
- ☐ **Wild and Scenic Rivers**

Proposed Action site is located in an urbanized area in downtown Cleveland

PERMITTING ACTIVITIES

- ☐ **Identify/address agency concerns and issues early in process**
- ☐ **Address permit requirements if possible during EA analysis and documentation**
- ☐ **Acquire agency approval of wetland delineation and jurisdictional lines**
- ☐ **Develop mitigation for unavoidable impacts**

Burke Lakefront Airport (BKL) Environmental Assessment

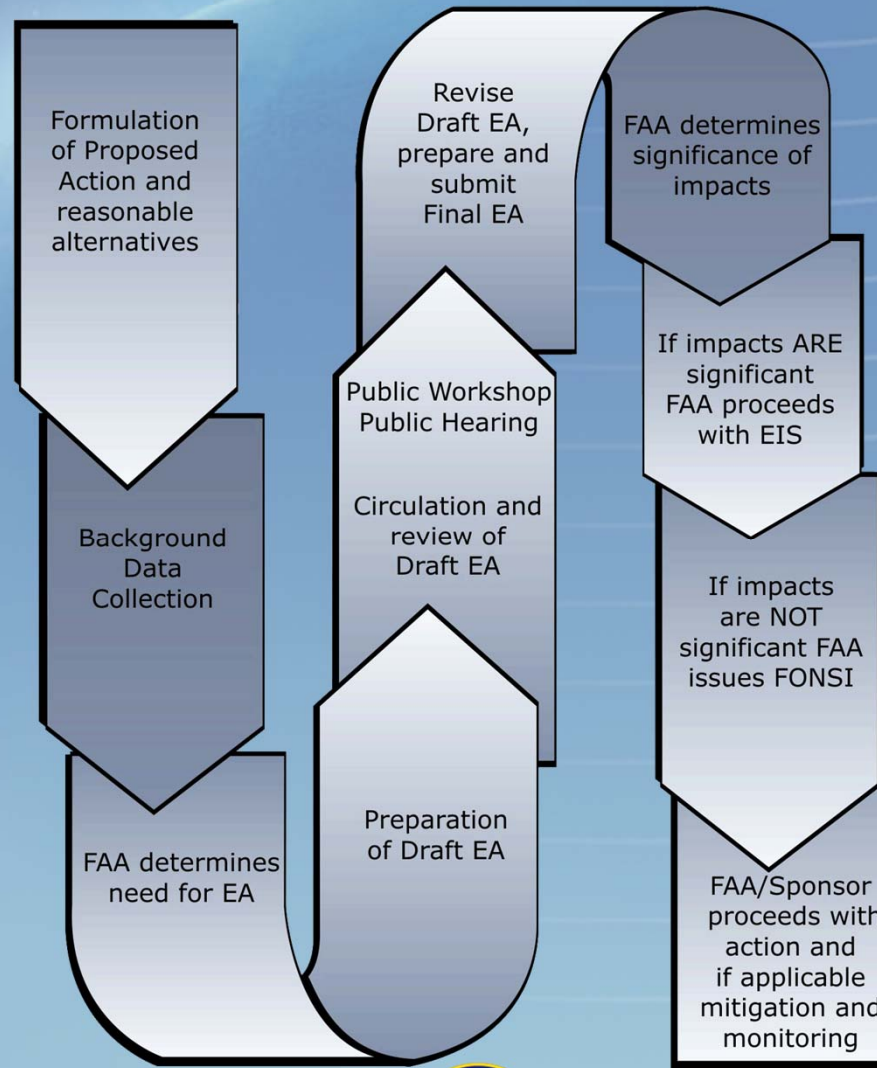
GRAB YOUR COATS AIRFIELD TOUR



Agency Coordination Meeting



SCHEDULE AND NEXT STEPS



SCHEDULE AND NEXT STEPS

- ❑ EA analysis to determine impacts (Includes field investigations where necessary) – Now thru June 2012
- ❑ Publish Draft EA - June 2012
- ❑ Agency Comments needed on Draft – June/July 2012
- ❑ Public Workshop/Public Hearing – Middle of July 2012
- ❑ Publish Final EA- August 2012
- ❑ Anticipated Federal Finding – End of August 2012
- ❑ Design/Bid/ Permitting process - 2013
- ❑ Construction- May 2013 thru Fall December 2014

CONTACT INFORMATION

AIRPORT CONTACT:

Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181
Email: msingh@clevelandairport.com

FAA CONTACT:

Ms. Katherine S. Delaney
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road,
Suite 107
Romulus, Michigan 48174
Email: Katherine.s.delaney@faa.gov

**QUESTIONS,
COMMENTS,
AND
OPEN DISCUSSION**

AND THANK YOU!



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BURKE LAKEFRONT AIRPORT ENVIRONMENTAL ASSESSMENT AGENCY SCOPING MEETING

March 7, 2012
9:30 a.m. to 12:00 p.m.

MEETING SUMMARY

Meeting Attendees- See attached sign-in sheet

Ren Camacho, City of Cleveland Department of Port Control opened the meeting by welcoming everyone and introducing staff from the City.

Stephanie Swann, FAA, thanked everyone for their participation and introduced the FAA team.

Rob Adams, L&B, began the presentation by reviewing the agenda and having everyone introduce themselves and the agencies they represent. Rob described Burke Lakefront Airport, its role in the community, and the fact that one runway end (6L) did not currently meet FAA Runway Safety Area design standards. Rob detailed the purpose and need and the various components of the Proposed Action.

Chris Babb, L&B, described the environmental assessment process and how the document would be prepared. A map was shown to depict the areas of potential disturbance. Chris went over the environmental categories where potential impacts may occur and the categories where no anticipated impacts are expected. At this point the group was escorted out on the airfield to see the areas where the Proposed Action would occur. At the end of the airfield tour the group reassembled and Rob reviewed the Environmental Assessment and the Proposed Action schedule and identified the FAA and City points of contact.

The following is a summary of questions and responses that were asked during or after the presentation.

USDA Wildlife Services Comment: The presentation stated that there was no Federal or State threatened or endangered species residing at the Airport when several state species are known to land at the Airport at times.

Response: A survey for species and habitat will be conducted at the Airport for the Proposed Action. Information from that survey will be disclosed in the EA document.

USDA Wildlife Services Question: Will there be a road on the north side of the Airport?

Response: Yes, for safety reasons there is a need for the road on the north side of the Airport.

USDA Wildlife Services Comment: Gulls and lack of access are a concern with the Proposed EMAS bed. The gulls land there now in the thousands in certain weather conditions. The birds may cause damage to the EMAS and it may be harder to access this runway end to keep them out of this area.

BURKE LAKEFRONT AIRPORT ENVIRONMENTAL ASSESSMENT AGENCY SCOPING MEETING

March 7, 2012
9:30 a.m. to 12:00 p.m.

MEETING SUMMARY

Response: Comment noted. A bird repellent may be applied to keep the birds off the EMAS. Currently research and development is being done to improve EMAS bird repellents.

Ohio EPA Comment: When discussing Solid and Hazardous Waste, the Ohio EPA confirmed the City would need to follow the terms and conditions described in the Ohio EPA letter dated April 6, 1993.

Response: Comment noted.

Ohio EPA Comment: When discussing the potential roadway relocation on the north side of the Airport, the Ohio EPA requested early coordination when various alternatives are considered and when the presence of wetlands in the area is determined.

Response: Comment noted and agreed.

Ohio EPA Comment: There are 5-6 combined sewer overflows that cross the Airport.

Response: Comment noted.

Cuyahoga Soil and Water Conservation District Question: Is the Proposed Action within the footprint for the existing Airport permit? Would the Airport need a new permit?

Response: The Ohio EPA granted a blanket permit for excavation and backfilling construction activities in 1993. The Proposed Action would be covered under that authorization. Ohio EPA confirmed that was correct and that the conditions of construction would have to be followed.

Cuyahoga Soil and Water Conservation District Comment: In addition to the construction activities approved in the 1993 Ohio EPA letter, the Proposed Action must also conform to City of Cleveland Ordinance Chapter 3116 *Construction and Post-Construction Site Storm Water Runoff Control*.

Response: Comment noted.

The meeting concluded. A follow up email will be sent in about a week to see if any agency had further comments or questions concerning the Proposed Action.

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

NAME (Please Print)	
TITLE	
AGENCY / DIVISION / FIRM	
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**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

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Aviation Planning at the Leading Edge

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

NAME (Please Print)	
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CLE CLEVELAND HOPKINS
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Aviation Planning at the Leading Edge

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**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

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**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

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**BURKE LAKEFRONT AIRPORT
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**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY SCOPING MEETING
March 7, 2012
9:30 a.m. to 12:00 p.m.**

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FAX NUMBER	



City of Cleveland
Frank G. Jackson, Mayor

Jenita McGowan
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Sent: Wednesday, March 14, 2012 3:04 PM

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Subject: RE: Runway 6L-24R Safety Improvement Project at Cleveland's Burke Lakefront Airport - Resource Agency Letter & Meeting on March 7, 2012

Importance: High

Dear Resource Agency Participant:

As a follow-up to the subject meeting held last Wednesday, March 7th at Cleveland's Burke Lakefront Airport (BKL), we are requesting those agencies that have additional comments on the BKL 6L-24R Runway Safety Improvements Project to kindly submit them on or before 5PM next Wednesday, March 21, 2012. Comments can be submitted to the Cleveland Airport System's Planning Manager, Meenakshi Singh (contact info provided in the attached).

Your anticipated cooperation with this important initiative is greatly appreciated.

Regards,

Ren Camacho, P.E., PTOE
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Cleveland Airport System
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Project: Runway Safety Area Improvements for Runway 6L/24R at Burke Lakefront Airport (BKL) in Cleveland, OH

Issues: Proposed Roadway Relocation on North side between Runway 6L/24R and the US Army Corps of Engineers (USACE) Confined Disposal Facility (CDF) 10B and EMAS bed at end of Runway 6L.

History: Since 2003 USDA, APHIS, Wildlife Services (WS) and the City of Cleveland's Department of Port Control have maintained a Cooperative Service Agreement (CSA). Under this CSA WS conducts operational control activities to reduce wildlife hazards to aircraft utilizing BKL. A full-time WS Wildlife Biologist has been stationed at BKL since 2003. Since 2006, WS and the USACE have maintained annual Interagency Agreements (IA) to also conduct operational activities in the CDFs adjacent to BKL to minimize wildlife hazards created by the CDFs.

In order to reduce the wildlife threats to aviation safety at BKL and the CDFs, WS implements an Integrated Wildlife Damage Management (IWDM) program. IWDM is the simultaneous application of several practical methods of prevention and control to reduce damage by wildlife. The methods selected are those which minimize the harmful effects of management measures on humans, other species, and the environment. The IWDM program used by WS generally consists of three action approaches: habitat management, physical exclusion (including harassment and dispersal), and wildlife population management. Within each approach numerous methods or tactics are used.

Wildlife Services Recommendation and Justification: Wildlife Services is opposed to closure of the roadway located between Runway 6L/24R and the USACE CDF 10B. Wildlife Services also recommends that wildlife repellency is taken into consideration with the EMAS bed installation. Wildlife Services recommends that the roadway be relocated out of the Runway Safety Area and remain operational. Additionally, WS recommends that in relocating the roadway, the poorly drained ditch that is between the current roadway and southern berm of CDF 10B be filled and/or that proper drainage structures be installed to ensure that the ditch does not retain water. Access to CDF 10B is critical for WS to continue managing the hazardous wildlife attracted to this CDF.

Each day that WS is present at BKL, both the airport and CDFs are observed for wildlife activity. At a minimum this observation includes a complete drive around the perimeter of BKL and the CDFs. Only when direct action is conducted for wildlife management are these perimeter patrols recorded as a person-day visit. WS estimates that each day that a person-day visit is recorded, the roadway in question is traversed no less than 3 times. WS has recorded 1,350 person-day visits at BKL from 2003 to 2011. WS has recorded 822 person-day visits of the CDFs from 2006 to 2011. The combined 2,172 person-day visits correlate to driving the roadway no less than 6,516 times. In the course of these person-day visits, WS has dispersed an estimated 3,160,987 animals. During inclement weather when gulls are forced off of Lake Erie onto land, they frequently seek shelter in the proposed 6L EMAS location. Single flocks of more than 10,000 gulls have been observed in this area. Most wildlife dispersal or harassment is conducted with pyrotechnics which cannot be used around EMAS beds. The design of the EMAS bed must take this gull abundance and inability to use pyrotechnics into consideration.

During wildlife dispersal activities, WS enhances pyrotechnic use through the utilization of gull effigies and propane exploders. During active dredge material deposition into the CDFs, WS will position one or two propane exploders as additional noise deterrents. Dead gull effigies (fresh carcasses and taxidermy specimens) suspended as visual frightening devices are also used in and around the CDFs. These methods are important supplemental techniques in an IWDM program and would not be possible without road access to the CDFs. Since 2006, WS has deployed 71 gull effigies in the CDFs.

The wet ditch along the existing road is a wildlife attractant that lies within the critical Runway Safety Area. During spring and early summer, mallards and Canada geese attempt to nest in the ditch. Presently, WS is able to drive along the south side of the ditch and any waterfowl encountered are dispersed to the north, away from the runways. Additionally, if it becomes necessary to lethally remove any persistent waterfowl, WS can safely use firearms north of the perimeter road and away from the runways. If the proposed roadway is relocated to the north without removing the ditch, the management of the hazardous wildlife in the ditch will be compromised as will safety. Such a situation would require driving north of the ditch and any waterfowl in the ditch may then be inadvertently dispersed toward the runways. Firearm safety would also be compromised.

To supplement habitat management and non-lethal methods, WS also lethally removes animals to meet the objective of reducing wildlife strikes at BKL. Trapping and shooting with firearms are the lethal methods used at BKL. Firearm use on the EMAS beds would not be possible. All traps used must be checked daily and can therefore be labor intensive so road access is again critical for this method. In the CDFs alone since 2006, WS has accrued 354 trap nights. Access to most trap locations was via the roadway on the north side of BKL. Without dedicated road access, these important management tools would be compromised.

Consequences of No Action: It would be irresponsible to remove road access to a hazardous habitat (CDF 10B) adjacent to BKL. It would also be a safety hazard to not remove the wet ditch within the RSA of Runway 6L/24R when roadway relocation could simultaneously preserve road access and remove the ditch. An EMAS bed without some “built-in” wildlife repellency would be equally hazardous. A consequence of failure to relocate the roadway and not remove the ditch would result in delayed response time to wildlife hazards, compromised ability to conduct wildlife hazard mitigation activities and possibly an increase in strikes at BKL.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY

BUFFALO DISTRICT, CORPS OF ENGINEERS
1776 NIAGARA STREET
BUFFALO, NEW YORK 14207-3199

March 23, 2012

Operations Branch

Ms. Meenakshi Singh, Manager of Planning
Cleveland Airport System.
5300 Riverside Drive
P.O. Box 81009
Cleveland OH, 44181-0009

Dear Ms. Singh:

This letter is in response to the Resource Agency Notification letter dated February 17, 2012, requesting comments and recommendations on the Cleveland Burke Lakefront Airport Runway 6L-24R Safety Area Improvements Project. The Resource Notification letter and attachments were received by email from Ren Camacho of your office on March 12, 2012. The following comments are offered:

1. Regulatory Branch Comments

- a. Under Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) has regulatory authority over construction, excavation, or deposition of materials in, over, or under navigable waters of the United States (WOUS). Under Section 404 of the Clean Water Act, the USACE regulates the discharge of dredged or fill material into waters of the United States. Certain types of activities, such as landclearing using mechanized equipment and/or sidecasting, in a jurisdictional water would likely be regulated under Section 404 of the Clean Water Act. The USACE has no definitive maps of federally regulated wetlands or waterways. Therefore, we are often unable to determine USACE jurisdiction based solely on an in-house review. A preliminary review of in-office resources, which included the assessment of numerous aerial photographs, determined that there may be wetlands, streams, or other WOUS on the subject site. The USACE recommends you conduct further investigation to determine if potentially regulated waterways, including freshwater wetlands and/or streams exist on the subject site. The USACE recommends an individual familiar with the USACE 1987 Wetland Delineation manual and the Northeast/Northcentral Regional Supplement perform a delineation for the subject site. The delineation and complete application package should then be submitted to USACE for review. A blank application package has been provided to Ms. Katherine Delaney of the Detroit Airports District Office for your use. Please ensure your application package includes clearly legible drawings in black and white 8 ½" by 11" format. Specifically, please provide a clearly legible project location map, existing site conditions drawing, proposed project plans, and cross section drawings, etc. Please submit

your Corps application package to: U.S. Army Corps of Engineers, Regulatory Branch, attn: Ms. Melissa Tarasiewicz, 1776 Niagara Street, Buffalo, NY, 14207.

- b. The USACE understands that the proposed project may involve placement of fill in Lake Erie. Lake Erie is considered a navigable waterway regulated by the USACE under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. Any work including placement of fill, or excavation, or placement of structures below the ordinary high water (OHW) 573.4 feet International Great Lakes Datum (IGLD), 1985, would require a permit from USACE. Please ensure your project plans accurately depict and label the OHW 573.4 feet IGLD, 1985. Additionally, please ensure your application clearly identifies the quantity (cubic yards) and area (square feet or acreage) of fill and/or excavation, etc., proposed below the Lake Erie OHW 573.4 feet IGLD, 1985.
- c. The United States Environmental Protection Agency (USEPA) Guidelines at Title 40 of the Code of Federal Regulations Part 230 (404(b)(1) guidelines) state that no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge that would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. USACE requires that impacts to WOUS be first avoided and then minimized to the maximum extent practicable, and lastly mitigated.
- d. Coordination between the USACE and U.S. Fish and Wildlife Service under Section 7 the Endangered Species Act may be required for the proposed project.
- e. Coordination between the USACE and Ohio State Historic Preservation Office under Section 106 of the National Historic Preservation Act may be required for the proposed project.

2. Operations Branch Comments

- a. CSO Piping at CDF 10B and ASOS at CDF 12
The CDF 10B drawings (attached) show the approximate locations of four existing CSO pipes that extend underneath the CDF, including the locations of the tie-in points. Manholes for these pipes are visible in the field where they extend above existing grade along the southern boundary of the CDF. Provisions for protection of these manholes and associated piping may need to be incorporated into the project as it appears they are within the project footprint. The CDF 12 drawing (attached) shows the location of an Automated Surface Observing Station (ASOS) that also appears to be within the project area. Note that the ASOS, and the manholes and piping are not owned, operated, or maintained by USACE. The airport should coordinate separately with the agencies responsible for these facilities to determine what measures may be required to accommodate their presence.
- b. Moving the north service road located on airport property to the crest of the south berm of CDF 10B will require discussions with the USACE's Real Estate section

to insure an agreement is in place as this property is currently under USACE control for the purpose of O&M of the CDF.

- c. Modifications to the CDF berms that lower them have the potential to impact the ability to retain dredged material within the CDF, or to place additional dredged material into the CDF. This could potentially be a severe impact since remaining space for storage of dredged material at Cleveland harbor is very limited.
- d. It appears that the proposed roadway construction may impact the existing storm water retention ditch along the south perimeter of CDF 10B. If so, alternate measures will need to be incorporated into the project to provide for management of storm water from the areas of the airport and the CDF that drain to this ditch.

3. Construction Branch Comments

- a. Relocated roadway on east side:
 - i. Roadway cuts through Dike 12. Details will be required as to how the berms will be cut down, stabilization of roadway foundation, and measures to ensure that material contained within the berms is not released.
 - ii. The roadway is very close to water's edge and stability of shoreline is a concern. Please address the need for measures that to stabilize the foundation for the roadway and fill along the water's edge.
 - iii. Please provide a cross sectional detail showing dimensions and materials proposed for the roadway construction.
- b. Relocated roadway on north side:
 - i. Roadways appear to cut through the Dike 10B drainage ditch and into Dike 10B berms. This area is currently under USACE control, and agreements would need to be established to allow.
 - ii. Please provide details as measures that will be incorporated into the project to stabilize this roadway, provide positive drainage for the adjacent areas, ensure that integrity of the sewer lines is not compromised, ensure that the integrity of the Dike 10B berms is not compromised, and ensure that material contained within the CDF is not released.
 - iii. Please provide a cross sectional detail showing dimensions and materials proposed for the roadway construction.
 - iv. How will this roadway connect to existing roadways to east? It appears that roadways to the west will be eliminated and there will be no access. This could impact the ability of USACE to access areas of the CDF for O&M purposes.
- c. Proposed Fill To Be Determined by FAA
 - i. Please provide details as to the nature of this fill and how it will be protected from wind and wave action. The effect of this fill on navigation

will need to be addressed, including the impact on the ability of vessels such as the USCG Neah Bay to maneuver in this area.

- d. Roadway Removal:
 - i. Please provide details as to the proposed disposition of material removed from the roadway, and measures that will be taken to reclaim and stabilize the former roadway areas,
- e. Object Free Area:
 - i. Please advise as to whether changes to the Object Free Area are proposed. This is a concern to USACE since it could impact our ability to put equipment into or perform maintenance on CDF 10B.
- f. Airspace Restrictions on Vessel Navigation:
 - i. Please provide details as to any changes to airspace restrictions that are proposed as part of this project. This is a concern because USACE operates a floating crane in this area and our operations could be negatively impacted if there is a reduction in available airspace. Similarly, airspace restrictions could potentially impact normal commercial navigation of vessels within the port, restricting or requiring additional coordination and reporting of vessel movements with the airport.

4.Design Branch Comments

- a. Regarding the elevations provided on Exhibit 1; does MSL refer to the North American Vertical Datum of 1988 (NAVD 88)? Please identify the specific vertical datum used.
- b. How will the runway changes affect the sloped transitional surfaces off the runway sides and ends? Please provide drawings showing the current transitional surfaces and the new transitional surfaces.
- c. What is involved in the planned relocation of FAA navigational aids? Please provide information about which navigational aids are being moved and where they will be moved to.
- d. Will the ILS be relocated or altered? If so, please identify any proposed changes to the ILS.

5.Environmental Analysis Comments

- a. The Corps of Engineers is currently working on developing a plan to optimize capacities through mounding dredged sediment at CDFs 10B, 9 and 12. Close coordination with FAA will take place if this plan is selected as the preferred plan

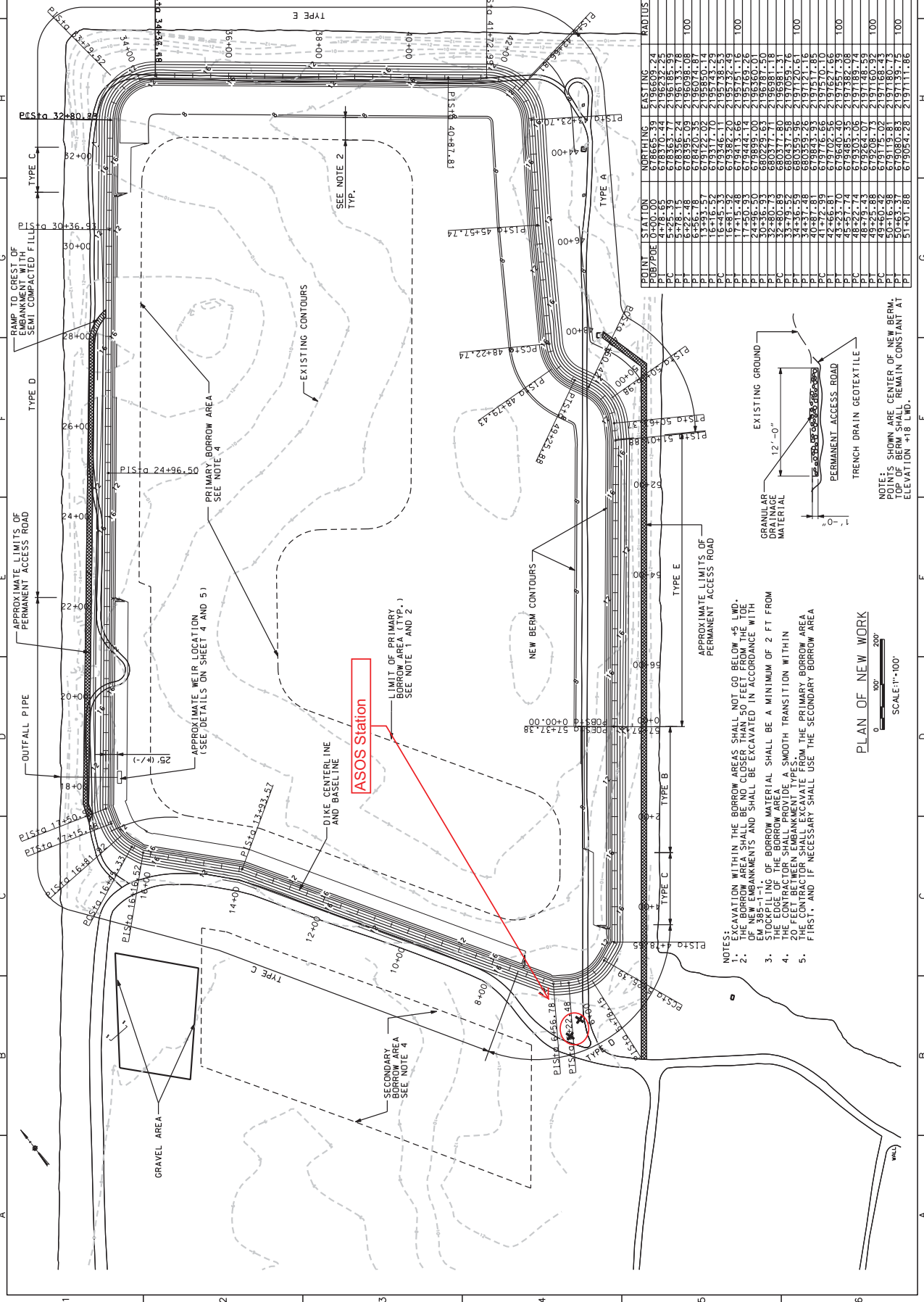
6.Real Estate Comments

- a. CDF 12 has been turned over to the City of Cleveland. USACE is currently using this facility under a Right of Entry agreement.
- b. USACE approval or disapproval of proposals affecting CDF 12 would come through the procedures and approvals that are outlined in the O&M manual that was provided to the City of Cleveland when the CDF was turned over to them for O&M.
- c. CDF 10B: If the proposed roadway changes impact our ability to access areas of the facility that we need for continuing O&M work, then the City will be required to provide USACE with another route which we can use.
- d. If agreement can be reached between the airport and USACE as to appropriate uses, measures, and safeguards, a partial turnover agreement could potentially be drawn up to return areas of CDF 10B that are no longer being used back to the City of Cleveland. Such an agreement would likely require Division approval.
- e. The individual responsible for Buffalo District Real Estate was absent from the office during the short response time requested for comments. We are therefore not able to provide a copy of the current real estate boundaries for CDF 10B and CDF 12 with this letter. We will forward a copy of these boundaries to you upon their return to the District.

The USACE Buffalo District would like to thank you for the opportunity to provide these comments. It is understood that the submission we received for comment is necessarily schematic due to the early stage of project development. However, this does limit our ability to provide meaningful comment on the proposal. We therefore request that we be copied with and provided the opportunity to provide comments on the more detailed drawings and reports that will be prepared as this project progresses.

Sincerely,


Joshua Feldmann, P.E., PMP
Chief, Operations Branch



POINT	STATION	NORTHING	EASTING	RADIUS (FT)
PC	4+00.00	678555.33	215637.52	
PB	4+05.00	678555.33	215637.52	
PI	5+25.39	678363.77	215618.59	
PI	5+74.75	678356.24	215633.87	
PI	6+55.78	678200.35	215607.38	100
PI	13+33.57	679122.02	215850.14	
PI	14+55.32	679346.11	215935.43	
PI	16+35.32	679582.20	215935.43	
PI	18+81.92	679382.20	215935.43	100
PI	17+45.46	679313.65	215955.16	
PI	24+36.50	678989.00	215636.01	
PI	30+36.93	680229.63	215618.50	
PI	32+30.69	680371.40	215658.17	
PI	34+19.52	680343.58	215705.98	100
PI	34+36.59	680559.96	2157120.16	
PI	40+37.81	679843.53	215711.05	
PC	41+42.99	679776.66	2157376.10	
PI	43+57.00	679740.00	215752.59	100
PI	45+57.74	679488.35	215738.08	
PI	48+52.74	679503.06	2157183.74	
PI	49+57.88	679508.73	2157160.32	100
PC	49+50.42	679175.02	2157166.33	
PI	50+55.39	679080.31	215711.53	100
PI	51+01.88	679054.28	215711.86	

NOTE: POINTS SHOWN ARE CENTER OF NEW BERM. TOP OF BERM SHALL REMAIN CONSTANT AT ELEVATION +18 LWD.

PLAN OF NEW WORK




0 100' 200'

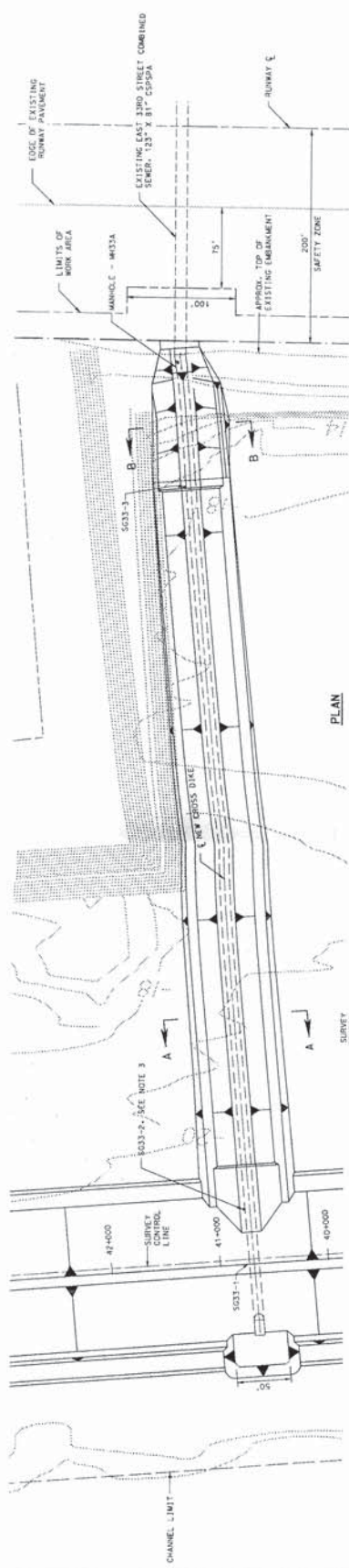
SCALE: 1" = 100'

1. NOTES: EXCAVATION WITHIN THE BORROW AREAS SHALL NOT GO BELOW +5' L.O.D.
2. THE BORROW AREAS SHALL BE NO CLOSER THAN 50 FEET FROM THE TOE OF THE EMBANKMENT AND SHALL BE EXCAVATED IN ACCORDANCE WITH THE EIR, 385-1-1.
3. STOCKPILING OF BORROW MATERIAL SHALL BE A MINIMUM OF 2 FT FROM THE TOE OF THE EMBANKMENT.
4. THE CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION WITHIN 20 FEET OF THE EMBANKMENT TYPEFACE FROM THE PRIMARY BORROW AREA TO THE SECONDARY BORROW AREA.
5. FILLING, IF NECESSARY, SHALL USE THE SECONDARY BORROW AREA.

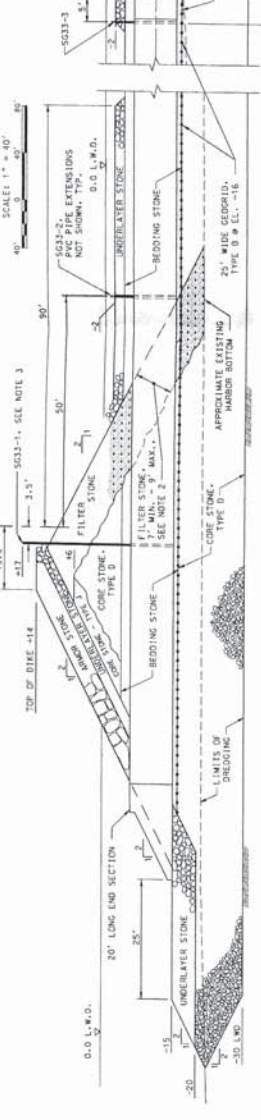
Sheet
Reference
Number:
C-103

Designated by: KNAV Gross Reg No: W12P4-5-Y-B-00-00 Subcontractor: LBB-CV-207-C-103PW-dgn	Estimated by: JEL Submitted by: DOT Date:	Technical Approval:	Approved:	101-15 Service Engineer Date:
--	---	---------------------	-----------	----------------------------------

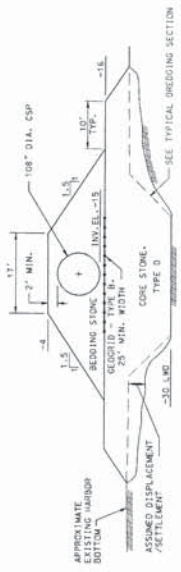
 US Army Corps of Engineers Buffalo District	1	
	2	Revisions
	3	
	4	
	5	
	6	
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	8	
	9	
	10	



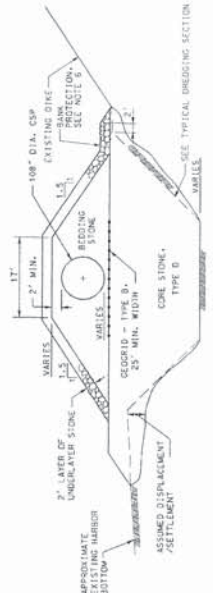
PLAN
EAST 33RD STREET COMBINED SEWER EXTENSION



PROFILE ALONG 108" DIA. CSP CENTERLINE



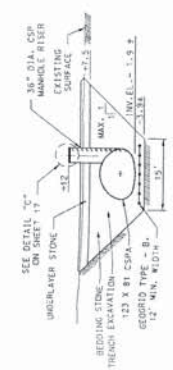
SECTION A-A
SCALE: 1" = 10'



SECTION B-B
SCALE: 1" = 10'



TYPICAL DREDGING SECTION
SCALE: 1" = 10'



SECTION C-C
SCALE: 1" = 10'

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 1, CONDITIONS INCLUDING THE MAIN DRAINAGE SYSTEM.
2. DRAINAGE SYSTEM SHALL BE AS NOTED ON CENTERLINE PROFILE.
3. SEE SHEET 1 FOR SETTING GAGES 5033-1, 5033-2 AND 5033-3.
4. AND TRENCH SHALL BE EXCAVATED TO THE PROPOSED FINISH GRADE.
5. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
6. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
7. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
8. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
9. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
10. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.
11. THE EXISTING MANHOLE SHALL BE REMOVED AND REPLACED BY A NEW MANHOLE.



AS CONSTRUCTED
APPROVED:

SUBMITTED:

DATE: 10/1/12

PROJECT: CLEVELAND AIRPORT

BY: 10/1/12

10/1/12

10/1/12

10/1/12

10/1/12

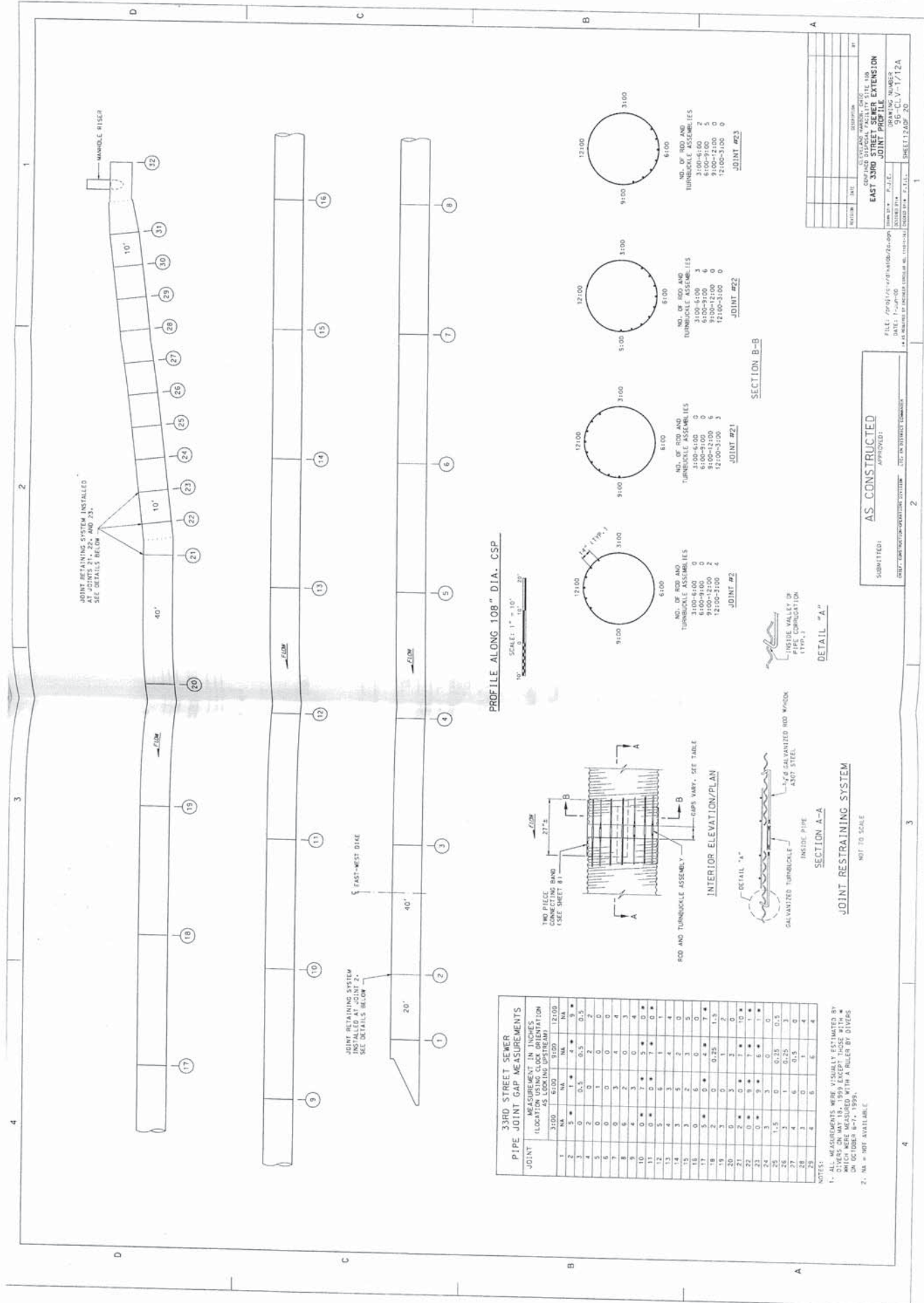
10/1/12

10/1/12

10/1/12

10/1/12

10/1/12



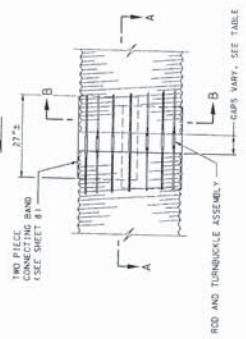
PROFILE ALONG 108" DIA. CSP



33RD STREET SEWER
PIPE JOINT GAP MEASUREMENTS
MEASUREMENT IN INCHES
(LOCATED AS LOOKING UPSTREAM)

JOINT	3100	6100	9100	12100	NA
1	NA	NA	NA	NA	NA
2	NA	NA	NA	NA	NA
3	0	0.5	0.5	0.5	NA
4	2	0	2	2	NA
5	0	1	0	0	NA
6	0	0	0	0	NA
7	0	0	0	0	NA
8	6	2	0	3	NA
9	4	3	0	4	NA
10	0	7	5	0	NA
11	0	0	7	0	NA
12	0	0	1	1	NA
13	4	3	4	1	NA
14	3	5	2	0	NA
15	3	2	3	5	NA
16	0	6	0	0	NA
17	0	0	0	0	NA
18	3	0	0	7	NA
19	3	0	0.25	1.5	NA
20	0	3	2	0	NA
21	2	0	7	10	NA
22	0	9	7	1	NA
23	0	3	0	0	NA
24	3	3	0	0	NA
25	1.5	0	0.25	0.5	NA
26	2	1	0.25	3	NA
27	4	6	0.5	0	NA
28	3	0	1	4	NA
29	0	0	0	0	NA
30	0	0	0	0	NA
31	0	0	0	0	NA
32	0	0	0	0	NA

NOTES:
1. ALL MEASUREMENTS WERE VISUALLY ESTIMATED BY DIVERS ON MAY 18, 1999 EXCEPT THOSE WITH * WHICH WERE MEASURED WITH A RULER BY DIVERS.
2. NA = NOT AVAILABLE.



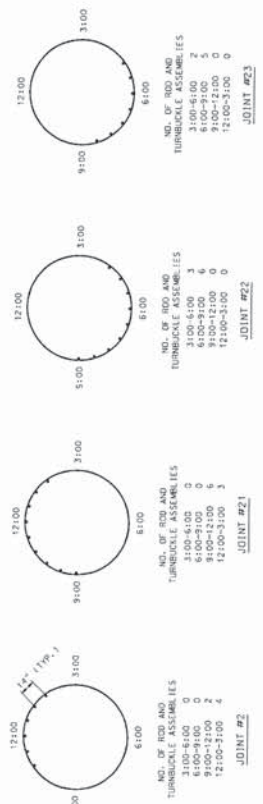
INTERIOR ELEVATION/PLAN



DETAIL "A"

JOINT RESTRAINING SYSTEM

NOT TO SCALE



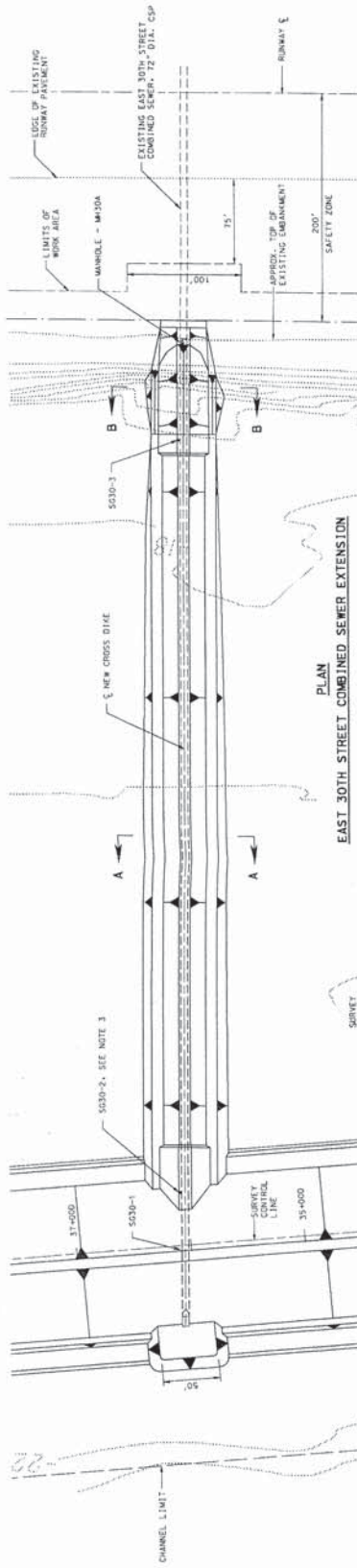
SECTION B-B

NO.	DATE	BY	DESCRIPTION
1	10/1/00	J.E.C.	ISSUED FOR CONSTRUCTION

EAST 33RD STREET SEWER EXTENSION
SHEET 12 OF 20

AS CONSTRUCTED

SUBMITTED: 10/1/00
APPROVED: 10/1/00
DATE: 10/1/00
SHEET 12 OF 20



PLAN
EAST 30TH STREET COMBINED SEWER EXTENSION

SCALE: 1" = 40'

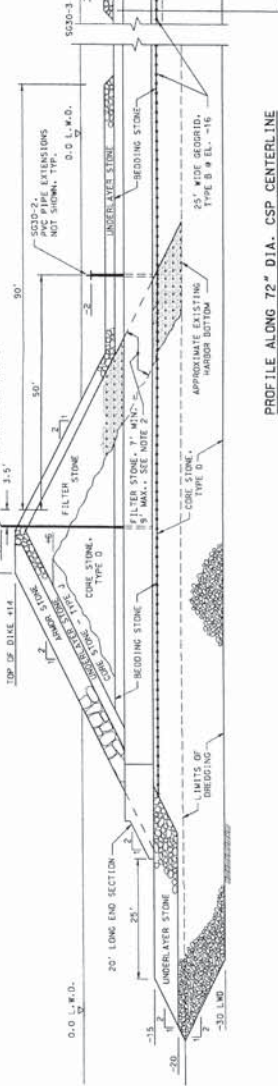
SCALE: 1" = 40'

SCALE: 1" = 40'

SCALE: 1" = 40'

SCALE: 1" = 40'

SCALE: 1" = 40'



PROFILE ALONG 72" DIA. CSP CENTERLINE

SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'

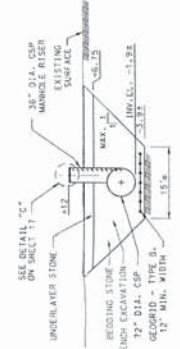
SCALE: 1" = 10'

SCALE: 1" = 10'



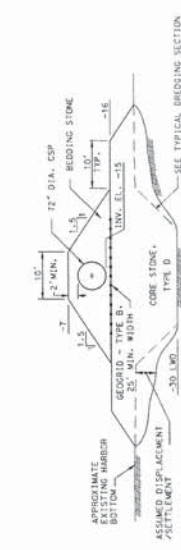
TYPICAL DREDGING SECTION

SCALE: 1" = 10'



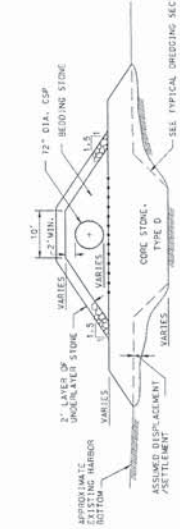
SECTION C-C

SCALE: 1" = 10'



SECTION A-A

SCALE: 1" = 10'



SECTION B-B

SCALE: 1" = 10'

- NOTES:
1. FOR GENERAL NOTES, SEE SHEET 1.
 2. TYPICAL CROSS SECTION A-A, SHALL EXTEND THROUGH THE MAIN.
 3. FOR DETAILS OF SETTLEMENT GAUGES, SEE SHEETS 5620-1, 5620-2 AND 5620-3.
 4. EXISTING BANKS ALONG EXISTING BANK THAT HAVE BEEN EXPOSED BY THE EXISTING SEWER, SHALL BE REPAIRED WITH A MINIMUM OF 12" OF TYPE B, 12" DIA. CSP.
 5. THE LOCATION AND ELEVATIONS SHOWN FOR THE EXISTING SEWER, LINE SHALL BE USED TO LOCATE THE NEW SEWER, LINE.
 6. FOR DETAILS OF THE NEW SEWER, LINE, SEE SHEET 5620-1.
 7. A 10' WIDE AREA ALONG TOP SURFACE OF UNDERLAYER STONE, SHALL BE MAINTAINED FOR THE NEW SEWER, LINE.
 8. RISE, MANHOLE STOPS, SEE MANHOLE STOP DETAIL AND NOTE 4 ON SHEET 1.
 9. THE NEW SEWER, LINE SHALL BE ASSEMBLED WITH THE FOOT MAXIMUM LENGTH STRAIGHT ACTIONS OF 10' MAXIMUM LENGTH. THE NEW SEWER, LINE SHALL BE ASSEMBLED WITH THE FOOT MAXIMUM LENGTH STRAIGHT ACTIONS OF 10' MAXIMUM LENGTH. THE NEW SEWER, LINE SHALL BE ASSEMBLED WITH THE FOOT MAXIMUM LENGTH STRAIGHT ACTIONS OF 10' MAXIMUM LENGTH.
 10. THE NEW SEWER, LINE SHALL BE ASSEMBLED WITH THE FOOT MAXIMUM LENGTH STRAIGHT ACTIONS OF 10' MAXIMUM LENGTH.
 11. MANHOLE WAS ASSEMBLED WITH A CSP RISER SLIP JOINT AND APPROVED BY THE CONTRACTING OFFICER.



PROJECT NO.	5620-1
DATE	10/1/73
DESIGNED BY	96-CLV-17/3
CHECKED BY	96-CLV-17/3
APPROVED BY	96-CLV-17/3
SHEET NO.	13 OF 20

AS CONSTRUCTED

APPROVED

SUBMITTED

SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'

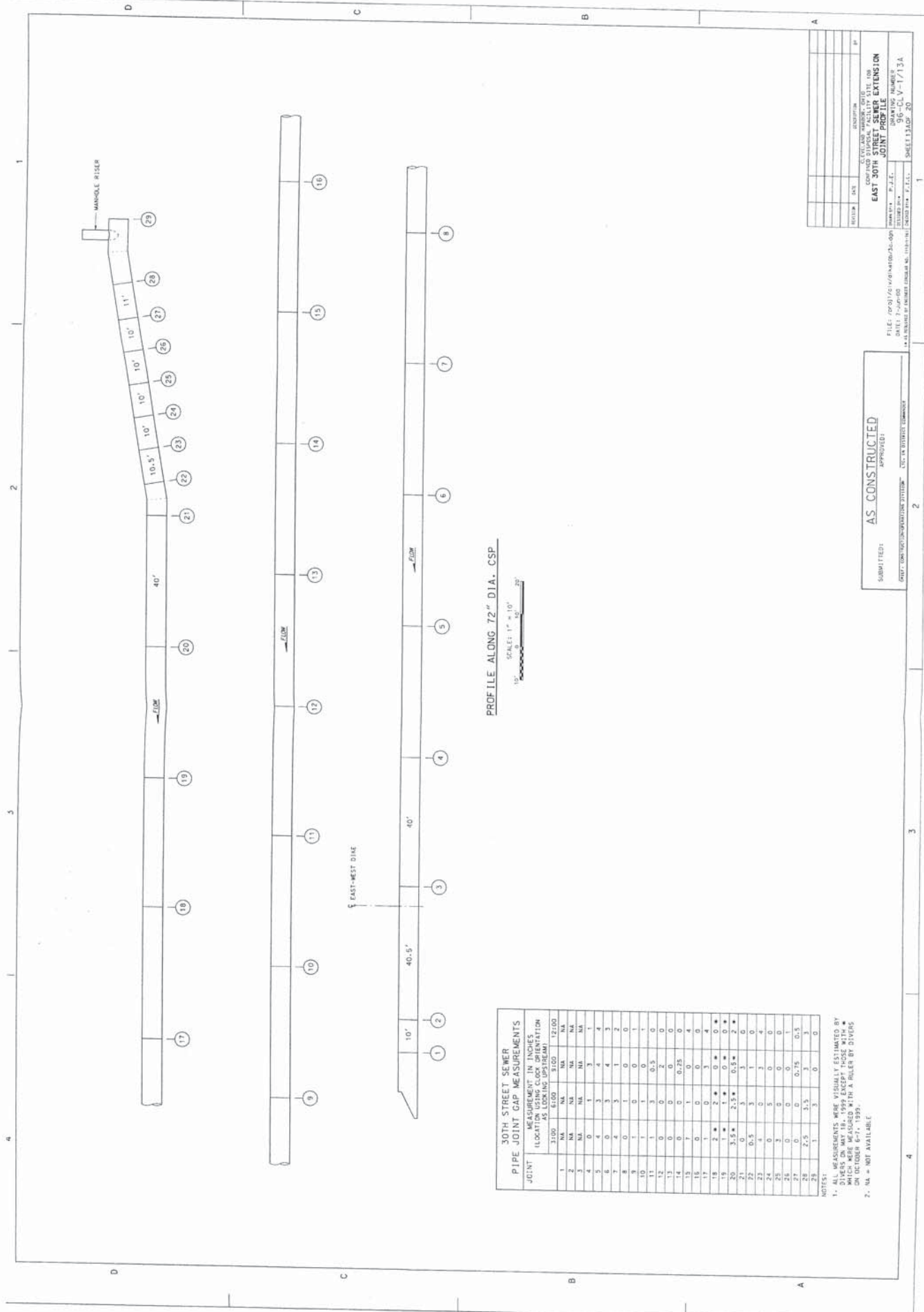
SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'

SCALE: 1" = 10'



PROFILE ALONG 72" DIA. CSP

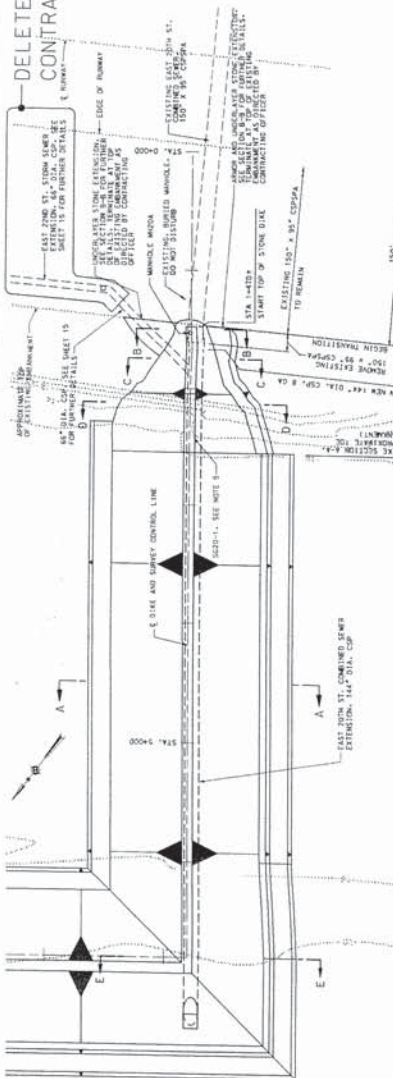
30TH STREET SEWER		PIPE JOINT GAP MEASUREMENTS	
JOINT		MEASUREMENT IN INCHES	
LOCATION USING CLOCK ORIENTATION		MEASUREMENT IN INCHES	
DATE		DATE	
1	NA	NA	NA
2	NA	NA	NA
3	NA	NA	NA
4	NA	NA	NA
5	NA	NA	NA
6	0	3	4
7	4	3	4
8	0	1	0
9	0	1	0
10	1	1	0
11	1	3	0.5
12	0	0	2
13	0	0	0
14	0	0	0.25
15	0	0	0
16	0	0	0
17	1	0	3
18	2	2	0
19	3	1	0
20	3.5	2.5	0.5
21	0	3	0
22	0.5	3	1
23	4	0	2
24	0	5	0
25	0	0	0
26	0	0	0
27	0	0	0.75
28	2.5	3.5	3
29	1	3	0

NOTES:
 1. ALL MEASUREMENTS WERE VISUALLY ESTIMATED BY THE FIELD PERSONNEL.
 2. NA = NOT AVAILABLE

SUBMITTED: **AS CONSTRUCTED**
 APPROVED: _____
 DATE: 10/10/13
 DRAWN BY: P.J.E.
 CHECKED BY: P.J.E.
 SHEET 133 OF 133

NO.	DATE	REVISION
1	10/10/13	ISSUED FOR CONSTRUCTION
2		
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30		

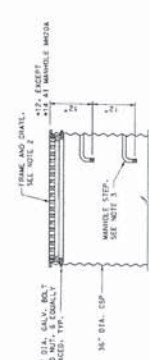
FILE: 1209102-00-NATB-35-00
 DRAWING NUMBER: 35-CL-V-1/13A
 SHEET 133 OF 133



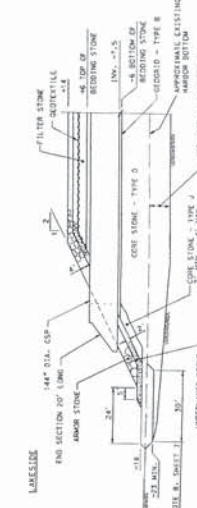
PLAN
SCALE: 1" = 40'



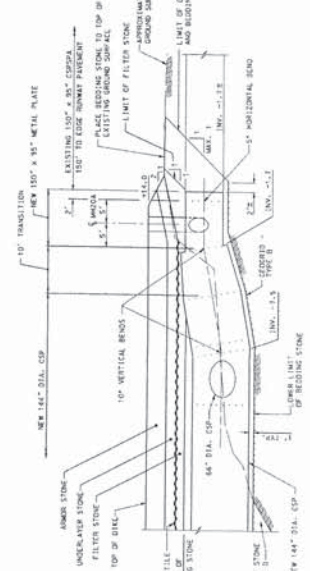
NOTE: SLOPE FROM GEODETIC, ELEVATION NOT SHOWN.
EAST 20TH STREET COMBINED SEWER EXTENSION
PROFILE ALONG 144" DIA. CSP CENTERLINE
SCALE: 1" = 40'



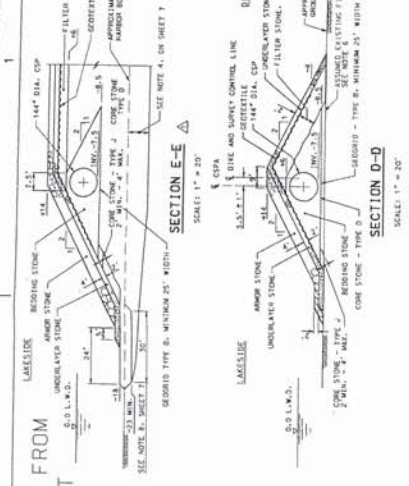
DETAIL A
SCALE: 1" = 20'



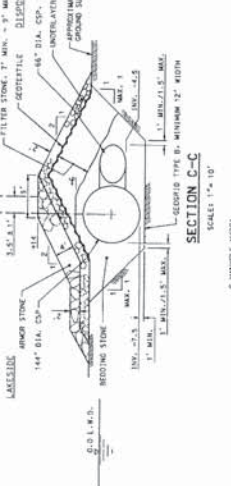
DETAIL B
SCALE: 1" = 20'



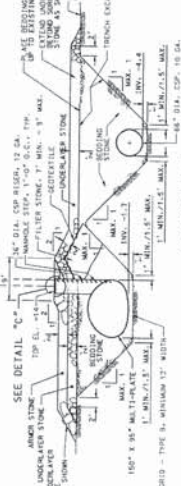
DETAIL C
SCALE: 1" = 20'



SECTION E-E
SCALE: 1" = 20'



SECTION D-D
SCALE: 1" = 20'



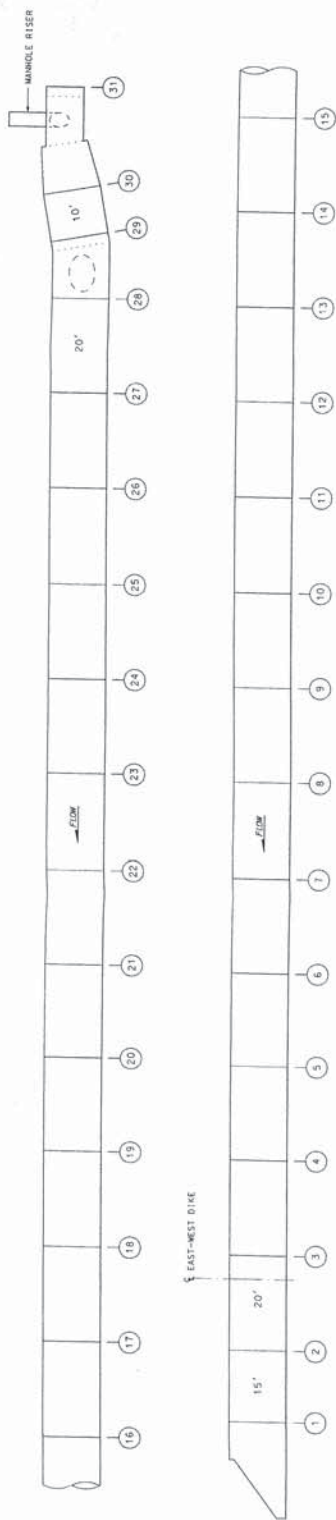
SECTION C-C
SCALE: 1" = 20'



SECTION B-B
SCALE: 1" = 20'

- NOTES:
1. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 2. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 3. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 4. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 5. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 6. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 7. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 8. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 9. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 10. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.
 11. EXISTING SEWER LINE SHALL BE MAINTAINED AND NOT REMOVED.

EAST 20TH STREET SEWER EXTENSION	
DATE	10/1/17
BY	J. L. [Signature]
CHECKED BY	J. L. [Signature]
APPROVED BY	J. L. [Signature]
SCALE	1" = 40'
SHEET	11 OF 20



PROFILE ALONG 144" DIA. CSP

SCALE: 1" = 10'

JOINT	MEASUREMENT IN INCHES (LOCATION USING CLOCK ORIENTATION AS LOOKING UPSTREAM)	3:00	6:00	9:00	12:00
1	15	0	0	0	0
2	2	2	3	3	2
3	3	2	2	2	2
4	3	4	4	0	3
5	0	4	0	0	0
6	0	0	0	0	0
7	1	0	0	0	0
8	3	0	2	4	0
9	0	2	1	2	0
10	0.25	2	2	0	0
11	0	3	0	0	0
12	0	3	0	0	0
13	0	4	0	0	0
14	3	0	4	6	0
15	3	1	0	0	0
16	0	2	1	0	0
17	0	1	0	0	0
18	4	1	0	1	0
19	0	1	0	0	0
20	0	1	1	1.5	0
21	1.5	3.5	0	0	0
22	0	2	0	0	0
23	0	0	0	0	0
24	0	0	8	6	0
25	8	0	0	4	0
26	5	1.5	0	4	0
27	5	4	3	NA	NA

NOTES:

1. ALL MEASUREMENTS WERE VISUALLY ESTIMATED BY INSPECTOR AND FIELD MEASUREMENTS WERE TAKEN ON OCTOBER 6-7, 1999.
2. NA = NOT AVAILABLE.

SUBMITTED: **AS CONSTRUCTED**
APPROVED:

COMPASS SURVEY FACILITY SITE FOR
EAST 20TH JOINT PROFILE
DRAWING NUMBER
96-CL V-1/17A
SHEET 17 OF 20

FILE: 96-CL V-1/17A-00
DATE: 1-10-00
DRAWN BY: J.E.C.
CHECKED BY: J.E.C.
DATE: 1-10-00

20TH STREET SEWER

From: Kurko, Jennifer [<mailto:jennifer.kurko@epa.state.oh.us>]
Sent: Tuesday, April 03, 2012 6:02 PM
To: Singh, Meenakshi
Cc: Katherine.S.Delaney@faa.gov; Princic, Kurt; Camacho, Renato
Subject: RE: OEPA Comments.

Hi Meena,

I am confirming that the information you provided below is what I relayed over the phone.

We appreciate DPC and FAA's coordination efforts to ensure the runway project goes smoothly. As I noted at the agency scoping meeting and over the phone, it's best for Ohio EPA to be involved as early as possible when different design options are being considered. It enables us to provide feedback on potential issues that might not be readily evident, which helps entities focus their efforts toward the most viable options from the outset.

Continue to use me as the initial Ohio EPA contact for this project, and I'll gather the appropriate program staff as needed.

Please let me know if you need anything else,

--Jennifer

Jennifer L. Kurko
Assistant District Chief
Ohio EPA – Northeast District Office
(330) 963-1253
jennifer.kurko@epa.state.oh.us

From: Singh, Meenakshi [<mailto:msingh@clevelandairport.com>]
Sent: Tuesday, April 03, 2012 2:29 PM
To: Kurko, Jennifer
Cc: Katherine.S.Delaney@faa.gov; Princic, Kurt; Camacho, Renato
Subject: OEPA Comments.
Importance: High

Jennifer,

I received your phone message following the Agency Coordination Meeting scheduled on 3/7/12. I have transcribed the voice message as outlined below:

1. OEPA has no additional comments
2. DPC & FAA should continue coordination with all agencies
3. Surface water issue is being explored by DPC
4. Access road relocation, the options should be explored and required authorization followed
5. The proposed improvement and activities are covered under the 1993 blanket Rule 13 issued to DPC.

Please confirm the above statement, please edit to include any further comments or information. These comments shall be confirmed as formal comments from the OEPA.

Thanks,

Meena



Meenakshi Singh M. RCPL, B.Arch.

Planning Manager

Cleveland Airport System

5300 Riverside Drive

P.O. Box 81009

Cleveland, OH-44181-0009

Phone: 216.265.2722

Fax: 216.265.6185

msingh@clevelandairport.com

From: James White [\[mailto:James.White@portofcleveland.com\]](mailto:James.White@portofcleveland.com)
Sent: Thursday, April 05, 2012 9:47 AM
To: Singh, Meenakshi
Cc: Brian Lynch
Subject: RE: BKL RSA-EA: Agency Comments.

Meena-

Thanks for including the Port of Cleveland in the review of your Burke RSA plans.

As you may know dredge material will continue to be placed at CDFs 9/10b and 12. Our plans always carefully respect FAA and Burke Airport airspace restrictions. We expect that there will be shift from hydraulic (pumped) placement of material to mechanical placement in the CDFs over the next few years. This change in process will add significant capacity to the CDFs. Also, the shift to mechanical placement will eliminate the lagoons of standing water which the Corps of Engineers uses to settle sediments. We believe elimination of these lagoon will increase safety at the airport by reducing the risk of exposure to migrating waterfowl which find the lagoons to be appealing rest stops.

We see no problems with the planned safety zone and related runway relocation.

If there were opportunities to jointly develop a shared access road we would be glad to discuss it.

Mutual respect for our civic responsibilities for these adjacent facilities is very important and we appreciate the opportunity to comment. Please keep us informed on the progress of your project and we will do the same.

Kind regards,
JW

Jim White
Director, Sustainable Infrastructure Programs
Cleveland - Cuyahoga County Port Authority
216-377-1337

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From: Mitch, Brian [<mailto:Brian.Mitch@dnr.state.oh.us>]
Sent: Monday, April 16, 2012 1:02 PM
To: Singh, Meenakshi
Subject: 12-230; Burke Lakefront Airport Runway Extension



ODNR COMMENTS TO Meenakshi Singh, Manager of Planning, Cleveland Airport System, 5300 Riverside Drive, P.O. Box 81009, Cleveland, Ohio 44181

Project: The proposed project involves the construction of a 400' Engineered Materials Arrestor System (EMAS) bed on Runway End 6L, displace landing threshold of Runway 6L by approximately 165' to the east, construction of an approximate 600' eastern extension of Runway End 24R, construction/extension of taxiways, relocation of existing FAA navigational aids, new runway marking/stripping and various roadway modifications.

Location: The project is located at the Burke Lakefront Airport, Cleveland, Cuyahoga, Ohio.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Fish and Wildlife: The ODNR, Division of Wildlife (DOW) has the following comments.

The project is within the range of the Indiana bat (*Myotis sodalis*), a state and federally endangered species. The following species of trees have relatively high value as potential Indiana bat roost trees: Shagbark hickory (*Carya ovata*), Shellbark hickory (*Carya laciniosa*), Bitternut hickory (*Carya cordiformis*), Black ash (*Fraxinus nigra*), Green ash (*Fraxinus pennsylvanica*), White ash (*Fraxinus americana*), Shingle oak (*Quercus imbricaria*), Northern red oak (*Quercus rubra*), Slippery elm (*Ulmus rubra*), American elm (*Ulmus americana*), Eastern cottonwood (*Populus deltoides*), Silver maple (*Acer saccharinum*), Sassafras (*Sassafras albidum*), Post oak (*Quercus stellata*), and White oak (*Quercus alba*). Indiana bat habitat consists of suitable trees that include dead and dying trees of the species listed above with exfoliating bark, crevices, or cavities in upland areas or riparian corridors and living trees of the species listed above with exfoliating bark, cavities, or hollow areas formed from broken branches or tops. If suitable trees occur within the project area, these trees must be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between September 30 and April 1. If suitable trees must be cut during the summer months of April 2 to September 29, a net survey must be conducted in May or June prior to cutting. Net surveys shall incorporate either two net sites per square kilometer of project area with each net site containing a minimum of two nets used for two consecutive nights, or one net site per kilometer of stream within the project limits with each net site containing a minimum of two nets used for two consecutive nights. If no tree removal is proposed, the project is not likely to impact this species.

The project is within the range of the piping plover (*Charadrius melodus*), a state and federally endangered bird species, and the Kirtland's warbler (*Setophaga kirtlandii*), a state and federally endangered species. These species do not nest in the state but only utilize stopover habitat as they migrate through the region. Therefore, the project is not likely to have an impact on these species.

The project is within the range of the bald eagle (*Haliaeetus leucocephalus*), a state threatened species. However, the Ohio Biodiversity Database currently has no records of this species near the project area.

The project is within the range of the Canada darner (*Aeshna canadensis*), a state endangered dragonfly. Wetland impacts should be avoided in order to avoid this species.

The project is within the range of the black bear (*Ursus americanus*), a state endangered species, and the bobcat (*Lynx rufus*), a state endangered species. Due to the mobility of these species, the project is not likely to have an impact on these species.

The project is within the range of the king rail (*Rallus elegans*), a state endangered bird. A statewide survey has not been completed for this species. A lack of records does not indicate the species is absent from the area. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Therefore, if this type of habitat will be impacted, construction must be avoided in this habitat during the species' nesting period of May 1 to August 1. If this type of habitat will not be impacted, the project is not likely to impact this species.

The project is within the range of the yellow-bellied sapsucker (*Sphyrapicus varius*), a state endangered bird. A statewide survey has not been completed for this species. A lack of records does not indicate the species is absent from the area. Yellow-bellied sapsuckers occupy wet deciduous forests or the margins of bogs where yellow birch, beech and aspen are prevalent. Therefore, if tree removal is proposed in this type of habitat, tree removal must not occur during the species' nesting period of May 1 to July 1. If no tree removal is proposed, the project is not likely to impact this species.

The ODNR, Ohio Biodiversity Database has a record at Burke Lakefront Airport for the Upland Sandpiper (*Bartramia longicauda*), a state threatened bird. We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within the project area. Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.

Coastal Management: The ODNR, Office of Coastal Management comments that based on the information provided, it appears that the project may include the construction of structures to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie and therefore may require an ODNR Shore Structure Permit (ORC 1506.40). Additionally, portions of the proposed project area are included in existing Submerged Lands Lease File Number SUB-0514-CU issued to the City of Cleveland which authorizes the use and occupation of the previously submerged lands of Lake Erie for airport expansion, confined disposal facility and port development. Pursuant to the provisions within the Lease any future improvements to the existing facilities, construction of new facilities or any change in use requires the prior written approval of the Director, Ohio Department of Natural Resources. The Proposed Action on the attached Exhibit 1 will require this prior written approval.

Pursuant to the Coastal Zone Management Act of 1972, as amended, and its corresponding federal regulations, a Federal Consistency review by ODNR may be required for certain federal activities (i.e. permits, funding, etc.) related to the proposed project. For additional information on Federal Consistency, please contact Steve Holland at (419) 626-7980 or steven.holland@dnr.state.oh.us.

Geological Survey: The ODNR, Division of Geological Survey comments that the area to be filled is small and is unlikely to contain a significant amount of uncontaminated sediment of sand-size or larger. Geological Survey has no concerns based on the preliminary information provided.

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6715 if you have questions about these comments or need additional information.

Brian Mitch, Compliance Coordinator
ODNR Division of Wildlife
2045 Morse Road, Building G-2
Columbus, Ohio 43229-6693
(614) 265-6715

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**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

**U.S. ARMY CORPS OF ENGINEERS
BUFFALO DISTRICT**

May 9th, 2012

AGENDA

- I. Background
- II. Purpose and Need
- III. Proposed Action
- IV. USACE Comments (Comment Matrix)
- V. Schedule and Next Steps in the EA Process
- VI. Timing requirements from the USACE

* * * * *

AIRPORT CONTACT: Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181
Email: msingh@clevelandairport.com

FAA CONTACT: Ms. Katherine S. Delaney
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174
Email: Katherine.s.delaney@faa.gov

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Burke Lakefront Airport Environmental Assessment

***U.S. Army Corps of Engineers
Buffalo District
Agency Coordination Meeting***

May 9, 2012

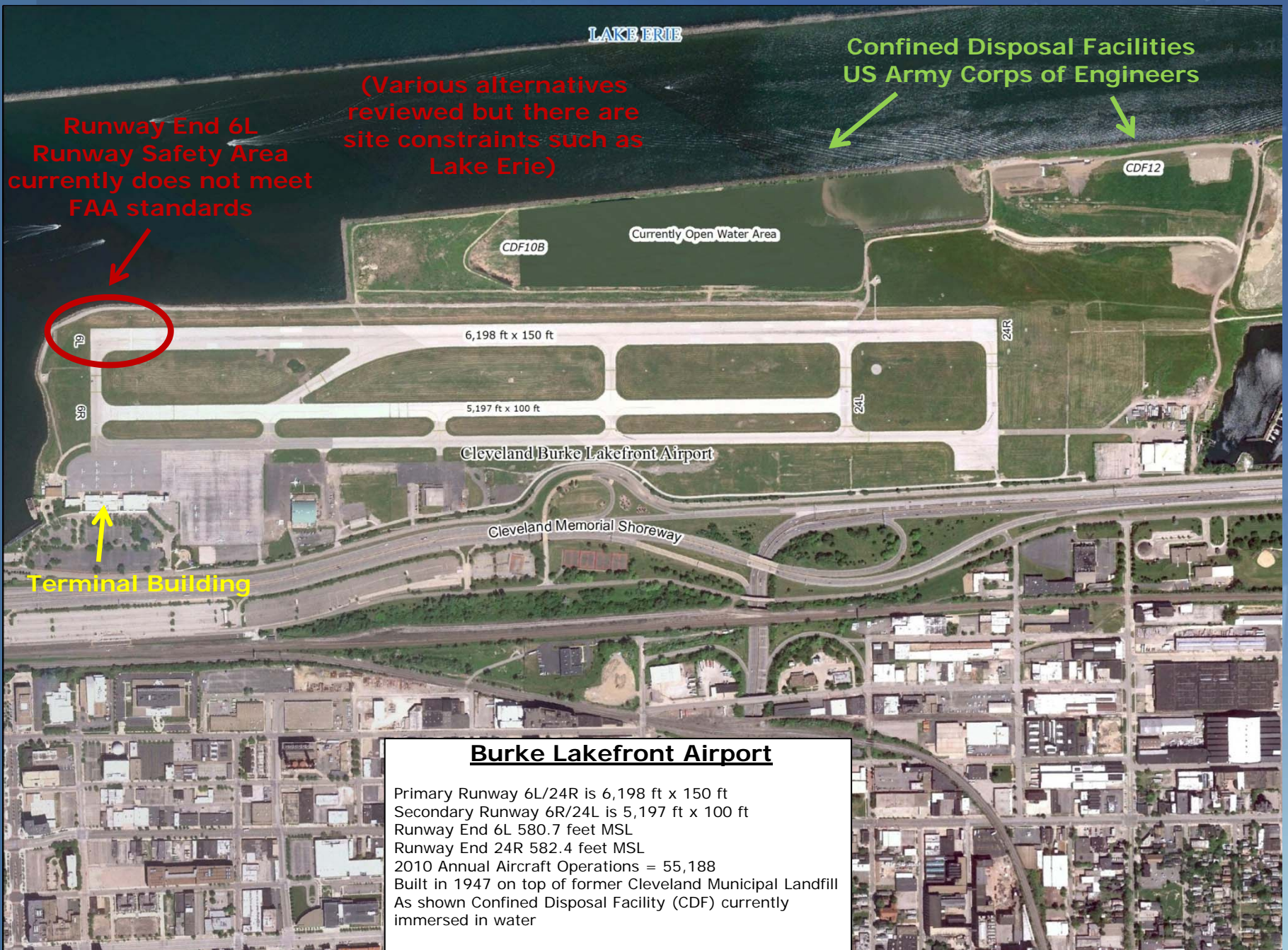
***City of Cleveland
Department of Port Control (DPC)
And the
Federal Aviation Administration***



BACKGROUND

- ❑ Burke Lakefront Airport (BKL) owned and operated by the City of Cleveland Department of Port Control
- ❑ BKL has two parallel runways
 - Primary Runway 6L/24R (6,198 ft x 150 ft)
 - Secondary Runway 6R/24L (5,197 ft x 100 ft)
- ❑ Designated as a General Aviation (GA) reliever airport helping to divert activity from larger scheduled service airports
- ❑ Provides important services to the local community
(Various corporate activity, emergency medical transport, flight training facilities, Labor Day Air show)
- ❑ Runway End 6L currently does not meet FAA Runway Safety Area design standards

EXISTING AIRPORT



PURPOSE AND NEED

❑ Need for Project:

The Burke Lakefront Airport Runway 6L/24R does not meet current FAA airport design standards for runway safety areas.

❑ Purpose of Project:

To enhance and improve the RSA to the extent practicable while maintaining the following airside requirements:

- Maintain existing runway length and IFR approach to Runway 24R
- Maintain perimeter road access to the north side of the airfield for operations, wildlife management and mitigation, and USCAE maintenance operations
- Maintain or improve (through moments of opportunity) the existing airfield conditions for the runway to include: relocation of affected NAVAIDs (including REILs 6L, AWOS, replacement of 6L VASI with PAPI, and the addition of in-ground runway lights in the extension, and limit the number of modification to design standards required at this site to achieve compliant RSA's and other airport design standards.

ALTERNATIVES

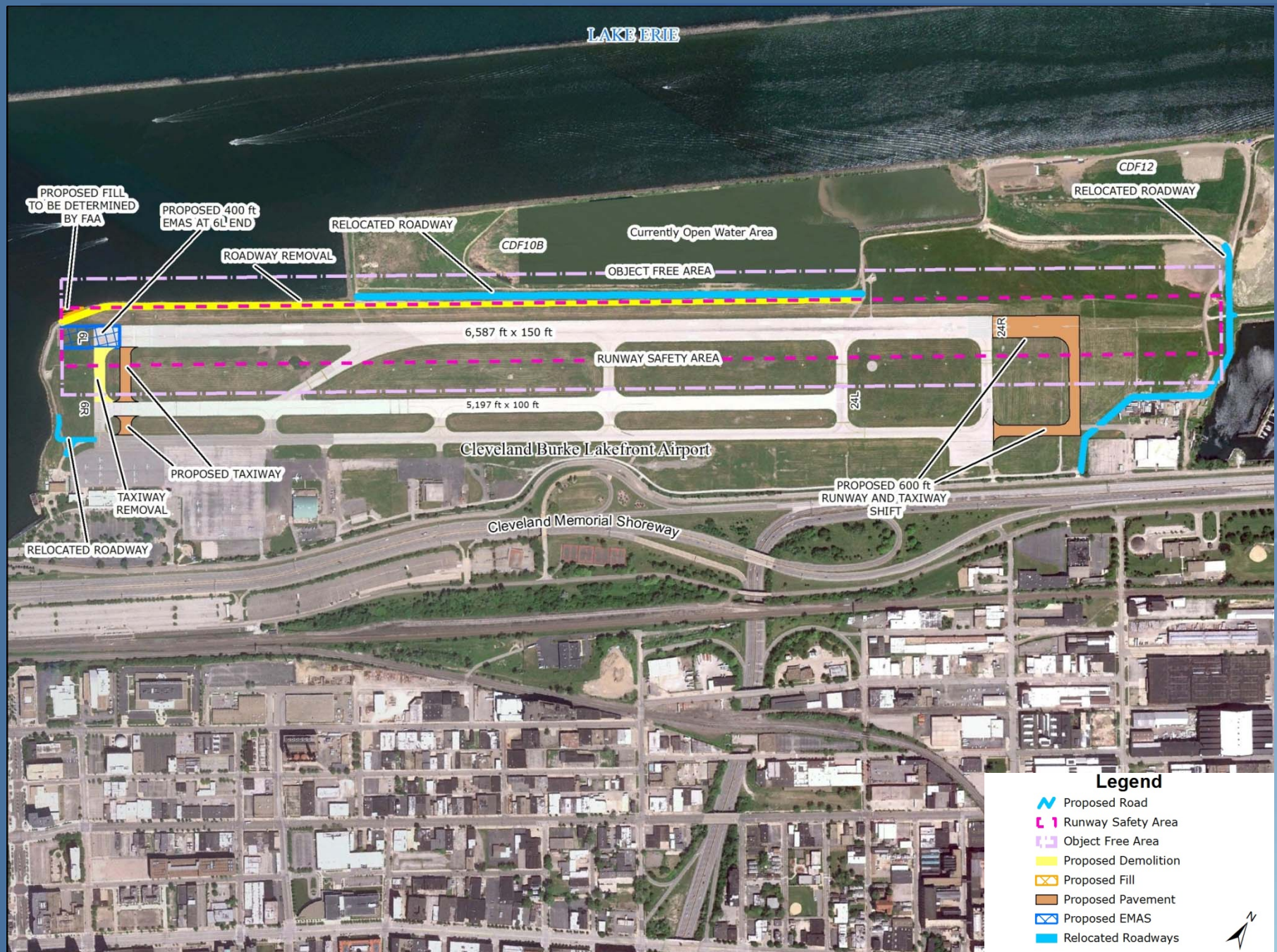
RUNWAY ALTERNATIVES

- ❑ A range of runway alternatives were studied to mitigate the deficiencies in the safety areas
- ❑ Alternatives were not carried forward for detailed environmental analysis in this EA if they did not:
 - Result in a standard RSA;
 - Resulted in extraordinary environmental and/or economic impact;
 - Resulted in a shorter length of runway available for takeoffs and/or aborted takeoffs; or,
 - Was not able to maintain current runway capability.

ROADWAY ALTERNATIVES

- ❑ Multiple options for portions of the roadways impacted are being examined.

PROPOSED ACTION



PROPOSED ACTION

Comply with FAA Requirements for Runway Safety Areas

- ❑ Construction of a 400-foot Engineered Materials Arrestor System (EMAS) bed on Runway End 6L
- ❑ Displace landing threshold of Runway 6L by approximately 165 feet to the east

Maintain existing runway length

- ❑ An approximate 600-foot eastern shift of Runway End 24R

PROPOSED ACTION

Supporting Elements

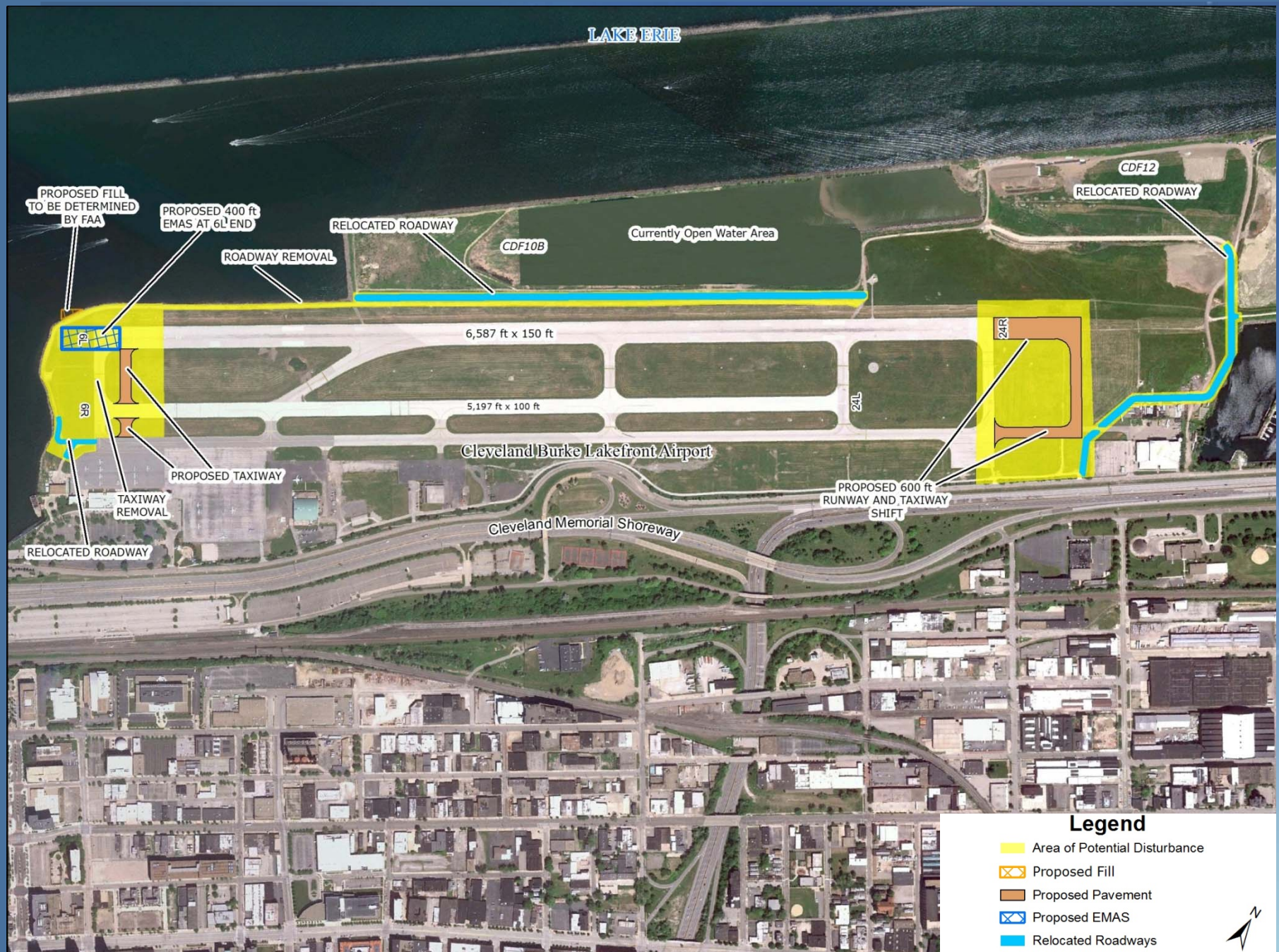
- ☐ Construction/shift of taxiways
- ☐ Relocation of existing FAA navigational aids
- ☐ New runway marking/stripping

PROPOSED ACTION

Supporting Elements also includes:

- ❑ **Roadway modifications**
 - ✓ Relocation/extension of the perimeter/vehicle service road on the northeast side of the Airport (north of Runway End 24R) near CDF 12;
 - ✓ Relocation of the vehicle service road north of the runway and next to CDF 10B; and
 - ✓ Relocation of the ARFF Road/vehicle service road on the southwest end of the Airport (east of Runway End 6R).

AREAS OF POTENTIAL DISTURBANCE



REVIEW OF USACE COMMENTS AND RESPONSES



The City of Cleveland Department of Port Control (DPC), in cooperation with the FAA, completed a number of scoping activities to determine the range of issues to be analyzed, and to what magnitude they were to be treated in the Environmental Assessment for the Runway 6L/24R Safety Improvement Project at Burke Lakefront Airport in Cleveland, Ohio.

In an effort to identify potential issues associated with the Proposed Action, coordination letters were mailed to key agencies responsible for resource protection and public policy. These letters requested responses from Federal, State, and local agencies which might have information pertaining to natural and human resources and their locations within the study area. The DPC and the FAA received comments from the U.S. Army Corps of Engineers (USACE) dated March 23, 2012. The following are the summarized comments and the responses.

USACE 1.a	The USACE recommends you conduct further investigation to determine if potentially regulated waterways, including freshwater wetlands and/or streams exist on the subject site. The USACE recommends an individual familiar with the USACE 1987 Wetland Delineation manual and the Northeast/Northcentral Regional Supplement perform a delineation for the subject site. The delineation and complete application package should then be submitted to USACE for review.	Wetland delineation field investigations have been conducted in accordance with the USACE Wetland Delineation Manual and the Northeast/Northcentral Regional Supplement. Preliminary results indicated that there are areas with wetland features on the project site. There will be on-going coordination with USACE on how to incorporate this information into the EA document and to determine potential permit requirements.
USACE 1.b	Any work including placement of fill, or excavation, or placement of structures below the ordinary high water (OHW) 573.4 feet International Great Lakes Datum (IGLD), 1985, would require a permit from USACE.	To be discussed at May 9th Meeting. If placement of fill, or excavation, or placement of structures below the ordinary high water is necessary, the DPC will submit a request from the USACE for the permit.
USACE 1.c	USACE requires that impacts to WOUS be first avoided and then minimized to the maximum extent practicable, and lastly mitigated.	<p>The FAA follows the "avoid, minimize, mitigate" policy regarding wetland impacts. Any impacts to wetlands that cannot be avoided or minimized will require mitigation. Impacts and mitigation related to the Proposed Action will be identified and coordinated with the USACE.</p> <p>The DPC and the FAA have already conducted a screening analysis for various alternatives. Alternatives that placed even greater amounts of fill into Lake Erie were rejected from further consideration.</p>

USACE 1.d	Coordination between the USACE and U.S. Fish and Wildlife Service under Section 7 the Endangered Species Act may be required for the proposed project.	Coordination has been initiated with the U.S. Fish and Wildlife Service. All coordination efforts will be included in the Draft EA.
USACE 1.e	Coordination between the USACE and Ohio State Historic Preservation Office under Section 106 of the National Historic Preservation Act may be required for the proposed project.	Coordination has been initiated with the Ohio State Historic Preservation Office. All coordination efforts will be included in the Draft EA.
USACE 2.a	The CDF 10B drawings (provided) show the approximate locations of four existing CSO pipes that extend underneath the CDF, including the locations of the tie-in points. Manholes for these pipes are visible in the field where they extend above existing grade along the southern boundary of the CDF. Provisions for protection of these manholes and associated piping may need to be incorporated into the project as it appears they are within the project footprint. The CDF 12 drawing (provided) shows the location of an Automated Surface Observing Station (ASOS) that also appears to be within the project area. Note that the ASOS, and the manholes and piping are not owned, operated, or maintained by USACE. The airport should coordinate separately with the agencies responsible for these facilities to determine what measures may be required to accommodate their presence.	The FAA and DPC are coordinating separately with the agencies responsible for these facilities.
USACE 2.b	Moving the north service road located on airport property to the crest of the south berm of CDF 10B will require discussions with the USACE's Real Estate section to insure an agreement is in place as this property is currently under USACE control for the purpose of O&M of the CDF.	To be discussed at May 9th Meeting. The DPC and the FAA requested the May 9 th meeting in order to discuss the issues with all of the necessary USACE sections. For the analysis in the EA, various alternatives for the portions of the roadways in the safety areas are being considered. To satisfy the intent of NEPA, a No Action Alternative is carried forward; therefore the EA includes leaving the perimeter access road where it is today. The EA is also considering removing the roadway in the safety areas with no replacement, and two options to relocate the roadway out of the safety areas.

USACE 2.c	Modifications to the CDF berms that lower them have the potential to impact the ability to retain dredged material within the CDF, or to place additional dredged material into the CDF. This could potentially be a severe impact since remaining space for storage of dredged material at Cleveland harbor is very limited.	To be discussed at May 9th Meeting. The exact locations of the two options for the potential relocated roadways have not yet been determined. The two primary options to relocate approximately 3,480 feet of the vehicle service road (east portion) next to the confined disposal facilities (CDF) Dike 10B include: 1) Relocate the roadway into the current drainage ditch area along the south perimeter of CDF Dike 10B, or 2) Fortify and widen the existing USACE access route on top of the berm for CDF Dike 10B although at this point it has yet to be determined if that will reduce the capacity of CDF Dike 10B.
USACE 2.d	It appears that the proposed roadway construction may impact the existing storm water retention ditch along the south perimeter of CDF 10B. If so, alternate measures will need to be incorporated into the project to provide for management of storm water from the areas of the airport and the CDF that drain to this ditch.	To be discussed at May 9th Meeting. The exact locations of the two relocated roadway options have not yet been determined. However, if the drainage ditch is impacted, the management of storm water will be designed into the project.
USACE 3.a.i	Roadway cuts through Dike 12. Details will be required as to how the berms will be cut down, stabilization of roadway foundation, and measures to ensure that material contained within the berms is not released.	To be discussed at May 9th Meeting. At this time the roadway relocation options were developed to not impact CDF 12 or the Lake Erie shoreline. While the exact position of the relocated roadways is still being finalized, during the design process the final runway location will be determined and will be positioned to avoid impacts to CDF 12 and the Lake Erie shoreline.
USACE 3.a.ii	The roadway is very close to water's edge and stability of shoreline is a concern. Please address the need for measures that to stabilize the foundation for the roadway and fill along the water's edge.	To be discussed at May 9th Meeting. Once the exact location of the roadways is determined all potential measures needed for mitigation will be disclosed and coordinated with the USACE. However at this time it is anticipated that there would be no potential impacts to the Lake Erie shoreline.
USACE 3.a.iii	Please provide a cross sectional detail showing dimensions and materials proposed for the roadway construction.	The cross sectional detail showing dimensions and materials proposed for the roadway construction will be provided to the USACE once a decision is made on the final location of the roadways. However, a typical cross section will be provided at the May 9 th meeting.

USACE 3.b.i	Roadways appear to cut through the Dike 10B drainage ditch and into Dike 10B berms. This area is currently under USACE control, and agreements would need to be established to allow.	To be discussed at May 9th Meeting. For the analysis in the EA, various alternatives for the roadway in the safety areas are being considered. The EA analysis includes leaving the perimeter access road where it is today. The EA is also considering removing the roadway in the safety areas with no replacement, and two options to relocate the roadway out of the safety areas. The two primary options to relocate approximately 3,480 feet of the vehicle service road (east portion) next to the confined disposal facilities (CDF) Dike 10B include: 1) Relocate the roadway into the current drainage ditch area along the south perimeter of CDF Dike 10B, or 2) Fortify and widen the existing USACE access route on top of the berm for CDF Dike 10B although at this point it has yet to be determined if that will reduce the capacity of CDF Dike 10B.
USACE 3.b.ii	Please provide details as measures that will be incorporated into the project to stabilize this roadway, provide positive drainage for the adjacent areas, ensure that integrity of the sewer lines is not compromised, ensure that the integrity of the Dike 10B berms is not compromised, and ensure that material contained within the CDF is not released.	To be discussed at May 9th Meeting. Once the exact locations of the roadways are determined the details requested will be provided.
USACE 3.b.iii	Please provide a cross sectional detail showing dimensions and materials proposed for the roadway construction.	The cross sectional detail showing dimensions and materials proposed for the roadway construction will be provided to the USACE once a decision is made on the final location of the roadways. However, a typical cross section will be provided at the May 9 th meeting.

USACE 3.b.iv	How will this roadway connect to existing roadways to east? It appears that roadways to the west will be eliminated and there will be no access. This could impact the ability of USACE to access areas of the CDF for O&M purposes.	While the exact locations of the options for the relocated roadways have not yet been determined, the Proposed Action is expected to retain roadway access to the CDFs for operation and maintenance purposes. The existing roadway to the east is proposed to be relocated and will connect with the existing roadway near CDF 12. This will maintain access to the CDFs for the USACE. In addition, two options in the EA include the relocation of the vehicle service road next to the CDF 10B to maintain access to CDF 10B.
USACE 3.c.i	Please provide details as to the nature of this fill and how it will be protected from wind and wave action. The effect of this fill on navigation will need to be addressed, including the impact on the ability of vessels such as the USCG Neah Bay to maneuver in this area.	It has yet to be determined if the Proposed Action includes the placement of fill into Lake Erie. If the FAA determines it is necessary to place fill into Lake Erie, a design study will be conducted to determine how the fill will be protected and to determine potential impacts of the fill including impacts to navigation.
USACE 3.d.i	Please provide details as to the proposed disposition of material removed from the roadway, and measures that will be taken to reclaim and stabilize the former roadway areas.	The disposition of material removed from the roadway will be disclosed in the Draft EA. It is anticipated that any roadway material removed from the site would be taken to an appropriate landfill or concrete recycling center. All construction would be conducted pursuant to guidelines included in FAA, <i>Standards for Specifying Construction of Airports</i> .
USACE 3.e.i	Please advise as to whether changes to the Object Free Area are proposed. This is a concern to USACE since it could impact our ability to put equipment into or perform maintenance on CDF 10B.	The Object Free Area (OFA) is not expected to change south of CDF 10B. On the eastern end of the runway by Runway End 24R, the OFA will be shifted approximately 600 feet to the east. This would put the eastern existing roadway within the OFA. Therefore, the majority of the current roadway is proposed to be relocated out of the OFA. However there will be one section of roadway that cannot be relocated out of the OFA due to the location of Lake Erie. It is anticipated that the FAA will grant a modification to standards for use of the section of roadway within the OFA. Therefore there would be no anticipated change in how the USACE uses the roadway.

USACE 4.a	Regarding the elevations provided on Exhibit 1; does MSL refer to the North American Vertical Datum of 1988 (NAVD 88)? Please identify the specific vertical datum used.	MSL does refer to the North American Vertical Datum of 1988 (NAVD 88). Elevations will also be provided in the International Great Lakes Datum of 1985 (IGLD 85) as the vertical datum.
USACE 4.b	How will the runway changes affect the sloped transitional surfaces off the runway sides and ends? Please provide drawings showing the current transitional surfaces and the new transitional surfaces.	The transitional surfaces would remain the same in size and dimension but would be extended east due to the runway shift and extension. The proposed new transitional surfaces are not expected to change any operation or maintenance activities of the USACE. The existing and proposed new transitional surfaces can be provided to USACE when the update to the Airport Layout Plan is approved by the FAA.
USACE 4.c	What is involved in the planned relocation of FAA navigational aids? Please provide information about which navigational aids are being moved and where they will be moved to.	<p>As part of the Proposed Action, several FAA navigational aids will be relocated. On the west end of the runway by Runway end 6L, the existing VASI equipment will be replaced with PAPI equipment. The change will not alter operation or maintenance activities of the USACE.</p> <p>On the east end of the Airport by Runway end 24R, the existing approach lights will need to be replaced by in pavement lights at the runway 24 proposed displaced threshold and at the area or in-pavement, if preferred, off the extended runway. The horizontal locations of the light stations would remain but the vertical location of the lights would have to be adjusted to meet the new light plane and/or FAR Part 77 surface. However these changes by Runway end 24R will not alter operation or maintenance activities of the USACE.</p> <p>In order to maintain safety areas the ASOS will have to be relocated as part of the Proposed Action. The FAA will require a siting study be conducted to determine the best location for the ASOS but it is expected that the ASOS will be relocated to an area that will not alter operation or maintenance activities of the USACE.</p>

USACE 4.d	Will the ILS be relocated or altered? If so, please identify any proposed changes to the ILS.	The Proposed Action is not expected to alter or involve relocation of the Instrument Landing System. The ILS localizer and glide slope equipment will remain in its current location.
USACE 5.a	The Corps of Engineers is currently working on developing a plan to optimize capacities through mounding dredged sediment at CDFs 10B, 9 and 12. Close coordination with FAA will take place if this plan is selected as the preferred plan.	To be discussed at May 9th Meeting. There will be on-going coordination with USACE to determine any cumulative impacts of the USACE's plan to optimize capacities through mounding dredged sediment at CDFs 10B, 9 and 12 on the Proposed Action.
USACE 6.a	CDF 12 has been turned over to the City of Cleveland. USACE is currently using this facility under a Right of Entry agreement.	Comment Noted.
USACE 6.b	USACE approval or disapproval of proposals affecting CDF 12 would come through the procedures and approvals that are outlined in the O&M manual that was provided to the City of Cleveland when the CDF was turned over to them for O&M.	At this time the Proposed Action would not impact CDF 12. We do not anticipate any changes to CDF 12.
USACE 6.c	CDF 10B: If the proposed roadway changes impact our ability to access areas of the facility that we need for continuing O&M work, then the City will be required to provide USACE with another route which we can use.	To be discussed at May 9th Meeting. While the exact locations of the options for the relocated roadways have not yet been determined, the Proposed Action is expected to retain roadway access to the CDFs for operation and maintenance purposes.
USACE 6.d	If agreement can be reached between the airport and USACE as to appropriate uses, measures, and safeguards, a partial turnover agreement could potentially be drawn up to return areas of CDF 10B that are no longer being used back to the City of Cleveland. Such an agreement would likely require Division approval.	Comment Noted.
USACE 6.e	The individual responsible for Buffalo District Real Estate was absent from the office during the short response time requested for comments. We are therefore not able to provide a copy of the current real estate boundaries for CDF 10B and CDF 12 with this letter. We will forward a copy of these boundaries to you upon their return to the District.	To be discussed at May 9th Meeting. The DPC and the FAA would like to discuss the current real estate boundaries for CDF 10B and CDF 12 at the May 9 th meeting and as such request that a representative from the Real Estate section be present.

WETLANDS

- ❑ Field investigation has been performed to determine if any wetlands are within the areas of potential disturbance
- ❑ Potential wetlands were identified on the project site
- ❑ Need to discuss incorporating wetland impacts into the EA



ROADWAY ALTERNATIVES

❑ 3 Distinct Roadway Areas

- ✓ Area 1: Near Runway end 24R adjacent to CDF 12
- ✓ Area 2: South edge of CDF 10B, north of Runway 6L/24R
- ✓ Area 3: West of CDF 10B, north of Runway 6L/24R

❑ EA will evaluate the following for each area

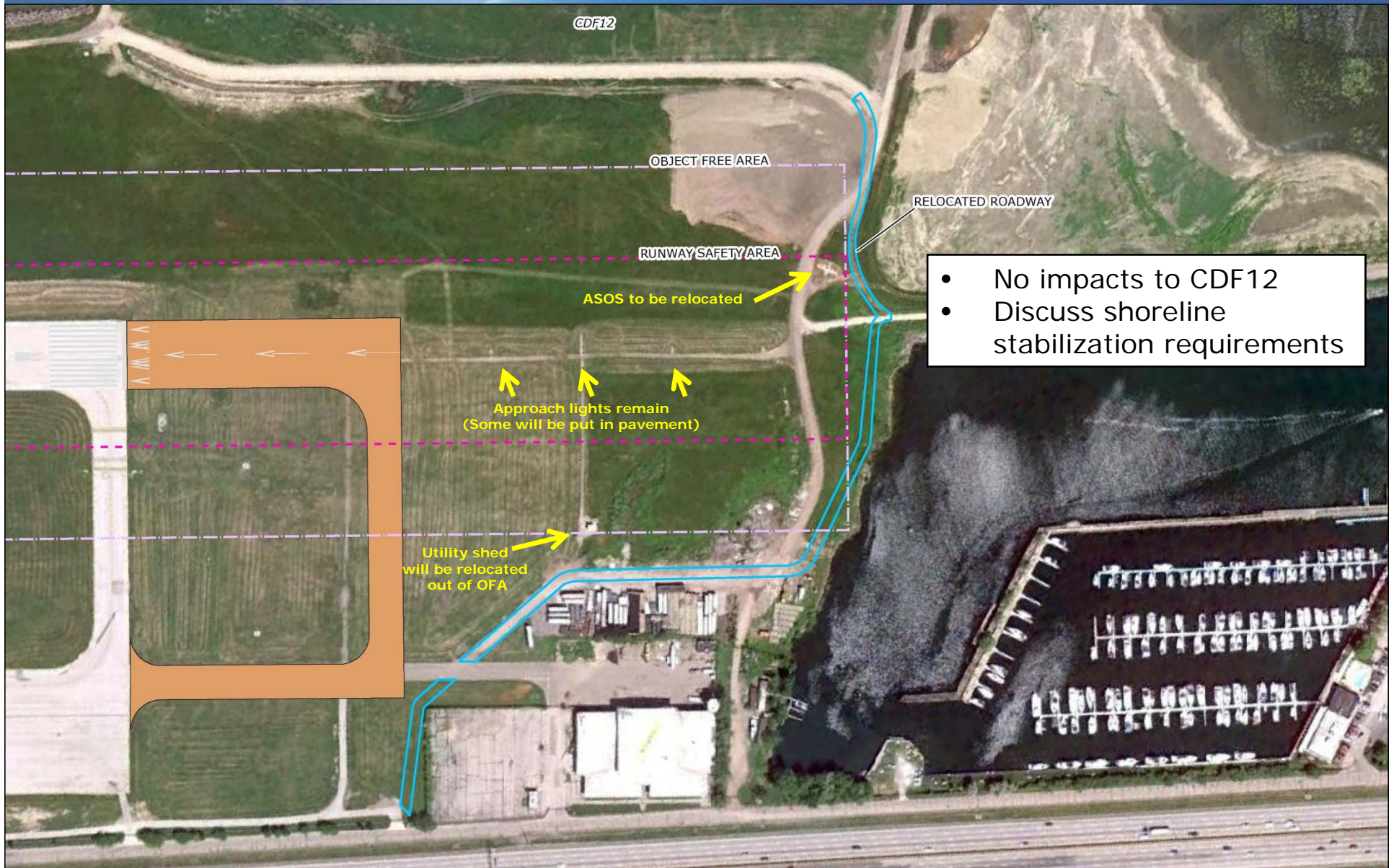
- ✓ Alternative 1: No Action (leaving the roadways where they are today)
 - This may not be feasible in some areas due to FAA safety requirements
- ✓ Alternative 2: Remove roadways with no replacement
 - This is not reasonable because it leaves USACE, USDA Wildlife Services, and City without necessary access

❑ EA will also evaluate various relocation alternatives for each area



ROADWAY RELOCATION ALTERNATIVES

AREA 1: RUNWAY END 24R



ROADWAY RELOCATION ALTERNATIVES

AREA 2: SOUTH OF CDF 10B

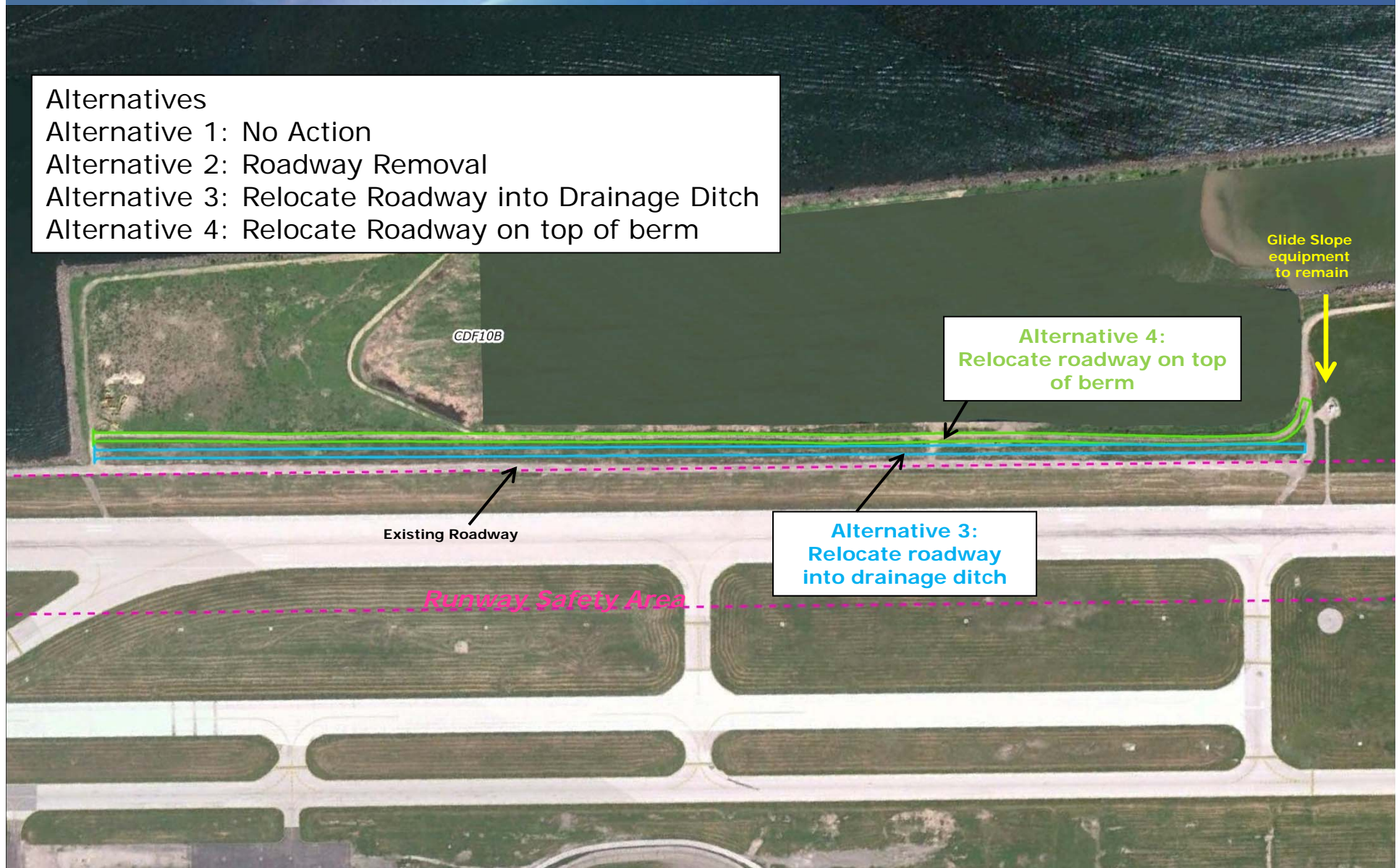
Alternatives

Alternative 1: No Action

Alternative 2: Roadway Removal

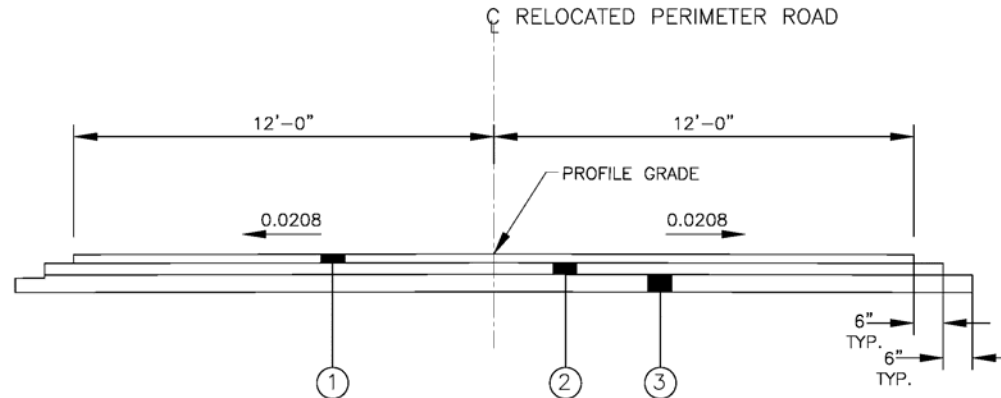
Alternative 3: Relocate Roadway into Drainage Ditch

Alternative 4: Relocate Roadway on top of berm



CROSS SECTION OF TYPICAL ROADWAY

Cross section for asphalt roadway provided for most conservative approach. Final roadway may be gravel.



TYPICAL SECTION - PERIMETER ROAD

LEGEND

- ① 2" ASPHALT CONCRETE SURFACE COURSE (P-403)
- ② 4" ASPHALT CONCRETE INTERMEDIATE COURSE (P-403)
- ③ 8" CRUSHED AGGREGATE BASE COURSE (P-209)

LAKE ERIE FILL BEING CONSIDERED



SCHEDULE AND NEXT STEPS

- ❑ EA analysis to determine impacts (Includes field investigations where necessary) – Now thru June 2012
- ❑ Publish Draft EA - June 2012
- ❑ Agency Comments needed on Draft – June/July 2012
- ❑ Public Workshop/Public Hearing – Middle of July 2012
- ❑ Publish Final EA- August 2012
- ❑ Anticipated Federal Finding – End of August 2012
- ❑ Design/Bid/ Permitting process - 2013
- ❑ Construction- May 2013 thru Fall 2014

USACE TIME REQUIREMENTS

- ❑ **USACE Review of Materials**
- ❑ **Incorporating Information into the Environmental Assessment**
- ❑ **Permitting Timeframes**
 - **Permit for placement of fill, or excavation, or placement of structures below the ordinary high water**
 - **Section 404 Permit**

CONTACT INFORMATION

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City of Cleveland

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Meenakshi Singh

City of Cleveland

216 265 2722

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

**U.S. ARMY CORPS OF ENGINEERS
BUFFALO DISTRICT**

May 9, 2012

MEETING SUMMARY

Josh Feldmann, USACE opened the meeting by welcoming everyone and introducing staff from the USACE. Stephanie Swann, FAA, thanked everyone for their participation. Everyone then introduced themselves, the agencies/firms they represent and their role in the project. See attached sign-in sheet for list of attendees. (Vito Melilli and Matt Snyder USACE participated by phone.)

Rob Adams, L&B, reviewed the agenda and began the power point presentation. The following is a summary of issues discussed during the presentation.

The BKL Team asked about timing for a wetland jurisdictional determination from the USACE. The USACE suggested submitting the delineation as soon as possible. Determinations typically take 60-90 days. USACE will probably schedule a site visit to Burke Lakefront Airport after delineation is submitted.

USACE can adopt FAA environmental decision document for permitting actions, as long as the USFWS, SHPO, and NEPA laws are met. Coordination should be included as part of the EA document.

The "ditch" adjacent to CDF 10B is part of an active USACE CDF operation (operational feature) and thus is not regulated.

Discussion on turnover of the property, timing, responsibilities

- A partial turnover was discussed – this would need to include 2-3 months for USACE HQ approval. Would need Memorandum of Agreement for the following items to be resolved – Who would be responsible for O&M of the road, what type of modification is required between the USACE and City regarding the right of entry.
- USACE currently uses western entrance when there is snow or when other gate is closed. If west road closed then eastern portion would need to be maintained/plowed
- USACE would want assurance that Eastern portion is always available

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

**U.S. ARMY CORPS OF ENGINEERS
BUFFALO DISTRICT**

May 9, 2012

MEETING SUMMARY

Placement of fill, or excavation or placement of structures below the ordinary high water mark

- Could be Nationwide 39 permit -60 days from complete application

Potential impacts to Wetlands and Waters of the U.S.

- If potential mitigation is needed for impacts to wetlands, a wetland bank within the same watershed would be acceptable.

Relocation of road to the CDF berm

- The berm is not structurally stable to support regular vehicle traffic, it is about 10 feet wide and stabilizes yearly (losing 3/10 to 7/10 of a foot a year)
- Berm is constructed out of dredged sediment
- Placing a road on the berm makes the boundaries (height) of the berm fixed. Does not meet the purpose and need of the USACE's mission
- Most recent road built by USACE was to CDF 9 – road constructed with about 16,000 vehicle trips/year

Relocation of road to the storm water drainage feature between BKL and CDF

- Element is part of an active CDF
- OEPA does not have jurisdiction over the element
- When the USACE turns the property over to the City, the City will be responsible for any environmental features that are established
- The storm water drainage feature is not a part of the jurisdictional determination, it is on USACE property
- Need to account for storm water function. Currently, it is in filtration. Change to roadway may require SPDES for new storm water discharge
- On the power point slide with label for CDF 12 should be changed to CDF 9

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

**U.S. ARMY CORPS OF ENGINEERS
BUFFALO DISTRICT**

May 9, 2012

MEETING SUMMARY

Potential Future USACE projects/Cumulative Impacts in the EA

- USACE discussed their potential future plans for CDFs. They are looking at different ways of increasing capacity of the CDFs.
- Options to increase capacity also include ways to reduce wildlife attractants
- Mechanical movement (trucks, bulldozers, cranes) removes water volume
- One of the options would increase the height of the CDFs berm
- Need FAA review of airspace issues to give constraints
- BKL Team to send transitional surfaces and approaches to USACE for use in their capacity alternatives analysis
- Environmental for this --- EA potentially in October 2012

Other items discussed

- USACE requested a comparative exhibit that showed current RSA/OFA and the future proposed RSA/OFA.
- USACE will require a legal agreement to continue access to the CDF via the relocated road
- It is anticipated the road will be constructed while the area is owned by the USACE with a turnover to happen at a later date (Details to be worked out with real estate persons within the USACE, FAA, and City)
- USACE will require reliable access from the east side (Marginal Road and Aviation High School) of the airport to access the CDF (one suggestion was installation of a card reader at the gate)
- Construction of any road will require a look at storm water requirements and drainage to maintain the drainage elements of the existing ditch. May need to look at an infiltration ledge, ability to tie the road drainage into the existing CSO's
- Prior to the USACE starting the CDF operation, the City was required to obtain all appropriate approvals, including the required submerged land lease from the ODNR to the limits of the final CDF
- It is anticipated that the FAA will not place fill in Lake Erie (reference the small triangle on the Runway 6L end)

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

**U.S. ARMY CORPS OF ENGINEERS
BUFFALO DISTRICT**

May 9, 2012

MEETING SUMMARY

- USACE provided the FAA and City with the USACE real estate contact information

USACE Primary Point of Contact
Vic Kotwicki
Real Estate Contracting Officer
Detroit, Buffalo, and Chicago Districts
313-226-3480
Victor.I.kotwicki@usace.army.mil

USACE Secondary Point of Contact
Robert Jameson
Real Estate Specialist
Detroit, Buffalo, and Chicago Districts
313-226-2767
robert.jameson@usace.army.mil

Road Decision at conclusion of meeting – The preferred option of the USACE is to have the perimeter road be relocated towards the existing storm water drainage ditch. Final engineering dimensions need to be completed. The USACE will provide the largest vehicle to use the road to the City for design purposes; the City will compare it to the ARFF vehicle and the road will be constructed to the appropriate strength. FAA will contact USACE real estate to begin next steps for partial turnover option.

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

OHIO DEPARTMENT OF NATURAL RESOURCES

June 21, 2012

AGENDA

- I. Background
- II. Purpose and Need
- III. Proposed Action
- IV. Schedule and Next Steps in the EA Process
- V. Airfield Tour

* * * * *

AIRPORT CONTACT: Ms. Meenakshi Singh
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5300 Riverside Drive
Cleveland, Ohio 44181
Email: msingh@clevelandairport.com

FAA CONTACT: Ms. Katherine S. Delaney
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
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Email: Katherine.s.delaney@faa.gov

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Burke Lakefront Airport Environmental Assessment

Ohio Department of Natural Resources Agency Coordination Meeting

June 21, 2012

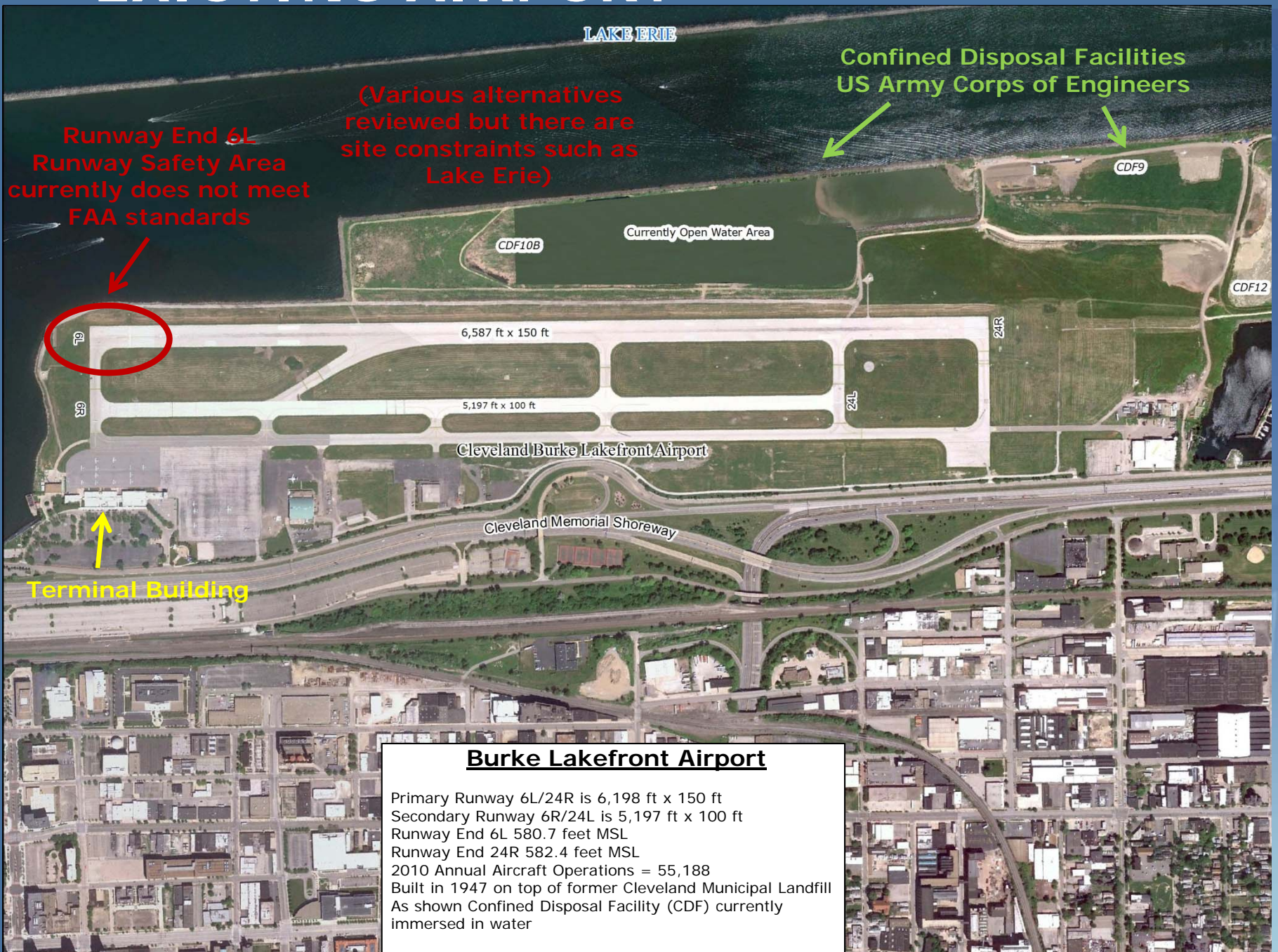
***City of Cleveland
Department of Port Control (DPC)
And the
Federal Aviation Administration***



BACKGROUND

- ❑ **Burke Lakefront Airport (BKL) owned and operated by the City of Cleveland Department of Port Control**
- ❑ **BKL has two parallel runways**
 - **Primary Runway 6L/24R (6,198 ft x 150 ft)**
 - **Secondary Runway 6R/24L (5,197 ft x 100 ft)**
- ❑ **Designated as a General Aviation (GA) reliever airport helping to divert activity from larger scheduled service airports**
- ❑ **Provides important services to the local community**
(Various corporate activity, emergency medical transport, flight training facilities, Labor Day Air show)
- ❑ **Runway End 6L currently does not meet FAA Runway Safety Area design standards**

EXISTING AIRPORT



PURPOSE AND NEED

❑ Need for Project:

The Burke Lakefront Airport Runway 6L/24R does not meet current FAA airport design standards for runway safety areas.

❑ Purpose of Project:

To enhance and improve the RSA to the extent practicable while maintaining the following airside requirements:

- Maintain existing runway length and IFR approach to Runway 24R
- Maintain perimeter road access to the north side of the airfield for operations, wildlife management and mitigation, and USCAE maintenance operations
- Maintain or improve (through moments of opportunity) the existing airfield conditions for the runway to include: relocation of affected NAVAIDs (including REILs 6L, AWOS, replacement of 6L VASI with PAPI, and the addition of in-ground runway lights in the extension, and limit the number of modification to design standards required at this site to achieve compliant RSA's and other airport design standards.

ALTERNATIVES

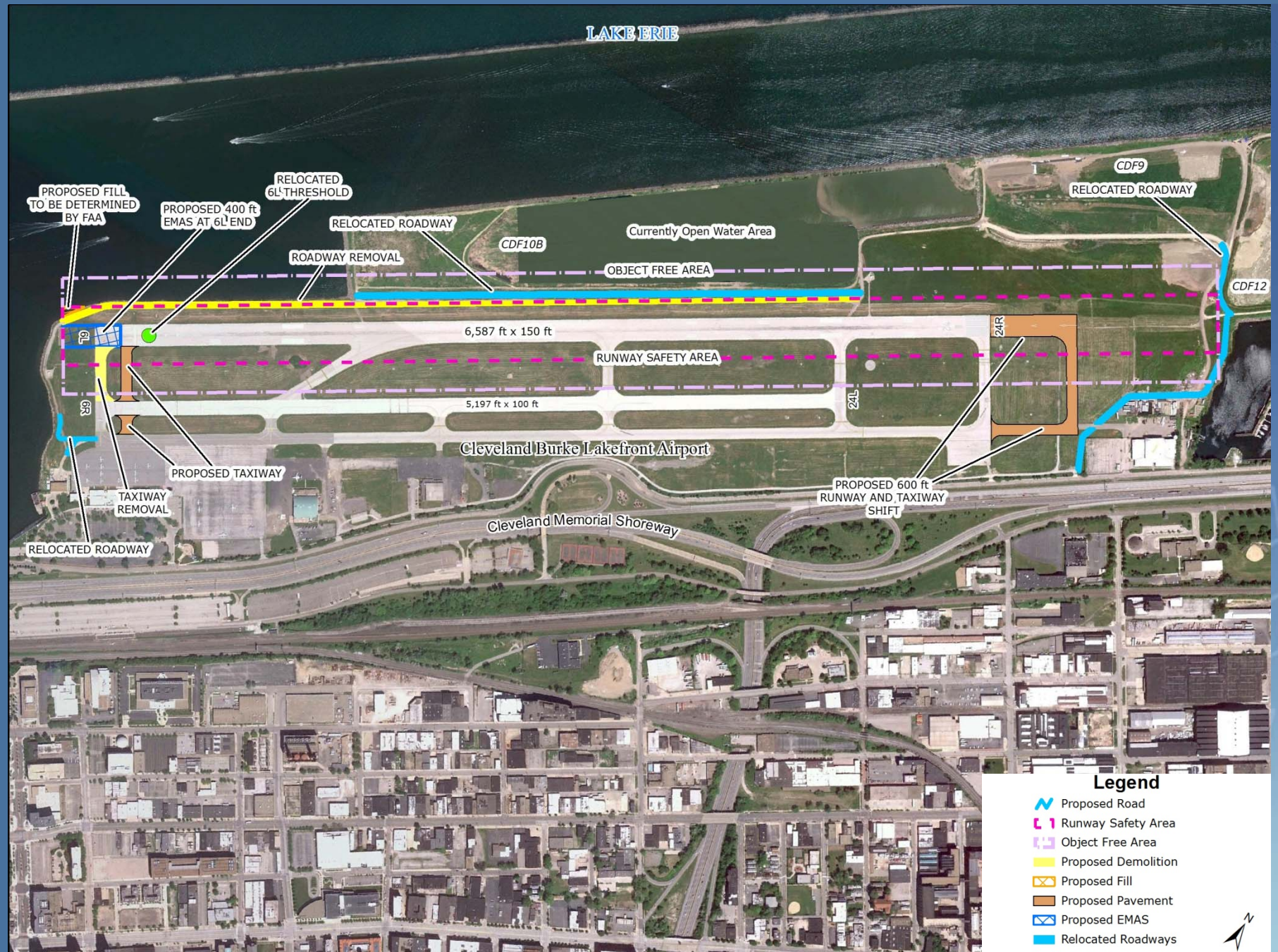
RUNWAY ALTERNATIVES

- ❑ A range of runway alternatives were studied to mitigate the deficiencies in the safety areas
- ❑ Alternatives were not carried forward for detailed environmental analysis in this EA if they did not:
 - Result in a standard RSA;
 - Resulted in extraordinary environmental and/or economic impact;
 - Resulted in a shorter length of runway available for takeoffs and/or aborted takeoffs; or,
 - Was not able to maintain current runway capability.

ROADWAY ALTERNATIVES

- ❑ Multiple options for portions of the roadways impacted are being examined.

PROPOSED ACTION



PROPOSED ACTION

Comply with FAA Requirements for Runway Safety Areas

- ❑ Construction of a 400-foot Engineered Materials Arrestor System (EMAS) bed on Runway End 6L
- ❑ Displace landing threshold of Runway 6L by approximately 165 feet to the east

Maintain existing runway length

- ❑ An approximate 600-foot eastern shift of Runway End 24R

PROPOSED ACTION

Supporting Elements

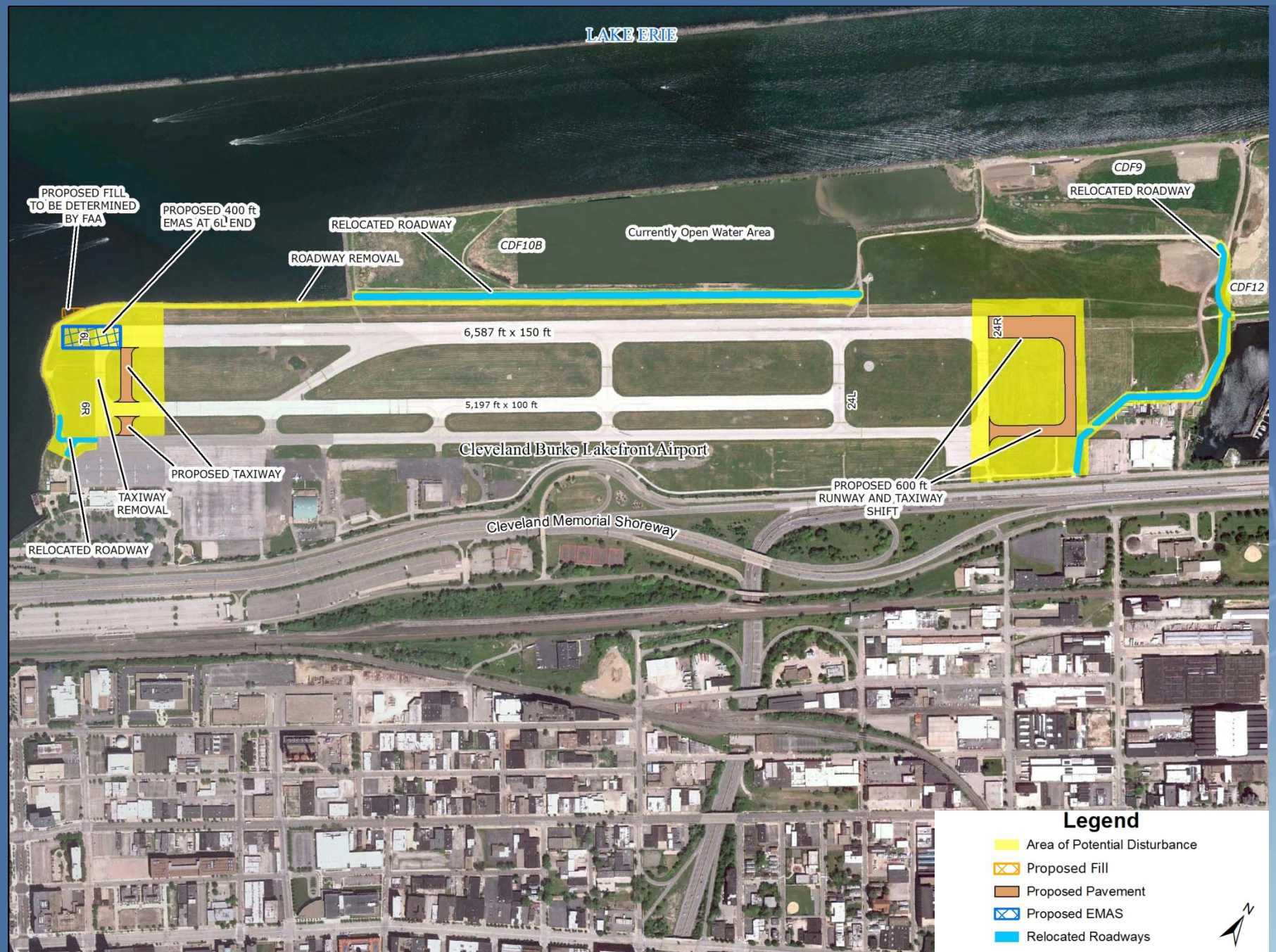
- ☐ Construction/shift of taxiways
- ☐ Relocation of existing FAA navigational aids
- ☐ New runway marking/stripping

PROPOSED ACTION

Supporting Elements also includes:

- ❑ **Roadway modifications**
 - ✓ Relocation/extension of the perimeter/vehicle service road on the northeast side of the Airport (north of Runway End 24R) near CDF 12;
 - ✓ Relocation of the vehicle service road north of the runway and next to CDF 10B; and
 - ✓ Relocation of the ARFF Road/vehicle service road on the southwest end of the Airport (east of Runway End 6R).

AREAS OF POTENTIAL DISTURBANCE



ROADWAY ALTERNATIVES

❑ 3 Distinct Roadway Areas

- ✓ Area 1: Near Runway end 24R adjacent to CDF 12
- ✓ Area 2: South edge of CDF 10B, north of Runway 6L/24R
- ✓ Area 3: West of CDF 10B, north of Runway 6L/24R

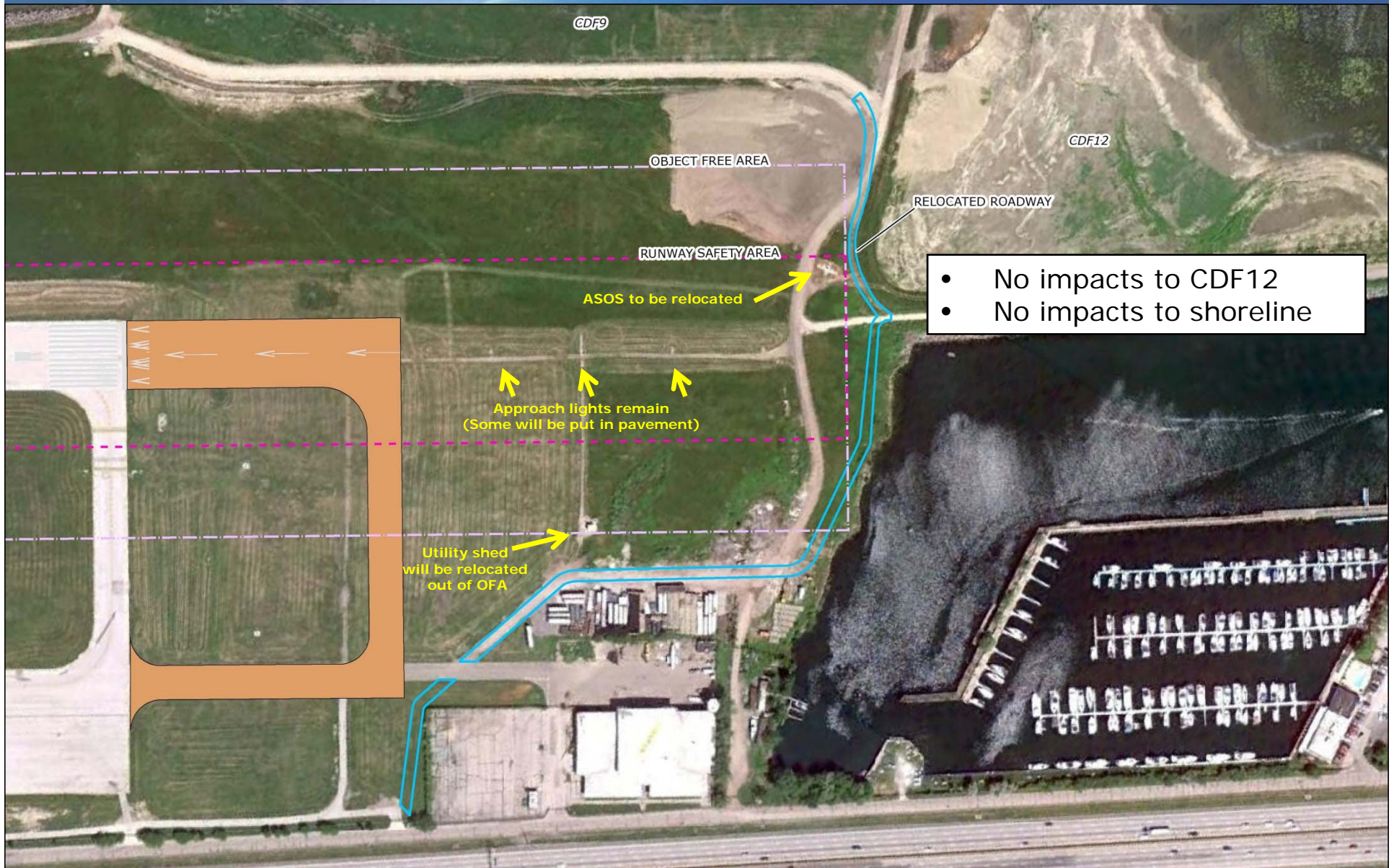
❑ EA will evaluate the following for each area

- ✓ Alternative 1: No Action (leaving the roadways where they are today)
 - This may not be feasible in some areas due to FAA safety requirements
- ✓ Alternative 2: Remove roadways with no replacement
 - This is not reasonable because it leaves USACE, USDA Wildlife Services, and City without necessary access

❑ EA will also evaluate various relocation alternatives for each area

ROADWAY RELOCATION ALTERNATIVES

AREA 1: RUNWAY END 24R



ROADWAY RELOCATION ALTERNATIVES

AREA 2: SOUTH OF CDF 10B

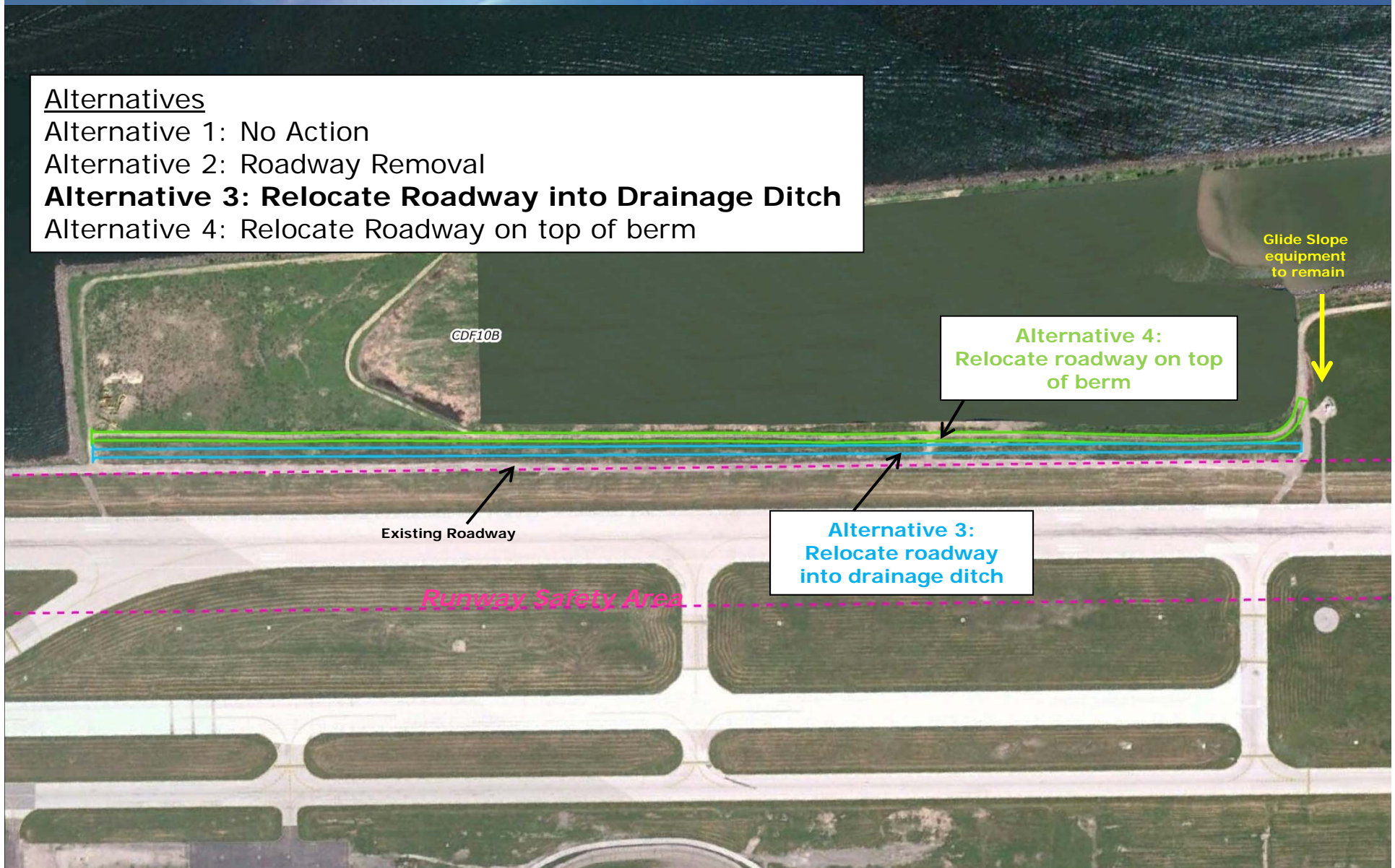
Alternatives

Alternative 1: No Action

Alternative 2: Roadway Removal

Alternative 3: Relocate Roadway into Drainage Ditch

Alternative 4: Relocate Roadway on top of berm



REVIEW OF ODNR COMMENTS AND RESPONSES



Species of Concern

☐ **ODNR Identified the Following Species of Concerns:**

- ✓ **Indiana bat**
- ✓ **piping plover**
- ✓ **bald eagle**
- ✓ **Canada darner**
- ✓ **black bear**
- ✓ **Bobcat**
- ✓ **king rail**
- ✓ **yellow-bellied sapsucker**
- ✓ **Upland Sandpiper**

☐ **None of these species are known to occur at BKL**

☐ **EA will report findings of field surveys**

LAKE ERIE FILL BEING CONSIDERED

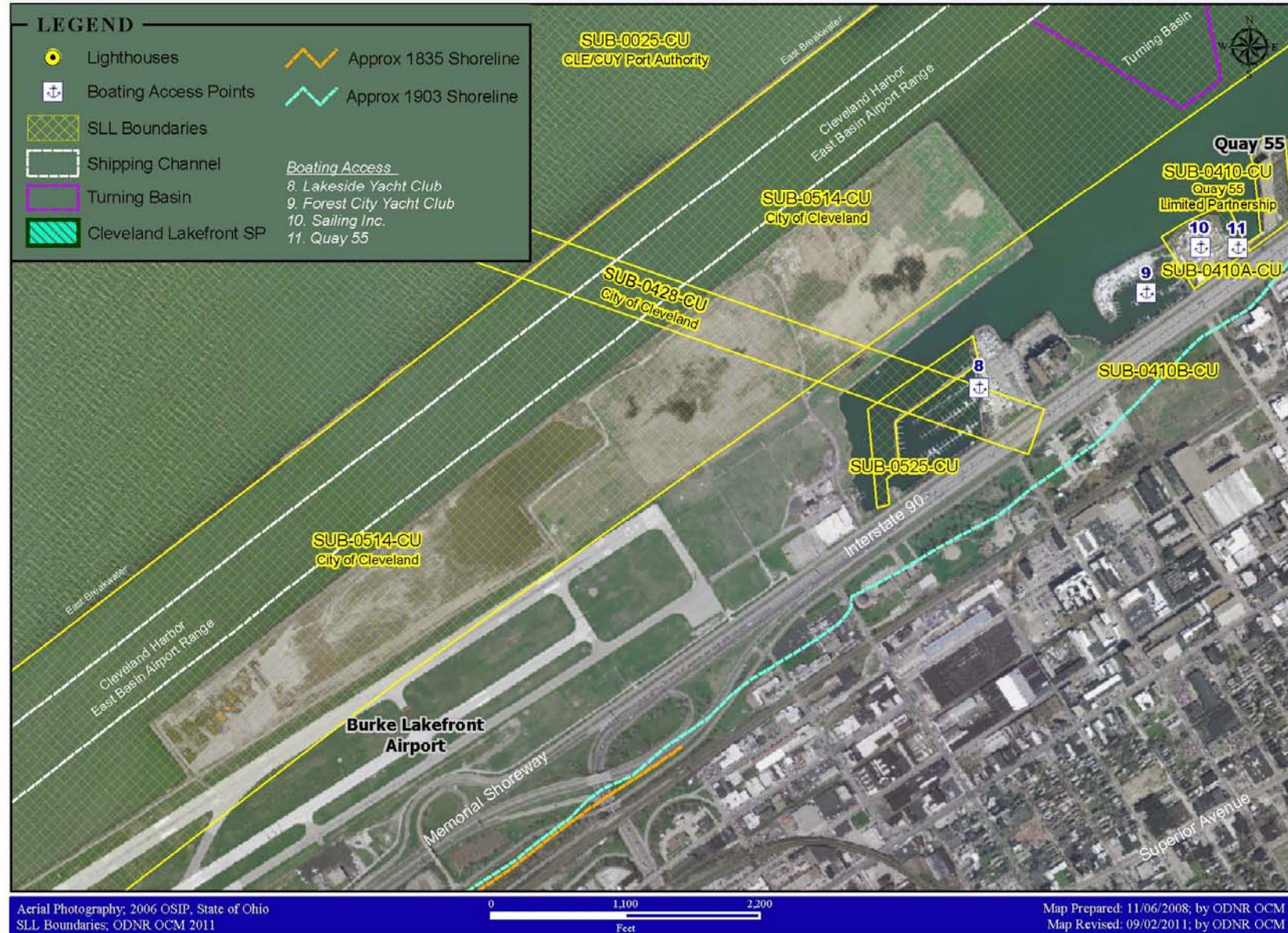


PROPOSED ACTION

- ☐ **EMAS**
- ☐ **Construction Phasing**
- ☐ **Required Permits**
- ☐ **Boundaries and Surveys**

SUBMERGED LAND LEASE

CLEVELAND HARBOR - BURKE LAKEFRONT INSET



SUBMERGED LAND LEASE

CLEVELAND HARBOR - NORTH COAST HARBOR INSET



Burke Lakefront Airport (BKL) Environmental Assessment

AIRFIELD TOUR



Agency Coordination Meeting



SCHEDULE AND NEXT STEPS

- ❑ EA analysis to determine impacts (Includes field investigations where necessary) – Now thru July 2012
- ❑ Publish Draft EA – July 2012
- ❑ Agency Comments needed on Draft – July/August 2012
- ❑ Public Workshop/Public Hearing – August 2012
- ❑ Publish Final EA- End of August 2012
- ❑ Anticipated Federal Finding – End of August 2012
- ❑ Design/Bid/ Permitting process - 2013
- ❑ Construction- May 2013 thru Fall 2014

CONTACT INFORMATION

AIRPORT CONTACT:

Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181
Email: msingh@clevelandairport.com

FAA CONTACT:

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Detroit Airports District Office
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BURKE LAKEFRONT AIRPORT ENVIRONMENTAL ASSESSMENT AGENCY MEETING

OHIO DEPARTMENT OF NATURAL RESOURCES

June 21, 2012

MEETING SUMMARY

The meeting began and everyone introduced themselves, the agencies/firms they represent and their role in the project. See attached sign-in sheet for list of attendees. Patrick Ernst represented ODNR, however, John Kesler would now be the contact for the EA for ODNR. Rob Adams, L&B, began the power point presentation. The following is a summary of issues discussed during the presentation.

Submerged Land Leases (SLL)

- Improvements on land covered by an SLL need approval prior to construction.
- Pre-Application should be submitted to ODNR:
 - Conceptual in nature
 - EA will likely have the information needed (exhibits and narrative discussion of Proposed Action)
 - ODNR will review/comment within 30 days
- Application is required:
 - 90% design needed.
 - ODNR typically responds within 90 days (not statutory)
- Maintenance and Safety Improvements are considered separately and do not require water dependency and discussion.
- Discussion about bringing entire Airport under the SLL. This will be looked at separately from the EA.

Fill in Triangle

- If part of project, would require SLL review and shore structure permit.
- Not water dependent if for safety. Need justification to demonstrate this.

**BURKE LAKEFRONT AIRPORT
ENVIRONMENTAL ASSESSMENT
AGENCY MEETING**

OHIO DEPARTMENT OF NATURAL RESOURCES

June 21, 2012

MEETING SUMMARY

In Water Work (Other Requirements)

- Shore structure permit per ORC 1506.40 required for in water (North and triangle area)
- Coastal design manual (on ODNR website) to see design standards
- EA must address Federal Coastal Zone requirements
- 90% design should tell them if they need to stabilize the shore.

BKL MEETING WITH ODNR

6-21-12

NAME	EMAIL	PHONE
Rob Adams (LEB)	Radams@Landrum-Korn.com	513 530 1201
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SCOPING COMMENTS AND RESPONSES

The City of Cleveland Department of Port Control (DPC), in cooperation with the Federal Aviation Administration (FAA), completed a number of scoping activities to determine the range of issues to be analyzed, and to what magnitude they were to be treated in this Environmental Assessment (EA).

In an effort to identify potential issues associated with the Proposed Action, a coordination letter was mailed to key agencies responsible for resource protection and public policy. The letter requested responses from Federal, State, and local agencies which might have information pertaining to natural and human resources and their locations within the study area.

The following are the summarized comments and the responses.

USEPA 1	The proposed project will require a permit under Section 404 of the Clean Water Act, for fill placement into waters of the United States. (Lake Erie)	It has yet to be determined if the Proposed Action included the placement of fill into Lake Erie. If placement of fill into Lake Erie is necessary, the DPC will submit a request for the Section 404 Permit.
USEPA 2	Consultation Records - Environmental Protection Agency (EPA) recommends attaching consultation documents regarding historic resources (Ohio Historic Preservation Office), wetlands (U.S. Army Corp of Engineers), and endangered species (U.S. Fish and Wildlife Service (USFWS) and the Ohio Department of Natural Resources) to the draft EA.	All coordination will be attached as part of the EA document.
USEPA 3	Environmental Justice - EPA's Geographic Information System-based environmental justice tracking program, EJAssist, indicates that multiple communities located immediately southeast of Interstate 90/Ohio Highway 2 are communities living with environmental justice concerns. We suggest FAA analyze any potential impacts to these communities that may cause undue hardship.	Environmental Justice impacts due to the Proposed Action will be considered in accordance with Executive Order 12898. Chapter Five, <i>Environmental Consequences</i> of the Draft EA contains the evaluation of environmental justice impacts.
USEPA 4	Stormwater Management- The proposed project will increase non-permeable surfaces. Any stormwater runoff should be drained away from Lake Erie. Additionally, we strongly encourage on or off-site use of bioretention.	Comment Noted.

Cuyahoga Soil and Water Conservation District 1	In addition to the construction activities approved in the 1993 Ohio EPA letter, the Proposed Action must also conform to City of Cleveland Ordinance Chapter 3116 <i>Construction and Post-Construction Site Storm Water Runoff Control</i> .	Comment Noted.
USDA APHIS Wildlife Services 1	Wildlife Services is opposed to closure of the roadway located between Runway 6L/24R and the USACE Confined Disposal Facilities (CDF) 10B. It would be irresponsible to remove road access to a hazardous habitat (CDF 10B) adjacent to Burke Lakefront Airport (BKL).	At this time the Proposed Action includes the relocation of the vehicle service road located between Runway 6L/24R and the USACE CDF 10B.
USDA APHIS Wildlife Services 2	Wildlife Services also recommends that wildlife repellency is taken into consideration with the Engineered Materials Arrestor System (EMAS) bed installation. An EMAS bed without some "built-in" wildlife repellency would be hazardous.	A bird repellent may be applied to keep the birds off the EMAS. Currently research and development is being done to improve EMAS bird repellents.
USDA APHIS Wildlife Services 3	USFWS recommends that the roadway be relocated out of the Runway Safety Area (RSA) and remain operational.	At this time the Proposed Action includes the relocation out of the RSA of the vehicle service road located between Runway 6L/24R and the USACE CDF 10B.
USDA APHIS Wildlife Services 4	Additionally, USFWS recommends that in relocating the roadway, the poorly drained ditch that is between the current roadway and southern berm of CDF 10B be filled and/or that proper drainage structures be installed to ensure that the ditch does not retain water. It would be a safety hazard to not remove the wet ditch within the RSA of Runway 6L/24R when roadway relocation could simultaneously preserve road access and remove the ditch. A consequence of failure to relocate the roadway and not remove the ditch would result in delayed response time to wildlife hazards, compromised ability to conduct wildlife hazard mitigation activities and possibly an increase in strikes at BKL.	The exact location of the relocated roadway has not yet been determined. Relocation of the roadway into the current storm water drainage area along the south perimeter of CDF Dike 10B is still being considered.
Ohio EPA 1	Ohio EPA has no additional comments at this time.	Comment Noted.

Ohio EPA 2	DPC & FAA should continue coordination with all agencies	Comment Noted.
Ohio EPA 3	Surface water issue is being explored by DPC	Comment Noted.
Ohio EPA 4	Access road relocation, the options should be explored and required authorization followed	The exact location of the relocated roadway has not yet been determined.
Ohio EPA 5	The proposed improvement and activities are covered under the 1993 blanket Rule 13 issued to DPC.	Comment Noted. See Chapter Five, <i>Environmental Consequences</i> for additional information concerning Rule 13.
Cleveland - Cuyahoga County Port Authority 1	We expect that there will be shift from hydraulic (pumped) placement of material to mechanical placement in the CDFs over the next few years. This change in process will add significant capacity to the CDFs. Also, the shift to mechanical placement will eliminate the lagoons of standing water which the USACE uses to settle sediments. We believe elimination of these lagoon will increase safety at the airport by reducing the risk of exposure to migrating waterfowl which find the lagoons to be appealing rest stops. We see no problems with the planned safety zone and related runway relocation. If there were opportunities to jointly develop a shared access road we would be glad to discuss it.	Comment Noted.
Ohio Department of Natural Resources 1	The project is within the range of the Indiana bat (<i>Myotis sodalis</i>), a state and federally endangered species. If suitable trees occur within the project area, these trees must be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between September 30 and April 1. If suitable trees must be cut during the summer months of April 2 to September 29, a net survey must be conducted in May or June prior to cutting. Net surveys shall incorporate either two net sites per square kilometer of project area with each net site containing a minimum of two nets used for two consecutive nights, or one net site per kilometer of stream within the project limits with each net site	Comment Noted.

	containing a minimum of two nets used for two consecutive nights. If no tree removal is proposed, the project is not likely to impact this species.	
Ohio Department of Natural Resources 2	The project is within the range of the piping plover (<i>Charadrius melodus</i>). The project is not likely to have an impact on these species	Comment Noted.
Ohio Department of Natural Resources 3	The project is within the range of the bald eagle (<i>Haliaeetus leucocephalus</i>), a state threatened species. However, the Ohio Biodiversity Database currently has no records of this species near the project area. The project is within the range of the Canada darner (<i>Aeshna canadensis</i>), a state endangered dragonfly. Wetland impacts should be avoided in order to avoid this species.	Comment Noted.
Ohio Department of Natural Resources 4	The project is within the range of the black bear (<i>Ursus americanus</i>), a state endangered species, and the bobcat (<i>Lynx rufus</i>), a state endangered species. Due to the mobility of these species, the project is not likely to have an impact on these species.	Comment Noted.
Ohio Department of Natural Resources 5	The project is within the range of the king rail (<i>Rallus elegans</i>), a state endangered bird. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Therefore, if this type of habitat will be impacted, construction must be avoided in this habitat during the species' nesting period of May 1 to August 1. If this type of habitat will not be impacted, the project is not likely to impact this species.	Comment Noted.
Ohio Department of Natural Resources 6	The project is within the range of the yellow-bellied sapsucker (<i>Sphyrapicus varius</i>), a state endangered bird. A statewide survey has not been completed for this species. A lack of records does not indicate the species is absent from the area. Yellow-bellied sapsuckers occupy wet deciduous forests or the margins of bogs where yellow birch, beech and	Comment Noted.

	<p>aspen are prevalent. Therefore, if tree removal is proposed in this type of habitat, tree removal must not occur during the species' nesting period of May 1 to July 1. If no tree removal is proposed, the project is not likely to impact this species.</p>	
<p>Ohio Department of Natural Resources 7</p>	<p>The Ohio Department of Natural Resources (ODNR), Ohio Biodiversity Database has a record at BKL for the Upland Sandpiper (<i>Bartramia longicauda</i>), a state threatened bird. We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within the project area. Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.</p>	<p>Comment Noted.</p>
<p>Ohio Department of Natural Resources 8</p>	<p>The ODNR, Office of Costal Management comments that based on the information provided, it appears that the project may include the construction of structures to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie and therefore may require an ODNR Shore Structure Permit (ORC 1506.40). Additionally, portions of the proposed project area are included in existing Submerged Lands Lease File Number SUB-0514-CU issued to the City of Cleveland which authorizes the use and occupation of the previously submerged lands of Lake Erie for airport expansion, confined disposal facility and port development. Pursuant to the provisions within the Lease any future improvements to the existing facilities, construction of new facilities or any change in use requires the prior</p>	<p>If the Proposed Action includes the construction of structures to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie DPC would submit an application for an ODNR Shore Structure Permit (ORC 1506.40).</p> <p>Similarly if written approval from the Director, Ohio Department of Natural Resources would be requested if the Proposed Action includes improvements to the existing facilities, construction of new facilities or any change in use to the area included in existing Submerged Lands Lease File Number SUB-0514-CU.</p>

	written approval of the Director, Ohio Department of Natural Resources. The Proposed Action on the attached Exhibit 1 will require this prior written approval. Pursuant to the Coastal Zone Management Act of 1972, as amended, and its corresponding federal regulations, a Federal Consistency review by ODNR may be required for certain federal activities (i.e. permits, funding, etc.) related to the proposed project.	
Ohio Department of Natural Resources 9	The ODNR, Division of Geological Survey comments that the area to be filled is small and is unlikely to contain a significant amount of uncontaminated sediment of sand-size or larger. Geological Survey has no concerns based on the preliminary information provided.	Comment Noted.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

RECEIVED

AUG 24 2012

FAA, DETROIT ADO

AUG 21 2012

REPLY TO THE ATTENTION OF:

E-19J

Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181

**Re: Draft Environmental Assessment for Improving the Runway 6L/24R Safety Area at
Burke Lakefront Airport, Cleveland, Cuyahoga County, Ohio**

Dear Ms. Singh:

The U.S. Environmental Protection Agency has reviewed the referenced draft Environmental Assessment (EA) prepared by Landrum & Brown, Incorporated, consultant to the Cleveland Airport System and the Federal Aviation Administration (FAA) pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.

The Burke Lakefront Airport (BKL) does not currently meet Runway Safety Area (RSA) design standards for Runway 6L/24R. The project sponsor proposes to remedy the existing RSA deficiencies by performing the following actions:

1. Construct a 400-foot Engineered Materials Arrestor System bed on Runway End 6L;
2. Displace landing threshold of Runway 6L by approximately 165 feet to the east;
3. Extend Runway End 24R approximately 600 feet east of the existing Runway End 24R;
4. Extend the existing eastern taxiway termini east and north, and shift the existing western taxiway termini east and north;
5. Relocate existing FAA navigational aids;
6. Add new runway marking/stripping;
7. Relocate/extend the perimeter/vehicle service roads on the east side of BKL;
8. Relocate the vehicle service road north of Runway 6L/24R; and
9. Relocate the ARFF Road/vehicle service road on the west end of BKL.

Additionally, the proposed project is expected to require a permit, under Section 404 of the Clean Water Act, for fill placement into waters of the United States (Lake Erie). Based on our review, we have comments relating to stormwater management and energy efficiency, as stated below:

Stormwater Management

The EA indicates surface waters, under the preferred alternative, will be discharged to Lake Erie via combined sewer overflow (CSO) during periods of high precipitation. We understand the proposed project area at BKL exhibits slow infiltration rates because BKL was built upon a former landfill site. We encourage FAA to analyze other methods of stormwater management, including off-site bioretention.

Energy Efficiency

We recommend FAA consider installing energy-efficient navigational aids, providing doing so would result in both energy savings and needed levels of safety.

EPA is available to discuss these comments to the draft Environmental Assessment at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov to discuss these comments.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Katherine Delaney, Federal Aviation Administration
Mark Mann, Ohio Environmental Protection Agency, Division of Surface Water
Lauren McEleney, Ohio Environmental Protection Agency, Division of Surface Water



Notice of Availability & Public Hearing



The City of Cleveland, Department of Port Control will conduct a Public Workshop and Hearing to present the Environmental Assessment (EA) for the proposed Runway Safety Area (RSA) Improvements at Burke Lakefront Airport. Details are as follows:

Date:
Wednesday, September 5, 2012

Time:
3:00 pm- 6:00 pm
(Free Parking is available)

Location:
Burke Lakefront Airport
1501 North Marginal Road
Cleveland, Ohio 44114

The Department of Port Control has completed the Draft Environmental Assessment Report. The report is available for review during normal business hours, beginning Monday, August 6, 2012 at the following locations:

Burke Lakefront Airport
Khalid Bahhur
1501 North Marginal Road
Cleveland, Ohio 44114

**Cleveland Hopkins International Airport
Planning & Engineering**
Meenakshi Singh
19501 Five Points Road
Cleveland, Ohio 44135

**City of Cleveland
Planning Department**
Robert Brown
601 Lakeside Avenue, Room 501
Cleveland, Ohio 44114

**Cleveland Public Library
Main Office
Science & Technology Department**
325 Superior Avenue
Cleveland, Ohio 44114

The public will have an opportunity to review and offer comments on the Draft EA. These comments will become part of the final report submitted to the Federal Aviation Administration (FAA) for review and approval. In addition, airport staff and consultants will be available to answer questions. The report is also available for review at www.burkeairport.com, and comments may be e-mailed to: BKLEAcomments@landrum-brown.com.

Comments on the Draft EA may also be mailed to:

Ms. Meenakshi Singh
Planning Manager
Cleveland Airport System
5300 Riverside Drive
P.O. Box 81009
Cleveland, Ohio 44181

The DEADLINE FOR ALL COMMENTS IS **WEDNESDAY, SEPTEMBER 12, 2012**.

For questions or information please contact Meenakshi Singh, Planning Manager, Cleveland Airport System at 216-265-2722. For special accommodations at the Workshop/Hearing, please call Ms. Singh one week prior to the scheduled date of this Workshop/Hearing.

State of Ohio ss.

Cuyahoga County

Notice of Availability & Public Hearing
The City of Cleveland, Department of Port Control will conduct a Public Workshop and Hearing to present the Environmental Assessment (EA) for the proposed Runway Safety Area (RSA) improvements at Burke Lakeland Airport. Details are as follows:
Date:
Wednesday, September 5, 2012
Time:
3:00 pm- 6:00 pm
(Free Parking is available)
Location:
Burke Lakeland Airport
1501 North Marginal Road
Cleveland, Ohio 44114
The Department of Port Control has completed the Draft Environmental Assessment Report. The report is available for review during normal business hours, beginning Monday, August 6, 2012 at the following locations:
Burke Lakeland Airport
Khalid Bahur
1501 North Marginal Road
Cleveland, Ohio 44114
City of Cleveland
Planning Department
Robert Brown
601 Lakeside Avenue, Room 501
Cleveland, Ohio 44114
Cleveland Hopkins International Airport
Planning & Engineering
Meenakshi Singh
19501 Five Points Road
Cleveland, Ohio 44135
Cleveland Public Library
Main Office
Science & Technology
Department
325 Superior Avenue
Cleveland, Ohio 44114
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Comments on the Draft EA may also be mailed to:
Ms. Meenakshi Singh
Planning Manager
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181
The DEADLINE FOR ALL COMMENTS IS WEDNESDAY, SEPTEMBER 12, 2012.
For questions or information please contact Meenakshi Singh, Planning Manager, Cleveland Airport System at 216-265-2722. For special accommodations at the Workshop/Hearing, please call Ms. Singh one week prior to the scheduled date of this Workshop/Hearing.
p.d.aug.5.2012 2844175

I, Pauline Shanklin, being duly sworn, do upon my oath, depose and say that I am a **ACCOUNTS RECEIVABLE REPRESENTATIVE** of The Plain Dealer Publishing company, publisher of The Plain Dealer, a newspaper printed in said county, and general circulation in Ashtabula, Geauga, Lake, Lorain, Medina, Portage, Summit and Trumbull counties, in addition to said county; the requirements of Section 7/12 of the Revised Code of Ohio as amended September 14, 1957, relating to publication and distribution are fulfilled by said newspaper; and the advertisement attached was published in said newspaper on the following day, or days in a type size larger than agate. Insertion dates as follows:

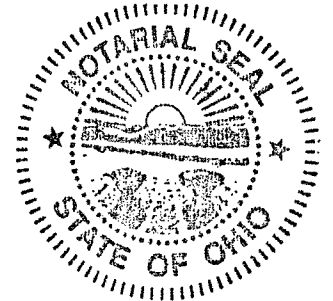
August 5, 2012

Sworn to and subscribed before me this day of Aug 6 20 12

Pauline Shanklin

Brenda B Jordan

Brenda G. Jordan
Notary Public, STATE OF OHIO
My Commission Expires Sept. 4, 2016
(Recorded in Cuyahoga County)





Welcome to the Public Hearing

Welcome to the public hearing/public workshop for the Environmental Assessment (EA) for improving the Runway 6L/24R Safety Area at Burke Lakefront Airport (BKL). This meeting provides citizens an opportunity to comment on the potential environmental impacts associated with the Proposed Action. Comments received will become part of the public record.

What is an Environmental Assessment?

An Environmental Assessment is a disclosure document prepared for a proposed Federal or Federally-funded action, in compliance with the requirements set forth by the Council on Environmental Quality (CEQ) in its regulations implementing the *National Environmental Policy Act of 1969* (NEPA), as amended (40 Code of Federal Regulations (CFR) 1500-1508). The purpose of this EA is to investigate, analyze, and disclose the potential impacts of a Proposed Action and its reasonable alternatives. Depending upon whether certain environmental thresholds of significance are exceeded or not, this EA may either lead to a Finding of No Significant Impact (FONSI) or to the requirement for the preparation of an Environmental Impact Statement (EIS).

What is the Proposed Action?

The Proposed Action which is the subject of this EA, consists of the following elements:

- Construction of a 400-foot EMAS bed on Runway End 6L
- Displace landing threshold by 165 feet to the east for Runway 6L
- An approximate 600-foot eastern extension to Runway End 24R
- Modifications to existing vehicle service road
- Construction/extension of taxiways
- Relocation of existing FAA navigational aids (NAVAIDS) (including Runway End 6L Runway End Identifier Lights (REILS), Automated Surface Observing System (ASOS), and the addition of in-ground runway lights in the extension)
- New runway marking/stripping

Environmental Categories Addressed in the Environmental Assessment

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act Section 303(c) (Formerly Section 4(f) Resources)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archaeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands and Streams
- Wild and Scenic Rivers
- Cumulative Impacts

What are the Findings of the Draft EA?

The EA investigated all of the required environmental resource categories to determine the beneficial and adverse impacts due to the Proposed Action. Resources that require permitting and or mitigation strategies include:

Construction - Best management practices (BMPs), as outlined in FAA Advisory Circular (AC) 150/5370-10F, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control* must be followed.

Hazardous Material - Ohio EPA Permit and City of Cleveland Ordinance must be followed.

Water Quality - All applicable stormwater management plans and permits must be obtained.

Wetlands and Waters of the U.S. - The Proposed Action may impact wetlands and Waters of the U.S. All impacts must be mitigated and approved by the U.S. Army Corps of Engineers/Ohio EPA.

The Proposed Action had no impact or impacts that were determined to be insignificant or temporary on all other environmental resources. The analysis contained in this Draft EA did not identify any significant environmental impacts as a result of improving the Runway 6L/24R Safety Area at Burke Lakefront Airport.

Locations to Review the Draft EA

The EA is available for public review at the following locations until the end of the comment period, which is September 12, 2012. Copies of the EA have also been provided to the relevant federal, state, and local agencies.

Burke Lakefront Airport

Khalid Bahhur
1501 North Marginal Road
Cleveland, Ohio 44114

City of Cleveland

Planning Department

Robert Brown
601 Lakeside Avenue, Room 501
Cleveland, Ohio 44114

**Cleveland Hopkins International Airport
Planning & Engineering**

Meenakshi Singh
19501 Five Points Road
Cleveland, Ohio 44135

**Cleveland Public Library
Main Office**

Science & Technology Department
325 Superior Avenue
Cleveland, Ohio 44114

And on the Web

<http://www.burkeairport.com/>

How do you Submit Comments on the Draft EA?

If you wish to provide your comments orally, please sign-in at the registration table to receive your time to speak on the record to the Court Reporter. People will speak in the order they registered. If you do not wish to present oral testimony, comment forms are available. You may either complete the forms today and leave them in the Comment Box or take them with you and mail them to the following address by midnight on September 12, 2012: Ms. Meenakshi Singh, ATTN: BKL EA, Cleveland Airport System, 5300 Riverside Drive, Cleveland, Ohio 44181. Comments may also be emailed to BKLEAcomments@landrum-brown.com. All comments received by this date, whether oral or written, will be included in the Final EA document.

**COMMENT FORM
PUBLIC HEARING AND PUBLIC WORKSHOP**

**ENVIRONMENTAL ASSESSMENT
For Improving The Runway 6L/24R Safety Area At
Burke Lakefront Airport**

SEPTEMBER 5, 2012

Welcome to the Public Hearing and Public Workshop for the Proposed Runway 6L/24R Safety Area Improvement Project at Burke Lakefront Airport. This comment form is provided to receive your input and ensure that your concerns are considered as part of this Environmental Assessment. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, mail, email, or fax to the address below postmarked **by midnight September 12, 2012.**

Submit comments postmarked by midnight September 12, 2012 to:

**Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181**

**Email:
BKLEAcomments@landrum-brown.com**

FROM (Please Print):

Name: _____

Address: _____

ENVIRONMENTAL ASSESSMENT

IMPROVING THE RUNWAY 6L/24R SAFETY AREA AT BURKE LAKEFRONT AIRPORT

PUBLIC HEARING AND PUBLIC WORKSHOP / September 5, 2012 / 3 P.M - 6 P.M.

SIGN-IN SHEET

Name (Please Print)	Address	Phone Number or Email (Please include area code)
CONNIE LUHTA	1WASM 1501 N. MARGINAL CONCORD OH 44077	440-352-3228 angtreldy@aol.com
DAN BIGGS	191R SHAW SUITE 168 SUMMIT 44114	216 781-0747 DBIGGS@CLEVELANDAIRSHOW.COM
REN CAMPACHO	5300 RIVERSIDE DR. CLEVELAND OH 44129	(216) 265-6793 REMYX@CLEVELANDAIRPORT.COM
Hugh Holley	DPC 5300 Riverside Cleveland OH 44122	216 265 6848 holley@demeland.com
Meena Singh	5300 Riverside Drive	216-265-2722
Jack Arnold	5300 Riverside Drive	216-898-5232
SHARI L. CHOCH	5300 RIVERSIDE DR.	216-898-5209
Shannon Barnhart	"	216-265-6610
MARC GOSFAR	1601 N. MARGINAL	216-258-9060 X 102
Richard Newenhisen	1601 N. Marginal Rd.	(216) 298-9060 X 103

ENVIRONMENTAL ASSESSMENT

IMPROVING THE RUNWAY 6L/24R SAFETY AREA AT BURKE LAKEFRONT AIRPORT

PUBLIC HEARING AND PUBLIC WORKSHOP / September 5, 2012 / 3 P.M - 6 P.M.

SIGN-IN SHEET

Name (Please Print)	Address	Phone Number or Email (Please include area code)
Katherine Delaney	FAA	734-229-2400
STEPHANIE SWANN	FAA	734-229-2900
John Kessler	ODNR	john.kessler@dnr.state.oh.us
PATRICK BRIST	OHIO DNR CAPTAIN WRIGHT	PATRICK.BRIST@DNR.STATE.OH.US
Jamie Hockutt	Athletes Aviation - BKL	440-283-7799 jamie.h@athletes.com
John Mottl	ODOT DIST. 12	john.mottl@dot.state.oh.us
RANDY OUTWARD	BKL	RANDY.J.OUTWARD@ATHLETESUSA.GOV

ENVIRONMENTAL ASSESSMENT

IMPROVING THE RUNWAY 6L/24R SAFETY AREA AT BURKE LAKEFRONT AIRPORT

PUBLIC HEARING AND PUBLIC WORKSHOP / September 5, 2012 / 3 P.M - 6 P.M.

SIGN-IN SHEET

Name (Please Print)	Address	Phone Number or Email (Please include area code)
Debbie Mayo	CLE	43503
Gerald Baboski	CLE	x 5215
TOBY PAYNE	CLE	x 6790
TIM PRICE	1601 N. MARGINAL RD	216-861-2030
JUANITA HEWLETT	2325 E. 74TH ST	216-361-1497 O.B.A.P.
Joyce K. Johnson	1120 Chester Ave Cle OH	216-621-2189
Jon KATHMAN	CLE	216-999-5184

Fold Here

Place
Stamp
Here

BKL RSA EA
(c/o) Meenakshi Singh
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181



What is an Environmental Assessment (EA)?



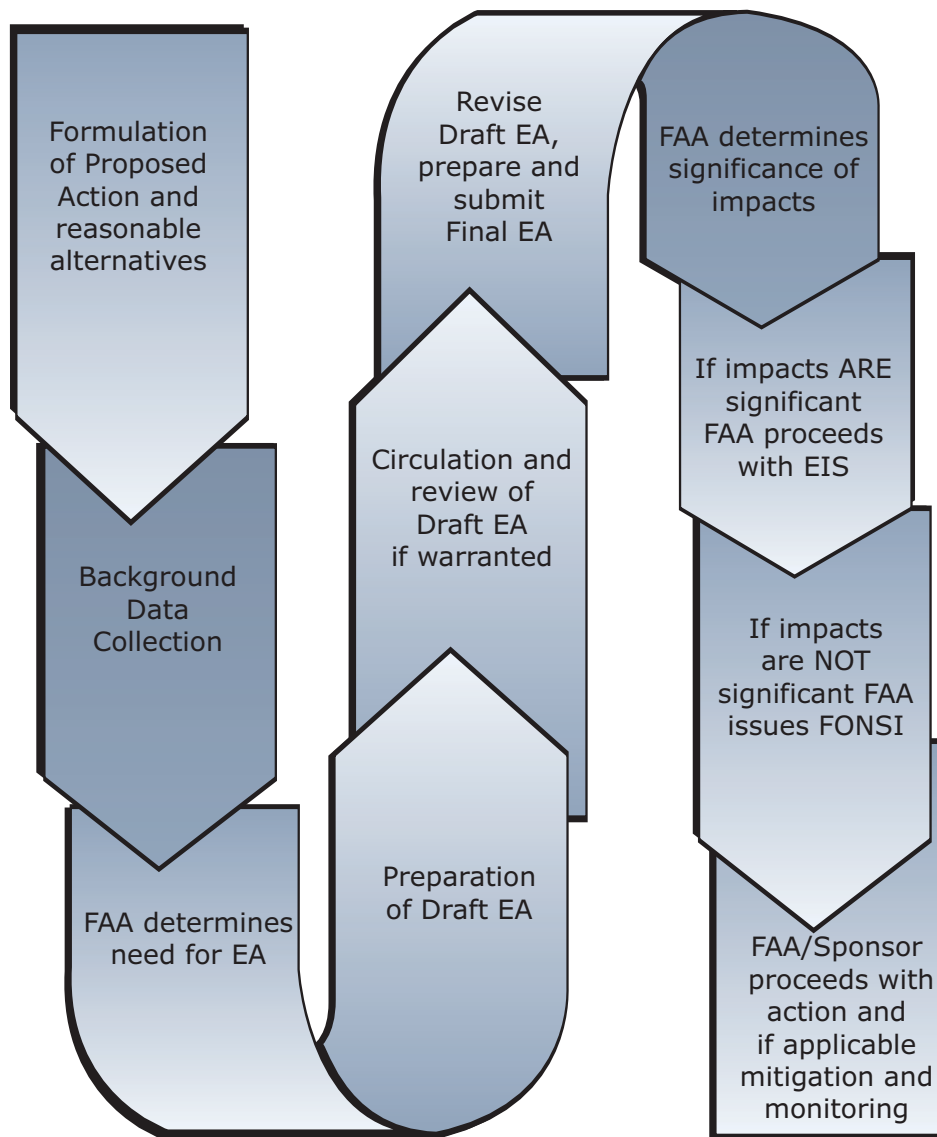
- A concise document used to describe a Proposed Action's anticipated environmental impacts.
- Discloses impacts and identifies if any significant impacts would result from the implementation of the Proposed Action.
- Provides sufficient evidence and analysis for a federal determination whether to prepare an Environmental Impact Statement (EIS) or issue a Finding of No Significant Impact (FONSI).
- Requires coordination with local, state, and federal regulatory agencies.
- May include a public workshop / public hearing to provide information to the public and to provide a forum for the public to present their comments as it pertains to the Proposed Action.

The National Environmental Policy Act (NEPA) and FAA Orders 5050.4B/1050.1E require all major Federal actions (including FAA actions) to be environmentally reviewed.





Environmental Assessment Process





Background



Burke Lakefront Airport (BKL) owned and operated by the City of Cleveland Department of Port Control

BKL has two parallel runways

- Primary Runway 6L/24R (6,198 ft x 150 ft)
- Secondary Runway 6R/24L (5,197 ft x 100 ft)

Designated as a General Aviation (GA) reliever airport helping to divert activity from larger scheduled service airports

Provides important services to the local community

- Various corporate activity, emergency medical transport, flight training facilities, Labor Day Air show

Runway End 6L currently does not meet FAA Runway Safety Area design standards





Purpose and Need



Need for Project:

- Need to comply with FAA Runway Safety Area (RSA) Standards.
- Need to maintain sufficient runway length to the extent practicable and to maintain existing instrument landing system (ILS) capabilities to accommodate the current and projected fleet.
- Need to maintain roadway access to the extent practicable.
- Need to provide ancillary development to support the safety area improvement.

Purpose of Project:

- To enhance and improve the RSA to the extent practicable.
- Maintain existing runway length and ILS capabilities.
- Maintain perimeter road access to the north side of the airfield for Airport operations, wildlife management and mitigation, and USACE maintenance operations.
- Provide support facilities and infrastructure to accommodate the Proposed Action including: Relocation of affected NAVAIDs, the addition of in-ground runway lights in the shift/extension, and new runway markings / stripings.



Proposed Action



- Proposed Action**
- Construct 400 Ft. EMAS Bed on Runway 6L
 - Relocate Runway 6L Threshold 165 Ft. to the East
 - Extend Runway 24R 600 Ft. to the East
 - Construction/Extension of Taxiways
 - Relocation of FAA Navigational Aids
 - Runway Marking/Striping
 - Roadway Modifications
 - Land Reclamation to be Determined by FAA

- Legend**
- Relocated 6L Threshold
 - Proposed Road
 - Runway Safety Area
 - Object Free Area
 - Proposed Fill
 - Proposed EMAS
 - Proposed Runway and Taxiways
 - Proposed Demolition

Image © 2012 TerraMetrics



Proposed Action



Comply with FAA Requirements for Runway Safety Areas

- Construction of a 400-foot Engineered Materials Arrestor System (EMAS) bed on Runway End 6L
- Displace landing threshold of Runway 6L by approximately 165 feet to the east

Maintain Existing Runway Length

- An approximate 600-foot eastern shift of Runway End 24R

Supporting Elements

- Construction/shift of taxiways
- Relocation of existing FAA navigational aids
- New runway marking/stripping
- Roadway modifications
 - Relocation/extension of the perimeter/vehicle service road on the northeast side of the Airport (north of Runway End 24R) near CDF 12
 - Relocation of the vehicle service road north of the runway and next to CDF 10B
 - Relocation of the ARFF Road/vehicle service road on the southwest end of the Airport (east of Runway End 6R).



Area of Potential Wetlands

Lake Erie

CD/108

SEE INSET

6,198 Ft. X 150 Ft.

5,197 Ft. X 100 Ft.

Cleveland Burke Lakefront Airport

Cleveland Memorial Shoreway

WETLANDS INSET

#1

#2

#3

#4

24R

Legend

Wetlands

Area of Potential Effect



Image © 2012 TerraMetrics

Summary of Impacts

IMPACT CATEGORY	NO ACTION	ALTERNATIVE	PROPOSED ACTION
AIR QUALITY	Cuyahoga County nonattainment for PM _{2.5} ; Maintenance for ozone, CO, SO ₂ , and PM ₁₀		Complies with Ohio State Implementation Plan and CAA Section 176(c)(1)
COASTAL RESOURCES	Consistent with OCMF		Consistent with OCMF
COMPATIBLE LAND USE	No Land Use/Zoning Change		No Land Use/Zoning Change
CONSTRUCTION	No Impact		Temporary Impacts
DOT SECTION 4(f) LANDS (RECODIFIED AS 303(c))	No Direct or Constructive Use Impacts		No Direct or Constructive Use Impacts
FARMLANDS	No Impact		No Impact
FISH, WILDLIFE, & PLANTS			
Federally-Listed Species & Critical Habitats	No Adverse Impact		No Adverse Impact
State - Listed Species	No Adverse Impact		No Adverse Impact
FLOODPLAINS	No Impact		No Impact
HAZARDOUS WASTE/SOLID WASTE			
Hazardous Waste	No Impacts		No Impact if constructed according to OEPA Permit and City of Cleveland Ordinance
Solid Waste	No Impacts		Temporary increases can be met by current solid waste management system
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, & CULTURAL RESOURCES	No Direct or Indirect Impacts		No Direct or Indirect Impacts
LIGHT EMISSIONS & VISUAL IMPACTS	No Historic Properties Affected		No Historic Properties Affected
NATURAL RESOURCES AND ENERGY	No Impact		No Impact
NOISE	No Impact		Increases in demand for materials during construction can be met by local suppliers
SECONDARY INDUCED	No Significant Impact		No Significant Impact
SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS	No Adverse Impact		No Adverse Impact
Relocation of Residences	No Impact		No Impact
Relocation of Businesses	No Impact		No Impact
Disruption of Local Traffic Patterns	No Impact		No Impact
Environmental Justice	No Impact		No Impact
Children's Environmental Health and Safety	No Impact		No Impact
WATER QUALITY	Impacts Would Not Exceed Standards		Impacts Would Not Exceed Standards
WETLANDS AND STREAMS	No Impact		0.312 acres (Non-Jurisdictional)
WILD & SCENIC RIVERS	No impact		No impact
CUMULATIVE IMPACTS	No Significant Impact		No Significant Impact



Public Hearing Protocol



The purpose of the hearing is to give all interested people the opportunity to put their comments and questions regarding this Proposed Action and potential impacts on the record. There will be no attempt to formally respond to comments or questions tonight.

People wishing to make comments on the Draft Environmental Assessment can do so by writing their comments on a form, making an oral statement to the court reporter, emailing, or mailing to the indicated address. All comments must be received postmarked by midnight September 12, 2012.

Ms. Meenakshi Singh
Cleveland Airport System
5300 Riverside Dr
Cleveland, Ohio 44181
Email: BKLEAcomments@landrum-brown.com

People wanting to have their comments taken by the court reporter must register at the sign-in table. Please be courteous and respect the rights of others.

Each person will be allotted 3 minutes with the court reporter.

People desiring more time may register to speak again. They will be given another opportunity to speak after all other registered people have had their chance.

Written responses to all comments and questions will be prepared for the record and will be available for public review when the Final Environmental Assessment document is printed.





CITY OF CLEVELAND
Mayor Frank G. Jackson

ENVIRONMENTAL ASSESSMENT IMPROVING THE RUNWAY 6L/24R SAFETY AREA AT BURKE LAKEFRONT AIRPORT

PUBLIC HEARING AND PUBLIC WORKSHOP / September 5, 2012 / 3 P.M - 6 P.M.

SPEAKER REGISTRATION FORM

[illegible]

- - - - -

PUBLIC WORKSHOP/PUBLIC HEARING

SEPTEMBER 5, 2012

- - - - -

Public Workshop/Public Hearing hearing taken before

me, the undersigned, Darlene Vance, a Registered

Professional Reporter, Certified Livenote Reporter

and Notary Public within and for the State of Ohio,

taken at the Burke Lakefront Airport, 1501 N.

Marginal Road, Cleveland Ohio, commencing at 3:00

p.m. the day and date above set forth.

1 the Organization of Black Airline Pilots,
2 someone that's lived in Cleveland for a long
3 time, Mr. Johnny Dent (phonetic), which was our
4 emcee, he went to the International Airport,
5 which is why our program was late. So a lot of
6 people don't really know that Burke Lake
7 Airport is here.

8 I see some children taking tours here. I
9 think it should be part of the educational
10 curriculum and syllabus for the Cleveland
11 Public Schools. There's a lot of history here.
12 And particularly, the school named after --
13 okay, Mr. Todd, this may be one I need you to
14 help me with -- yes, Benjamin Davis, there was
15 a school there and he is also a Cleveland and
16 from my alumni school. I think the more they
17 know about the public school system and how
18 many of those people came through our Cleveland
19 Public School Systems and went on to do
20 other -- I think those are the people we should
21 be looking for and profiling and put a wall up
22 so that they can come and educate themselves
23 about their history of Cleveland. I think more
24 should be done as far as addressing and more or
25 less attacking that avenue of education.

1 I am very thankful for the Burke Lake
2 Airport being here. It has trained many of the
3 pilots. They do a lot of things, the TV
4 people, the helicopters. There's a lot here,
5 an awful lot here, and I think we have been
6 lost in the sauce -- that's not a good phrase,
7 but I think we have been lost in the sauce by
8 media outside of Cleveland putting a story out
9 there and not really knowing the history of
10 Cleveland.

11 I guess we should let more opportunities
12 for people like myself who are associated with
13 aviation, I think the market should capture all
14 those people. Like today, we're all here, Mr.
15 Todd and the young lady that brought me in
16 here, and the Women's Museum, I think it should
17 be more of that where that particular category
18 or group of people should come together and
19 concentrate on the educational aspects because
20 the education for these young people -- if we
21 don't educate them, okay, then our future of
22 the economics of the world, we are just going
23 to be some dirt poor people.

24 Is there anything else? Okay.

25 (4:08 p.m.)

1 HEARING OFFICER: This is Rob
2 Adams. I'm officially closing the hearing on
3 the Burke Lakefront Environmental Assessment.

4 (Hearing concluded at 5:54 p.m.)
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CERTIFICATE

I, Darlene Vance, do hereby certify that the foregoing is a true, correct and complete transcript of my stenotype notes which were taken at the time and place in the foregoing caption.

I do further certify that I am not a relative, counsel or attorney any of the parties or otherwise interested in the event of this action.

Darlene Vance, Notary Public
within and for the State of Ohio.
My Commission expires March 25, 2017.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

**Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road
Suite 107
Romulus, MI 48174**

March 16, 2012

Mr. Ricky D. Smith
Director of Airports
Cleveland Airport System
Cleveland Hopkins International Airport
P.O. Box 81009
Cleveland, OH 44181-0009

Dear Mr. Smith:

Burke Lakefront Airport (BKL), Cleveland, OH
Review of the Burke Lakefront Airport Runway Safety Area Study for Runway 6L/24R

The Runway Safety Area Study for Runway 6L/24R received in the Detroit ADO on June 22, 2011 with an errata sheet, dated February 2012, prepared by Landrum & Brown for the Burke Lakefront Airport, Cleveland, Ohio, has been reviewed and meets the criteria set forth in FAA Order 5200.8 Runway Safety Area Program and FAA Order 5200.9 Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting Systems.

The information in the study verified the findings rendered in the Runway Safety Area Determination made by the Federal Aviation Administration (FAA) on September 21, 2000 and provided feasible design concepts, recommendations and cost estimates. The study recommended Alternative 9 as the highest rated, preferred alternative.

Based on our concurrence with the above referenced study, this project will commence with fiscal year 2012 funding for the environmental assessment and design, if possible. The environmental assessment has been scoped and is currently underway. This project will be phased over two construction seasons. At the completion of the Runway 6L/24R Safety Area project, the Burke Lakefront Airport will be improved to the greatest extent practicable. A new RSA determination will be issued at the completion of the project.

Should you have any questions or comments, please do not hesitate to contact my staff at 734-229-2900.

Sincerely,

A handwritten signature in cursive script that reads "Stephanie Swann".

Stephanie Swann
Assistant Manager

cc: Renato Camacho, Chief of Planning & Engineering, CLE
Traci Clark, Deputy Chief of Planning & Engineering, CLE
Meenaskhi Singh, Planning Manager, CLE
Monica Geygan, Landrum & Brown
AGL-620

September 10, 2012

Meenakshi Singh
Planning Manager
Cleveland Airport System
5300 Riverside Drive
Cleveland, Ohio 44181

Submitted via: BKLEAcomments@landrum-brown.com

RE: Draft Environmental Assessment for Improving the Runway 6L/24R Safety Area at Burke Lakefront Airport in Cleveland, Ohio

Dear Ms. Singh,

Thank you for providing the Northeast Ohio Regional Sewer District (NEORSRD) the opportunity to review the Draft Environmental Assessment for improving the Runway 6L/24R Safety Area at Burke Lakefront Airport.

NEORSRD has five (not four as noted on page 4-22 of the Draft Environmental Assessment) permitted outfalls, CSO-095, CSO-096, CSO-097, CSO-098, and CSO-099 adjacent to the airport. There is a potential for the sewer pipe that leads to CSO-099 to be impacted by the proposed construction activity. NEORSRD is responsible for the management of CSO discharges. It is critical that the outfalls be protected to ensure that both stormwater and CSO flows continue to be routed to these outfalls. The airport plans to coordinate with the City of Cleveland to make sure that this pipe is not damaged or put out of commission by any of the construction activities. It is requested that the airport include NEORSRD in this coordination.

Please contact Elizabeth Toot-Levy (toot-levye@neorsd.org) of my staff for this coordination or if you have any questions.

Sincerely,



Frank Greenland

Director of Watershed Programs

cc: Robin Halperin, Manager of Regulatory Compliance
Elizabeth Toot-Levy, Senior Environmental Specialist

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**Environmental
Protection Agency**

John R. Kasich, Governor

Mary Taylor, Lt. Governor

Scott J. Nally, Director

September 11, 2012

RE: BURKE LAKFRONT AIRPORT
CLEVELAND, CUYAHOGA COUNTY
ENVIRONMENTAL ASSESSMENT
FOR IMPROVING THE
RUNWAY 6L/24R SAFETY AREA

Ms. Meenakshi Singh
Planning Manager
Cleveland Airport System
5300 Riverside Drive
P.O. Box 81009
Cleveland, Ohio 44181

Dear Ms. Singh:

In response to your letter and environmental assessment for the improvements to runway 6L/24R safety area, the Ohio EPA has the following comments.

- Any impacts to isolated wetlands will require a permit from Ohio EPA's Division of Surface Water.
- Any construction disturbance in excess of 1-acre will require a general National Pollutant Discharge Elimination System (NPDES) permit for construction activity.

If you have any further questions, please feel free to contact me at (330) 963-1253.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Kurko".

Jennifer Kurko
Assistant District Chief
Northeast District Office

JK/ams

ec: BKLEAcomments@landrum-brown.com

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RECEIVED

SEP 12 2012

FAA, DETROIT ADO

September 7, 2012

Katherine Delaney
Federal Aviation Administration
11677 S Wayne Road, Ste 107
Romulus, MI 48174

Ms. Delaney:

Re: Proposed Runway 6L/24R Safety Area Improvement Project, Burke Lakefront Airport,
Cleveland, Cuyahoga County, Ohio

This is in response to correspondence dated August 3, 2012, regarding the above referenced project. My comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800.

We cannot complete our review of your project at this time. While previously documented historic properties located in the indirect Area of Potential Effects are identified in the Draft Environmental Assessment, no evaluation is provided regarding whether the subject property, Burke Lakefront Airport, is eligible for listing in the National Register of Historic Places (NRHP). Please provide our office with the following information about the proposed project in order to meet the minimum information requirements of 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act:

- ☐ **Assessment of NRHP eligibility** for any properties greater than fifty years old that may be subject to effects from the proposed project, as described in 36 CFR 800.4(c). Burke Lakefront Airport's website states that it was "...the first downtown airport as well as the first municipally-owned-and-operated airport in the United States." Please provide an evaluation of eligibility of the airport and associated properties, including contextual information about why it was constructed, historic uses and if any significant events or people are associated with it. If the airport is found to be historically significant, please provide a description of alterations made to the property over the years and an assessment as to whether it retains sufficient integrity to be eligible for listing in the NRHP.
- ☐ **Assessment of effect** for the project, taking into consideration evaluation of eligibility of Burke Lakefront Airport:
 - ☐ "No historic properties affected"
This means that either that there are no historic properties present in the APE, or that the historic properties that are present will not be affected by the project.
 - ☐ "No adverse effect"
This means that there are historic properties within the APE, but that the effects of the project on the historic properties are negligible and won't diminish their historic characteristics.

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

1982 Velma Avenue, Columbus, Ohio 43211-2497 ph: 614.298.2000 fx: 614.298.2037
www.ohiohistory.org

☐ "Adverse effect"

The project may have substantial effects on historic properties that should be avoided, reduced or mitigated.

Please include documentation, including *high quality color photographs*, to support your findings.

We recommend that you use the Project Summary Form (PSF) as a guide in your preparation of the requested information. This document is available on our website at <http://www.ohiohistory.org/ohio-historic-preservation-office/federal-and-state-reviews/submitting-projects-for-section-106-reviews>. The PSF provides agencies, applicants, and their consultants with a form designed to assist them in compiling a level of documentation sufficient to meet the requirements established in 36 CFR Section 800.11. The instructions available for download at the website referenced above also provide valuable guidance regarding how to complete the form and assemble the necessary supporting documentation.

We will complete our review of the proposed undertaking when the requested information is provided. If you have questions, please contact me at (614) 298-2000 or by e-mail at jbertram@ohiohistory.org.

Sincerely,



Jamie Bertram, Project Reviews Manager
Resource Protection and Review

Cc: Meenakshi Singh, Manager of Planning, Cleveland Airport System, 5300 Riverside Drive, P.O. Box 81009, Cleveland, OH 44181-0009

From: Katherine.S.Delaney@faa.gov [mailto:Katherine.S.Delaney@faa.gov]
Sent: Thursday, September 13, 2012 5:20 PM
To: jbertram@ohiohistory.org
Subject: Burke Lakefront Airport - Cleveland, OH

Jamie,

I received your letter, dated September 7, 2012 on September 12, 2012, regarding the Proposed Runway 6L/24R Safety Area Improvement Project, Burke Lakefront Airport, Cleveland, Cuyahoga County, Ohio.

I am seeking some clarification regarding your comments.

I am attaching the Exhibit that details the Area of Potential Effect (Exhibit 4-1 in the Draft EA). Historically, the FAA has identified a direct effects APE and an indirect effects APE. The direct effects takes into account the physical location and impact area of the proposed project. Whereas, the indirect APE is typically based on Integrated Noise Model noise contours and defined by the 65 day-night level (DNL) contour. We used this same rationale in determining the direct and indirect APE for this project. Based on this approach, we determined there to be no properties greater than 50 years old that may be subject to effects from the proposed project.

(See attached file: 4-1_Area Of Potential Disturbance.pdf)

As stated in the Draft EA, the airport is built upon a closed landfill. The project area is located on the far north side of the facility and is not in the vicinity of buildings greater than 50 years old. Additionally, the runway environment abuts a U.S. Army Corps of Engineers Combined Disposal Facility (CDF). The CDF has been under construction and modification since 1986. The CDF's were coordinated under NEPA and Section 106 in both 1986 and 1989. The OHPO stated "it is my opinion that the proposed undertaking will have no effect on any property that is either listed in or eligible for the National Register of Historic Places."

(See attached file: USACE SHPO Letters 1986-1989.pdf)

Airports are an ever changing facility. The airport design and safety standards that existed when airports were first constructed have been improved and enhanced to allow for a safer aviation environment. The facility as it looks today is not the same facility it was when first constructed. This project is very important to the FAA. The RSA Programs primary goal is to enhance the level of safety provided by safety areas and to comply with standards included in FAA Advisory Circular 150/5300-13, Airport Design, as required by Public Law 109-115.

Public Law 109–115 states: “Provided further, that not later than December 31, 2015, the owner or operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport’s runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR part 139: Provided further, That the Federal Aviation Administration shall report annually to the Congress on the agency’s progress toward improving the runway safety areas at 49 U.S.C. 44706 airports.”

In order to continue our forward progress the FAA needs to make a final environmental finding by the end of our fiscal year, September 30, 2012, in order to keep our design and construction on schedule.

I look forward to talking with you regarding our concerns.

Thank you,
Katy

Katherine S. Delaney
Community Planner
Detroit Airports District Office
Phone: (734) 229-2958

LAKE ERIE

RELOCATED ROADWAYS

PROPOSED RUNWAY
EXTENSION AND TAXIWAY

RELOCATED ROADWAY

6,587 FT. X 150 FT.

Cleveland Burke Lakefront Airport

5,197 FT. X 100 FT.

Cleveland Memorial Shoreway

PROPOSED 6L EMAS

PROPOSED TAXIWAY

RELOCATED ROADWAY

Legend

- Area of Potential Disturbance
- Proposed Pavement
- Proposed EMAS
- Relocated Roadways



Runway 6L-24R RSA
Environmental Assessment
Cleveland Burke Lakefront Airport

FINAL
8/6/2012 Prepared by: aedrum & Brown
E-LAB Work Product 02-GESMXXDO DOCUMENT
4-L Area of Potential Disturbance MKD

Area of Potential Disturbance

Exhibit:
4-1

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614 466-1500



OHIO
HISTORICAL
SOCIETY
SINCE 1885

REC'D. HIST. OAS
13 AUG 86 10 20

August 8, 1986

District Commander
U.S. Army Engineer District, Buffalo
1776 Niagara Street
Buffalo, NY 14207
Attn: Mr. William MacDonaald

Dear Mr. MacDonald:

Re: Cleveland, Ohio - Construction of a New Confined Disposal
Facility for Polluted Dredged Material

This letter is in response to your correspondence dated July 18, 1986 concerning the project noted above. My staff has reviewed the information you provided. Based on their recommendation, it is my opinion that the proposed undertaking will have no effect on any property that is either listed in or eligible for the National Register of Historic Places. No further coordination with our office is required for this project unless the scope of the undertaking changes.

If you have any questions about this matter, please contact Richard Bolsvert or Catherine Stroup at 466-1500, extension 470 or 480. Thank you for your cooperation.

Sincerely,

W. Ray Luce
State Historic Preservation Officer

WRL/CAS:cs

Ohio Historic Preservation Office

1982 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO
HISTORICAL
SOCIETY
SINCE 1885

November 27, 1989

District Commander
U.S. Army Engineer District, Buffalo
1776 Niagara Street
Buffalo, NY 14207-3199
Attn: Environmental Analysis Branch,
Mr. Timothy Daly

10-03 99 09
HISTORICAL SOCIETY

Dear Sir:

Re: New Confined Disposal, Cleveland Harbour

This is in response to your letter dated October 23, 1989 concerning the proposed project. Based on the information provided it is my opinion that no properties listed or eligible for the National Register of Historic Places will be affected by the proposed undertaking. No further coordination for this project is necessary unless the scope of the work changes.

If you have questions, please contact Julie Kime at (614) 297-2470. Thank you for your cooperation.

Sincerely,

W. Ray Luce

W. Ray Luce
State Historic Preservation Officer

WRL/JAK:jk

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ODNR COMMENTS TO: Cleveland Airport System; Meenaksi Singh, BKLEAcomments@landrum-brown.com

Project: Improving the Runway 6L/24R Safety Area at Burke Lakefront Airport

Location: Burke Lakefront Airport, Cleveland

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Fish and Wildlife: The Division of Wildlife (DOW) has the following comments.

The project is within the range of the Indiana bat (*Myotis sodalis*), a state and federally endangered species. The following species of trees have relatively high value as potential Indiana bat roost trees: Shagbark hickory (*Carya ovata*), Shellbark hickory (*Carya laciniosa*), Bitternut hickory (*Carya cordiformis*), Black ash (*Fraxinus nigra*), Green ash (*Fraxinus pennsylvanica*), White ash (*Fraxinus americana*), Shingle oak (*Quercus imbricaria*), Northern red oak (*Quercus rubra*), Slippery elm (*Ulmus rubra*), American elm (*Ulmus americana*), Eastern cottonwood (*Populus deltoides*), Silver maple (*Acer saccharinum*), Sassafras (*Sassafras albidum*), Post oak (*Quercus stellata*), and White oak (*Quercus alba*). Indiana bat habitat consists of suitable trees that include dead and dying trees of the species listed above with exfoliating bark, crevices, or cavities in upland areas or riparian corridors and living trees of the species listed above with exfoliating bark, cavities, or hollow areas formed from broken branches or tops. If suitable trees occur within the project area, these trees must be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between September 30 and April 1. If suitable trees must be cut during the summer months, a net survey must be conducted in May or June prior to cutting. Net surveys shall incorporate either two net sites per square kilometer of project area with each net site containing a minimum of two nets used for two consecutive nights, or one net site per kilometer of stream within the project limits with each net site containing a minimum of two nets used for two consecutive nights. If no tree removal is proposed, the project is not likely to impact this species.

The project is within the range of the piping plover (*Charadrius melodus*), a state and federally endangered bird species, and the Kirtland's warbler (*Setophaga kirtlandii*), a state and federally endangered species. These species do not nest in the state but only utilize stopover habitat as they migrate through the region. Therefore, the project is not likely to have an impact on these species.

The project is within the range of the Canada darner (*Aeshna canadensis*), a state endangered dragonfly. Wetland impacts should be avoided in order to avoid this species.

The project is within the range of the black bear (*Ursus americanus*), a state endangered species. Due to the mobility of this species, the project is not likely to impact this species.

The project is within the range of the king rail (*Rallus elegans*), a state endangered bird. A statewide survey has not been completed for this species. A lack of records does not indicate the species is absent from the area. Nests for

this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Therefore, if this type of habitat will be impacted, construction must be avoided in this habitat during the species' nesting period of May 1 to August 1. If this type of habitat will not be impacted, the project is not likely to impact this species.

The ODNR, Ohio Biodiversity Database has a record at Burke Lakefront Airport for the Upland Sandpiper (*Bartramia longicauda*), a state Endangered bird. Based on the photos and illustrations of the proposed work, it appears the improvements are to take place on the west end of the facility. The wetland/grassland complex on site appears to be on the east end. If the habitat on the east end is not directly impacted, then the project is not likely to impact this species.

We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within the project area. Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.

Coastal Management: The Office of Coastal Management offers the following comments.

Based on the information provided within the draft Environmental Assessment (Chapter 5.2.1 *Coastal Resources*), it appears that the project may include the construction of structures that will act to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie and therefore may require an ODNR Shore Structure Permit (ORC 1506.40).

Portions of the proposed project area are included in existing Submerged Lands Lease File Number SUB-0514-CU issued to the City of Cleveland which authorizes the use and occupation of the previously submerged lands of Lake Erie for airport expansion, confined disposal facility and port development. Pursuant to the provisions within the Lease any future improvements to the existing facilities, construction of new facilities or any change in use requires the prior written approval of the Director, Ohio Department of Natural Resources. The relocation of roadways, taxiways and navigational aids will require this prior written approval.

The proposed in-water work southwest of Runway 6L does not appear to be water dependent and pursuant to Ohio Administrative Code Section 1501-6-03(D)(1), at the time of application, the City of Cleveland will need to provide an alternative design or request that the Director make an exception by demonstrating that the proposed in-water work is required for the general public's health, safety or welfare. Note that the Director has granted exceptions in the past for the benefit of the general public's health safety and welfare.

There is occupation and use of the submerged lands of Lake Erie lakeward of the natural shoreline. OCM requests that the City of Cleveland obtain authorization through a Submerged Lands Lease Modification for the entirety of these areas covered by Burke Lakefront Airport.

Pursuant to the Coastal Zone Management Act of 1972, as amended, and its corresponding federal regulations, a Federal Consistency review by ODNR may be required for certain federal activities (i.e. permits, funding, etc.) related to the proposed project.

Geological Survey: The Division of Geological Survey offers the following comments.

The area to be filled is small and unlikely to contain a significant amount of uncontaminated sediment of sand-size or larger. Geological Survey has no other concerns based on the preliminary information provided.

ODNR appreciates the opportunity to provide these comments. Please contact John Kessler at (614) 265-6621 if you have questions about these comments or need additional information.

John Kessler, P.E.
Ohio Department of Natural Resources
Office of Real Estate
2045 Morse Rd., Columbus, OH 43229-6605
phone: 614-265-6621
email: john.kessler@dnr.state.oh.us

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RECEIVED
SEP 18 2012
FAA, DETROIT ADO

September 17, 2012

Katherine Delaney
Federal Aviation Administration
11677 S Wayne Road, Ste 107
Romulus, MI 48174

Ms. Delaney:

Re: Proposed Runway 6L/24R Safety Area Improvement Project, Burke Lakefront Airport,
Cleveland, Cuyahoga County, Ohio

This is in response to correspondence dated August 3, 2012, regarding the above referenced project. Additional information was received by email on September 13, 2012. My comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800.

The Federal Aviation Administration (FAA) and City of Cleveland Department of Port Control (DPC) propose to improve the Runway Safety Area at Runway 6L/24R at Burke Lakefront Airport in Cleveland, Cuyahoga County, Ohio. The proposed improvements include:

- Construction of a 400' EMAS bed on Runway End 6L
- Displace landing threshold of Runway 6L 165' to the east
- Approximate 600' eastern extension to Runway End 24R
- Modification to existing vehicle service road
- Extension of taxiways
- Relocation of existing FAA navigational aids, Automated Weather Observing System, and addition of in-ground runway lights in the extension
- New runway marking/stripping

36 CFR Section 800.4 charges the federal agency with the responsibility of identifying historic properties. While you state in your submission that no properties greater than 50 years old are located in the APE, it is my understanding that the runway in question was constructed along with the associated airport in the mid 1940s. Evaluation of eligibility for listing in the National Register of Historic Places (NRHP) should not be conducted in a vacuum, looking only at the runway which is being directly affected, but rather should include the associated airport since it is part of the same property and historic use.

In addition, please note for future reference that it is not sufficient to rely on previous determinations from the State Historic Preservation Office as demonstration of the agency's identification of historic properties or consideration of effects. The two letters you referenced, dated 1986 and 1989, were written well before Burke reached 50 years old and are not relevant to the current proposal. 36 CFR Section 800.4(c)(1) accounts for "[t]he passage of time, changing perceptions of significance, or incomplete prior evaluations..." when evaluating eligibility.

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

800 East 17th Avenue, Columbus, Ohio 43211 ph: 614.298.2000 fx: 614.298.2037

www.ohiohistory.org

Burke Lakefront Airport's website states that it was "...the first downtown airport as well as the first municipally-owned-and-operated airport in the United States." Based on this limited information, it seems that Burke may be eligible for listing in the NRHP as a historic district. If the airport is found to be eligible, the runway would be a contributing resource associated with its historic function. However, additional information regarding the significance and integrity of the airport, including all of its associated buildings, structures and objects, would be required to make a formal determination of eligibility. It is my opinion, though, that due to the limited impact of the proposed undertaking, it will not have an adverse effect on historic properties assuming Burke Lakefront Airport is eligible for listing in the NRHP.

We recommend that you use the Project Summary Form (PSF) as a guide in your preparation of future project submissions to avoid delays resulting from requests for additional information. This document is available on our website at <http://www.ohiohistory.org/ohio-historic-preservation-office/federal-and-state-reviews/submitting-projects-for-section-106-reviews>. The PSF provides agencies, applicants, and their consultants with a form designed to assist them in compiling a level of documentation sufficient to meet the requirements established in 36 CFR Section 800.11. In addition, the National Register Bulletin *Guidelines for Evaluating and Documenting Historic Aviation Properties* is a useful tool to assist in the evaluation of eligibility of aviation-related resources.

No further coordination with this office is necessary regarding this undertaking unless there is a change in the project scope. If additional historic properties are identified during implementation of the project, this office must be notified pursuant to 36 CFR Section 800.13.

If you have questions, please contact me at (614) 298-2000 or by e-mail at jbertram@ohiohistory.org. Thank you.

Sincerely,



Jamie Bertram, Project Reviews Manager
Resource Protection and Review

Cc: Meenakshi Singh, Manager of Planning, Cleveland Airport System, 5300 Riverside Drive, P.O. Box 81009, Cleveland, OH 44181-0009

DRAFT EA COMMENTS AND RESPONSES

The Draft EA was made available to the public on August 6, 2012. Comments on the Draft EA were accepted until the close of the official comment period on September 12, 2012, a period of 38 days from the publication of the Draft EA. Comments were received on the Draft EA from Federal, state, and local agencies as well as the public. They included emails, letters, and oral testimony provided at the September 5, 2012 public workshop and public hearing. A response was prepared for all substantive comments received on the Draft EA. The summarized comments and responses are provided below. Copies of all comments received during the official comment period are provided in this appendix.

U.S. EPA 1	<u>Stormwater Management</u> The EA indicates surface waters, under the preferred alternative, will be discharged to Lake Erie via combined sewer overflow (CSO) during periods of high precipitation. We understand the proposed project area at BKL exhibits slow infiltration rates because BKL was built upon a former landfill site. We encourage FAA to analyze other methods of stormwater management, including off-site bioretention.	There would be no change to the existing combined sewer pipes which currently bisect the existing runways at BKL. With the proposed roadway relocation into that long flat low drainage area, the existing drainage into the USACE's CDF 10B will need to be replaced. Currently there are the several elevated manhole/access points in the drainage area which will also need to be relocated. The exact location of the manhole/access points and the type of drainage system will be defined during the design process. All potential methods of stormwater management will be considered.
U.S. EPA 2	<u>Energy Efficiency</u> – We recommend FAA consider installing energy-efficient navigational aids, providing doing so would result in both energy savings and needed levels of safety.	The Proposed Action includes relocation of existing FAA Navigational Aids (NAVAIDS). The FAA will consider energy efficiency but must comply with all orders and regulations in regards to NAVAIDS in order to maintain safety.
Juanita Hewlett	I believe wholeheartedly that the Burke Lake Airport should be where it is. I also feel strongly that our organization that I'm involved with can help as far as bringing awareness about the Burke Lake Airport. I am very thankful for the Burke Lake Airport being here. It has trained many of the pilots.	Comment Noted. The Proposed Action was found to have no significant environmental impacts to Burke Lakefront Airport.

Northeast Ohio Regional Sewer District 1	NEORSD has five (not four as noted on page 4-22 of the Draft Environmental Assessment) permitted outfalls, CSO-095, CSO-096, CSO-097, CSO-098, and CSO-099 adjacent to the airport. There is a potential for the sewer pipe that leads to CSO-099 to be impacted by the proposed construction activity. NEORSD is responsible for the management of CSO discharges. It is critical that the outfalls be protected to ensure that both stormwater and CSO flows continue to be routed to these outfalls. The airport plans to coordinate with the City of Cleveland to make sure that this pipe is not damaged or put out of commission by any of the construction activities. It is requested that the airport include NEORSD in this coordination.	<p>The text on page 4-22 was revised to state that "The Northeast Ohio Regional Sewer District has five permitted locations, known as outfalls (CSO-099, CSO-098, CSO-097, CSO-096, CSO-095), adjacent to the Airport."</p> <p>Coordination will be ongoing with the City of Cleveland and the Northeast Ohio Regional Sewer District to make sure all of the pipes are not damaged or put out of commission by construction activities including the roadway relocation.</p>
Ohio EPA 1	Any impacts to isolated wetlands will require a permit from Ohio EPA's Division of Surface Water.	<p>Comment Noted. Potential wetlands were identified in the area of potential disturbance. While all of the wetlands may not be destroyed by the actual construction of the Proposed Action, for this analysis all of the potential wetlands in the areas of potential disturbance are assumed to be impacted. The preliminary jurisdictional status is currently under review by the USACE.</p> <p>If the potential wetlands are considered non-jurisdictional by the USACE, the City of Cleveland would submit an application to obtain either a General or Individual Isolated Wetland Permit for dredge and fill activities from Ohio EPA prior to construction of the Proposed Action.</p>
Ohio EPA 2	Any construction disturbance in excess of 1-acre will require a general National Pollutant Discharge Elimination System (NPDES) permit for construction activity.	Prior to construction of the Proposed Action, the City of Cleveland would submit an application to obtain a general National Pollutant Discharge Elimination System (NPDES) permit for construction activity.
Ohio Historic Preservation Office 1	We cannot complete our review of your project at this time. While previously documented historic properties located in the indirect	The FAA has identified a direct effects APE and an indirect effects APE. The direct effects takes into account the physical location and

	<p>Area of Potential Effects are identified in the Draft Environmental Assessment, no evaluation is provided regarding whether the subject property, Burke Lakefront Airport, is eligible for listing in the National Register of Historic Places (NRHP). Please provide our office with the following information about the proposed project in order to meet the minimum information requirements of 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act:</p> <p>Please provide an evaluation of eligibility of the airport and associated properties, including contextual information about why it was constructed, historic uses and if any significant events or people are associated with it. If the airport is found to be historically significant, please provide a description of alterations made to the property over the years and an assessment as to whether it retains sufficient integrity to be eligible for listing in the NRHP.</p>	<p>impact area of the proposed project. Whereas, the indirect APE is typically based on Integrated Noise Model noise contours and defined by the 65 day-night level (DNL) contour. We used this same rationale in determining the direct and indirect APE for this project. Based on this approach, we determined there to be no properties greater than 50 years old that may be subject to effects from the proposed project. As stated in the Draft EA, the airport is built upon a closed landfill.</p> <p>The project area is located on the far north side of the facility and is not in the vicinity of buildings greater than 50 years old. Additionally, the runway environment abuts a U.S. Army Corps of Engineers Combined Disposal Facility (CDF). The CDF has been under construction and modification since 1986. The CDF's were coordinated under NEPA and Section 106 in both 1986 and 1989. The OHPO stated "it is my opinion that the proposed undertaking will have no effect on any property that is either listed in or eligible for the National Register of Historic Places."</p> <p>Airports are an ever changing facility. The airport design and safety standards that existed when airports were first constructed have been improved and enhanced to allow for a safer aviation environment. The facility as it looks today is not the same facility it was when first constructed. There would be no impacts to historical, architectural, archaeological, or cultural resources with the Proposed Action. If however during construction activities any historic, architectural, archaeological, or cultural resource items are uncovered, immediate consultation with the State Historic Preservation</p>
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		Officer (SHPO) would occur.
Ohio Historic Preservation Office 2	Please include documentation, including high quality color photographs, to support your findings.	Photographs are provided in Appendix D.
Ohio Historic Preservation Office 3	We recommend that you use the Project Summary Form (PSF) as a guide in your preparation of the requested information. We will complete our review of the proposed undertaking when the requested information is provided.	Coordination with the SHPO is ongoing. Prior to construction of the Proposed Action, a Section 106 determination will be made in accordance with 36 CFR 800.
Ohio Historic Preservation Office 4	It is my opinion, though, that due to the limited impact of the proposed undertaking, it will not have an adverse effect on historic properties assuming Burke Lakefront Airport is eligible for listing in the NRHP. No further coordination with this office is necessary regarding this undertaking unless there is a change in the project scope. If additional historic properties are identified during implementation of the project, this office must be notified pursuant to 36 CFR Section 800.13.	If during construction activities any historic, architectural, archaeological, or cultural resource items are uncovered, immediate consultation with the State Historic Preservation Officer (SHPO) would occur.
Ohio Department of Natural Resources 1	The project is within the range of the Indiana bat (<i>Myotis sodalis</i>), a state and federally endangered species. If suitable trees occur within the project area, these trees must be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between September 30 and April 1. If suitable trees must be cut during the summer months of April 2 to September 29, a net survey must be conducted in May or June prior to cutting. Net surveys shall incorporate either two net sites per square kilometer of project area with each net site containing a minimum of two nets used for two consecutive nights, or one net site per kilometer of stream within the project limits with each net site containing a minimum of two nets used for two consecutive nights. If no tree removal is proposed, the project is not likely to impact this species.	While a number of species typically found along the lakeshore and or inhabiting open space were observed, none of the state or Federal threatened or endangered species were observed during the habitat assessment. Tree removal is not expected as part of the Proposed Action therefore the project is not likely to impact this species.

Ohio Department of Natural Resources 2	The project is within the range of the piping plover (<i>Charadrius melodus</i>). The project is not likely to have an impact on these species	Comment Noted.
Ohio Department of Natural Resources 3	The project is within the range of the bald eagle (<i>Haliaeetus leucocephalus</i>), a state threatened species. However, the Ohio Biodiversity Database currently has no records of this species near the project area. The project is within the range of the Canada darner (<i>Aeshna canadensis</i>), a state endangered dragonfly. Wetland impacts should be avoided in order to avoid this species.	Comment noted concerning the bald eagle. This state endangered dragonfly was not observed during the on-site survey. The Canada darner prefers wooded lakes and ponds with abundant vegetation, as well as marshy and boggy lakes, and slow sluggish streams often associated with beaver ponds. The Proposed Action site consists mostly of disturbed mowed lawn areas, very small areas of disturbed wetlands (less than half an acre) and wasteground areas. This area would not be considered prime habitat for the Canada darner. In addition, while wetland impacts are expected, mitigation through either restoration or participating in wetland banks would likely result in higher quality wetlands than exist today on the Airport. The FAA does not support restoration of wetlands on airport property due to the FAA's safety restrictions regarding the creation of potential wild life attractants near airports.
Ohio Department of Natural Resources 4	The project is within the range of the black bear (<i>Ursus americanus</i>), a state endangered species, and the bobcat (<i>Lynx rufus</i>), a state endangered species. Due to the mobility of these species, the project is not likely to have an impact on these species.	Comment Noted.
Ohio Department of Natural Resources 5	The project is within the range of the king rail (<i>Rallus elegans</i>), a state endangered bird. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. Therefore, if this type of habitat will be impacted, construction must be avoided in this habitat during the species' nesting period of May 1 to August 1. If this type of habitat will not be impacted, the project is not	The Proposed Action is within the range of the king rail (<i>Rallus elegans</i>), a state endangered bird. Nests for this species are deep bowls constructed out of grass and usually hidden very well in marsh vegetation. However this type of vegetation would not be destroyed due to the Proposed Action and therefore the Proposed Action is not likely to impact this species.

	likely to impact this species.	
Ohio Department of Natural Resources 6	The project is within the range of the yellow-bellied sapsucker (<i>Sphyrapicus varius</i>), a state endangered bird. A statewide survey has not been completed for this species. A lack of records does not indicate the species is absent from the area. Yellow-bellied sapsuckers occupy wet deciduous forests or the margins of bogs where yellow birch, beech and aspen are prevalent. Therefore, if tree removal is proposed in this type of habitat, tree removal must not occur during the species' nesting period of May 1 to July 1. If no tree removal is proposed, the project is not likely to impact this species.	No tree removal is proposed, therefore the project is not likely to impact this species.
Ohio Department of Natural Resources 7	The Ohio Department of Natural Resources (ODNR), Ohio Biodiversity Database has a record at BKL for the Upland Sandpiper (<i>Bartramia longicauda</i>), a state threatened bird. We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within the project area. Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.	None of the state or Federal threatened or endangered species, other rare species, or unique features were observed during the habitat assessment.
Ohio Department of Natural Resources 8	The ODNR, Office of Costal Management comments that based on the information provided in the Draft EA, it appears that the project may include the construction of structures to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie and therefore may require an ODNR Shore Structure Permit (ORC 1506.40).	If the Proposed Action includes the construction of structures to control erosion, wave action or inundation along or near the Ohio shoreline of Lake Erie. DPC would submit an application for an ODNR Shore Structure Permit (ORC 1506.40). Similarly if written approval from the Director, Ohio Department of Natural Resources would be requested if the Proposed Action

	<p>Portions of the proposed project area are included in existing Submerged Lands Lease File Number SUB-0514-CU issued to the City of Cleveland which authorizes the use and occupation of the previously submerged lands of Lake Erie for airport expansion, confined disposal facility and port development. Pursuant to the provisions within the Lease any future improvements to the existing facilities, construction of new facilities or any change in use requires the prior written approval of the Director, Ohio Department of Natural Resources. The relocation of roadways, taxiways and navigational aids will require this prior written approval.</p> <p>The proposed in-water work southwest of Runway 6L does not appear to be water dependent and pursuant to Ohio Administrative Code Section 1501-6-03(D)(1), at the time of application, the City of Cleveland will need to provide an alternative design or request that the Director make an exception by demonstrating that the proposed in-water work is required for the general public's health, safety or welfare. Note that the Director has granted exceptions in the past for the benefit of the general public's health safety and welfare. There is occupation and use of the submerged lands of Lake Erie lakeward of the natural shoreline. OCM requests that the City of Cleveland obtain authorization through a Submerged Lands Lease Modification for the entirety of these areas covered by Burke Lakefront Airport.</p> <p>Pursuant to the Coastal Zone Management Act of 1972, as amended, and its corresponding federal regulations, a Federal Consistency review by ODNR may be required for certain federal activities (i.e. permits, funding, etc.) related to</p>	<p>includes improvements to the existing facilities, construction of new facilities or any change in use to the area included in existing Submerged Lands Lease File Number SUB-0514-CU.</p>
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	the proposed project.	
Ohio Department of Natural Resources 9	The ODNR, Division of Geological Survey comments that the area to be filled is small and is unlikely to contain a significant amount of uncontaminated sediment of sand-size or larger. Geological Survey has no concerns based on the preliminary information provided.	Comment Noted.