

## DEPARTMENT OF PORT CONTROL

Ord. No.: 1365-2023

### EXECUTIVE SUMMARY

The Department of Port Control (Department) is requesting authority to employ one or more professional consultants to perform various services relating to projects on the Airport Capital Improvement Plan; determining the method of making the public improvement of constructing the stormwater outfall stabilization and safety access project and rehabilitating the tunnel to the Greater Cleveland Regional Transit Authority's terminal at Cleveland Hopkins International Airport; and authorizing the Director of Port Control to enter into one or more public improvement contracts for the making of the improvement.

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### **Stormwater Outfall Stabilization and Safety Access**

As a part of the expansion project at Cleveland Hopkins International Airport (CLE), Abram Creek was culverted to allow for the construction of a new parallel runway (6L-24R) and the extension of the existing primary runway (6R-24L). The creek was diverted to four 10' diameter pipes. Following the backfill of the existing creek and associated ravines, the new runway and extension were completed. The stormwater outfall locations require stabilization and safe access for Aircraft Rescue and Fire Fighting (ARFF) equipment and environmental emergency response, confined space response and continuous regulatory sample .

With the above-referenced runway projects, it was required for property swap with the City of Brookpark. An unintended consequence was Cedar Point Road east of Aerospace Parkway was moved to the City of Brookpark and became part of the NASA property. The airport's only vehicular access to Abram Creek was through Cedar Point Road. The Department has been accessing the area on foot to collect weekly Ohio EPA National Pollutant Discharge Elimination System (NPDES) Permit samples; however, the topography getting to the creek is steep and access is treacherous, especially in the wet spring and throughout winter. Additionally, the Abram Creek culvert exit is an airport emergency spill response location. Effectively deploying equipment and recovering spilled materials is extremely limited due to a lack of access.

The Environmental section is required to comply with local, state, and federal regulations in order to maintain operating status and to avoid serious penalties for non-compliance that includes large monetary fines and possible imprisonment. Failure to have the ability to act on requirements imposed on the Department can result in serious obligations and fines.

### **Scope of Work:**

The objective of this project is to extend the outfall access road and provide a stairway to improve access for spill mitigation and monitoring activities. The stormwater outfall stabilization and safety access project may include, but is not limited to, the following:

#### Construction:

- Installation of a metal stairways and/or access roads
- Installation of structural fill and/or embankment fill
- Installation of Rock Channel Protection

## **RTA Terminal Tunnel Rehabilitation**

Cleveland Hopkins Airport provided the first transit link direct to the airport terminal in 1968. Due to aging infrastructure and water infiltration, the RTA tunnel wall, ceiling, and membrane are in need of resurfacing and structural repair.

The repairs are also a necessity to extend the life of the tunnel, and to maintain the safety of the traveling public.

### **Scope of Work:**

The scope of work for this project will include, but not be limited to: rehabilitation of the tunnel wall and ceiling, new tunnel membrane placement, structural repairs, waterproofing, and updates to the drainage system.

## **Design • Construction Administration • Project Closeout • Environmental Services**

Cleveland Hopkins International Airport has various construction projects that have been identified on the Airport Capital Improvement Plan. The improvement projects are needed to repair, rehabilitate, and improve safety and access to existing airport facilities. The improvements will also protect the traveling public and airport employees. The Department is requesting assistance with design, construction administration, project closeout, and environmental services for the projects listed under the FY24 & FY25 Airport Capital Improvement Plan.

### **Scope of Work:**

The scope of services includes Construction Administration and Project Closeout. The tasks include, but are not limited to:

- Provide consultation and advice to CLE.
- Preconstruction conferences and meetings.
- Review and approval of shop and erection drawings.
- Inspection work.
- Testing, reviewing, analysis and accepting of material and equipment.
- Change orders.
- Invoicing.
- Final inspections and punch-lists.
- Record drawings.
- Reports.
- Final project reports.
- Grant amendments.
- Contractor's liens release.

## **Perimeter Fence Replacement**

Perimeter fencing at an airport is pivotal in maintaining security and safety. Sections of CLEs perimeter fence no longer meet FAA minimum standards. There are currently approximately 51,095 linear feet of fencing and eight security gates around the airport that need to be upgraded and/or replaced. In addressing perimeter vulnerabilities and identifying mitigation steps, as well as providing the traveling public with a safer and secure environment, the airport would like to strengthen the perimeter with more efficient and durable fencing.

### **Scope of Work:**

The scope of design services for the project shall focus on the preliminary fence replacement assessment/design of the entire perimeter fence to meet all FAA and TSA regulations. Drainage upgrades and enhancements shall be included to ensure erosion and wildlife breaches do not occur at the culverted Abram creek and other drainage system crossings at CLE. Portions of CLE are located on top of Grayton Road and Brookpark Road Landfills and have limitations to excavations. Abram Creek was culverted in the early 2000s and traverses under the perimeter fence on the southside of the airfield. Utility location and potential relocation may need to occur. Consultant shall also provide bidding and negotiation and construction administration services, which may include, but not be limited to: construction inspection and oversight, shop and erection drawings review and approvals, review and approval of laboratory and mill testing of material and equipment, request for information, construction meetings, and the project close-out process, as normally required by FAA funded projects etc.

### **Airfield Pavement and Drainage Systems**

Certain taxiways, runways, and pavement sections are past their life cycle, and have presented pavement and subbase failures, deterioration, and deficiencies, are in need of relocation and shoulder widening, and/or do not meet current FAA standards.

The Department has also found that the existing underdrain system has also failed, though CLE has undertaken several repair and replacement projects to attempt correction.

### **Scope of Work:**

The scope of services for these contracts shall include, but not be limited to: preliminary services, runway and taxiway design, stormwater/drainage system design, bidding and negotiation, construction administration, and project closeout services.

### **Environmental Services**

Cleveland Hopkins International Airport has various Design projects that have been identified on their Airport Capital Improvement Plan (ACIP), that require environmental services. The environmental services need to follow the requirements of the Federal Aviation Administration ("FAA") and the Advisory Circular ("AC").

The environmental services are required by the FAA, for approval of the design plans for construction projects. The environmental assessments will identify if there are adverse effects to the environment, due to the project.

### **Scope of Work:**

The scope of services includes Environmental Services following FAA requirements. The tasks included, but are not limited to:

- Regulatory Review.
- EA
- Coordination with FAA.
- Reports
- Submittals to FAA
- EIS

**Anticipated costs:**

Approximately \$23,000,000 FAA Grants

Stormwater Outfall Stabilization and Safety Access \$2,700,000

RTA Terminal Tunnel Rehabilitation \$6,000,000

Environmental Services \$1,500,000

Design, Construction Administration, and Project Closeout Services \$12,800,000

**Schedule or Term of Contract:**

The term of the proposed contract shall be upon the Director's acceptance of completion of all services rendered under this agreement.