Airport Expansion Open House

Cleveland Hopkins
Connecting our region to the world

May 9, 2000

Master Plan Expansion Mission Statement

Cleveland Hopkins International Airport is committed to providing optimum air service and increased economic opportunity by creating an airfield designed to handle increased passenger capacity, provide non-stop service to international destinations and establish the region as a more desirable location for industries worldwide. The City of Cleveland is also committed to minimizing the noise impact upon surrounding communities and enhancing the environment for our neighbors.
The City of Cleveland, through the Department of Port Control, would like to introduce you to the individual projects which make up the New Runway portion of our Airport Capital Improvement Program.

These projects comprise a unified and coordinated approach to safely increase capacity at Cleveland Hopkins in a fast and cost effective way. Our planners have carefully thought out the program requirements and designed each project to best serve the needs of Northeast Ohio.

We are committed to providing optimum air service and increased economic opportunity by creating an airfield designed to handle more passengers, provide non-stop service to international destinations and establish the region as a more desirable location for businesses worldwide. Throughout this program, the City is committed to minimizing the noise impact upon the surrounding communities while enhancing the environment for our neighbors.
This project is the New Runway! The first portion includes all construction needed to build the first 7,000', including new Navigational Aids and electrical services. The second portion calls for building the final 2,000' on the south end. The total runway length will be 9,000' when finished.

Once completed, the airfield will allow simultaneous arrivals and departures thereby enhancing safety and increasing capacity.
The Future Starts Here!

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The City of Cleveland
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Ticket Booth “B”
Ticket Booth “A”

Gate 4  Gate 3  Gate 2  Gate 1  Gate 7  Gate 6  Gate 5  Gate 4  Gate 3  Gate 2  Gate 1

L & B

Continental
Program Management Team
Baker
Baker And Associates
CDM
Burgess & Niple
CDLZ
MKC
Apple Designs, Inc.
Gensler

General Exhibit Area

Presentation Upstairs

Main Entrance
This project will increase the life-span of the parking garage by making repairs to the deck surface, underside of deck ramps, beam columns, cathodic protection, and flange support plates.

This project allows Cleveland Hopkins International Airport to purchase the ILS Offset approach equipment and installation. The ILS Offset is necessary to increase airport capacity by permitting approaches which allow airplanes to safely land closer together.
The airport will be working closely with the FAA to provide upgrades including state of the art Air Traffic Control facilities and navigation aids. This project covers the FAA's services to qualify the new runway as a Category III (the highest level) instrument landing runway.

This new 125,000 square foot Consolidated Maintenance Facility will increase the capacity of Airport operations to serve the additional runway, provide better snow removal, and improve maintenance and longevity of Airport vehicles.
Upper Level Roadway Construction

With the higher traffic loads at the Airport, the upper level roadways will be rebuilt and reconfigured for improved traffic flow. This project will increase the life span of the structures, provide better pavement and insulate the Terminal from storm water run-off.

FAA TRACON Renovation

In a joint effort with the FAA, the Airport is renovating the existing terminal core curtainwall, roofing, electrical power, and other building services. This improved space will accommodate FAA provided computer systems, air traffic control monitors and other navigational aid systems.
Because of the new construction on the south end of the runway, the City is providing conservation to environmentally sensitive streams and wetlands. As part of the Environmental Impact Statement (EIS), we will be preserving other streams and wetlands in Northeast Ohio to offset losses on the airport property.

The Airport is expanding and renovating 27,200 square feet of baggage claim and office space. With the construction of the new runway and increased passenger flows, this project will enable more passengers to check and retrieve their luggage quickly and conveniently.
With the new runway and increased operations on the west side of the airfield, West Hangar Road is being re-built and expanded. This project has two phases. The first phase through roadway subbase will be constructed by the end of 2000. After the first 7,000' of the new runway is built, the final paving and striping will be placed.

The existing Analex Building is located in the path of the final 2,000' of the fully operational runway. After using the facility during the construction of the first 7,000', we will demolish this building to make way for the new construction.
Because of the location of the new runway, several buildings and laboratories of the NASA South 40 area must be relocated and replaced. This project will allow flights on the west side of the airfield, while preserving NASA capability to follow its mission.

The full 9,000' length of the runway crosses Abram Creek and the NASA South 40 Ravine. This project includes the construction of culverts, storm water management structures and filling in of the ravines. The environmental impact of this project is mitigated by the wetland and stream conservation measures which are a very important part of the EIS.
With the construction of the new runway, the 138kv CEI Powerline, currently feeding NASA, will be relocated out of the new runway protection zone.

This project provides a new electrical service to the Airport, achieving two goals. The first is to meet higher demand generated by the new runway. The second is to provide a backup source to the existing feeder. This will solve the problems created when power is disrupted by weather conditions and other outages.
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