



Issue 10 | November 2024

Sheraton Hotel Demolition Offers Chance to Make a Difference

As the Sheraton Hotel demolition continues, guests who drive by will notice the heaps of scraps from the demolition. Baumann Enterprises, who is contracted for the project, has begun hauling the remnants away.

But what happens to all the debris?

Baumann Enterprises, on top of just offering demolition services, also has a recycling center. Of the materials removed from the Sheraton Hotel site, 85 percent of the material will be recycled.

Baumann's Recycling Center is one of the first construction and demolition debris processing facilities licensed by the Ohio Environmental Protection Agency and the Cuyahoga County Board of Health.

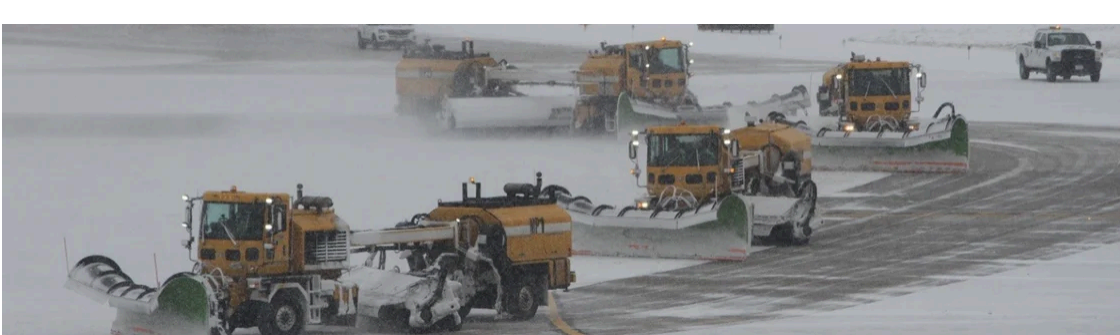
The goal for this project is to divert as much Non-Hazardous Construction and Demolition Debris Waste (C&D) from landfills as possible. Items recycled include materials such as clean wood, concrete, steel, non-ferrous metals and brick. For the first two weeks of the demolition, 2,480 yards were recycled.

Once recycled, these items are turned into sellable items such as mulch, landscape rocks, crushed and re-used aggregate in future construction projects and even the mixture that makes up the infield of baseball fields. Wood grindings are also used as biomass fuel for greenhouses.

Baumann Enterprises, Inc. is a third-generation demolition, excavation, and environmental contractor started in 1999. They specialize in structural and interior demolition of residential, commercial, and industrial buildings for the public and private sectors.

"Although demolition of the Sheraton Hotel can be heartbreaking, happy memories are reminisced. I'm also excited in seeing and being a part of the re-use of those materials in many future projects near and far, as it is opening the way to expand and move CLE towards its Terminal Modernization Development Program."

CLE's Snow Team Gears Up for Winter Weather



It may only be November, but Cleveland Hopkins International Airport's (CLE) Snow team has been preparing for winter weather for weeks. With nearly 100 trained snow personnel on the team, practice and coordination are keys to the snow removal process.

CLE has approximately 5 miles of runway surface and 400 acres of paved surfaces that require snow removal.

When the time comes for the team to hit the runway, they use up to 20 pieces of snow equipment, ranging from Multi-purpose plows and blowers to chemical spreaders and tankers. It takes around 30 minutes to clear a single runway. The chain of these vehicles together is what we call the "Conga line."

Different snow removal teams are dedicated to gate and ramp areas as well as the public roadways around the airport.

"I think what is unknown to the general public is the amount of communication and coordination taking place behind the scenes at all levels," said Darwin McClellan, Superintendent of Vehicle Maintenance. "Summers are spent re-evaluating our Snow and Ice Control Plan and snow routes, training operators and prepping equipment. Then, in season, the tactical discussions on how to best deploy our 70-plus pieces of snow removal equipment specifically for the nuances of each event."

As we get into the heart of winter, it's important for our guests to remember to check the status of their flights before heading to the airport. It's not just snow in Cleveland that can affect your flight, there could be inclement weather at your destination airport or feeder airports that can also affect your flight. Also, if it is snowing and your flight has not been cancelled, leave early to account for slow driving, accidents and heavy traffic that you may encounter en route to the airport.

We hope to see you at CLE heading to be with your family for the holidays or escaping the cold to head to warmer weather. Rest assured, our snow team is working hard day in and day out to ensure your safety during your journey.

Shaping Tomorrow: CLE's Vision for Your Future Airport



As Cleveland Hopkins International Airport (CLE) prepares to embark on the implementation of the Terminal Modernization Development Program (TMDP), airport leadership is exploring how CLE will best serve its guests.

Focusing solely on current industry trends would mean that by the time work begins on TMDP elements, it will already be outdated. Therefore, our team is studying the incorporation of new technology at airport terminals worldwide among other components as local planning advances.

Earlier this fall, Bryant L. Francis, C.M., Director of Port Control, participated in the Airport Terminal Design & Development Think Tank at the Future Travel Experience Global Conference held in Long Beach, California. The panel included key representatives from United Airlines, Keflavik Airport, Los Angeles World Airports, AECOM and Manchester Airports Group. The event is the largest gathering of air transport executives from around the world.

"It is more important than ever to have our finger on the pulse of the industry to ensure that when the transformation of our terminal campus begins, we again raise the bar as we have done throughout our aviation history," Francis said. "I was honored to be asked to participate in this timely discussion and look forward to the conversation continuing with this distinguished group."

There were a wide variety of discussions from technology and the use of AI, sustainability, security, mobility and wellness, to efficiency and amenities that go above and beyond present day standards.

The current infrastructure at CLE was built in a pre-9/11 era for an airport that hosted a hub airline. With passenger traffic moving from approximately 65 percent origin and destination (O & D), meaning starting and ending their trip in Cleveland during the hub days, to 99.5 percent in 2024, many structural changes must occur to ensure a better guest experience along with enhancing efficiency.

"The swing in dynamic of our guests impacts the front of our house dramatically," Francis said. "Our parking facilities, roadways and screening checkpoints are experiencing a much higher volume in recent years than they were a decade or so ago. We must plan for and implement extensive improvements as local passenger activity is forecasted to continue growing."

The airport's challenges include being land-locked, which will require phased renovation or replacement of portions of the terminal campus to maintain business continuity, minimize disruption, and increase overall functionality.

As CLE continues driving towards implementation of the TMDP, its airport leadership will remain focused on creating a memorable and enjoyable experience for all users through modernized facilities that are easy to access and exceed customer expectations.

Ongoing Airport Improvements



While Cleveland Hopkins International Airport (CLE) is looking forward to the implementation of the Terminal Modernization Development Program (TMDP), the most noticeable changes are still a year or two away. But CLE is not complacent on improving the guest experience.

Airport crews have been working on a few projects to refresh the airport. The ramp to Concourse A has been completely renovated, from new lighting and wall paint to new slip resistant flooring.


Improvements have also been made to the HVAC system to ensure better efficiency of the air flow and temperature in the building.

Contractors have also been replacing and improving escalators throughout the airport.

Ozanne Construction is also moving along with the restroom renovation project that started at the beginning of last year. So far, three restroom locations have been completed. Beginning next month, the restrooms at the end of Concourse C near United Airlines will close for renovations.

Crews will be looking to replace the carpeting at common use gates on Concourse A next. We hope these improvements give you a better experience as you fly through CLE!

Watch for more stories like these that share information about DPC and our airports. The stories in this issue of The Hopkins Approach demonstrate how we are working together to fulfill the Department of Port Control's Mission, Vision, and Values, including our RESPECT Model and Strategic Priorities.

 enjoy going places

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