

SECOND QUARTER SFY 2026 PROJECT PLANNING REVIEW (PPR)

Safety and Operations Council

August 15, 2025

ACTION REQUESTED

No action is requested. This item is for being presented for information and input.

PREVIOUS ACTION

No previous action.

BACKGROUND

The purpose of Project Planning Review:

- To assess if a proposed project helps to achieve NOACA vision and goals; and
- To ensure that proposed project is consistent with NOACA planning requirements and oversight agency requirements

Review of proposed projects involves:

- Staff review and comment
- NOACA committee, subcommittee & advisory council review
- Intergovernmental Review and Consultation (IGRC)
Circulated to communities & agencies
- Public involvement
Posted on website for public review & comment

BACKGROUND

Actions

1. Project review completed
2. Recommendations to be considered by the project sponsor to best achieve planning requirements
3. Conditions of approval to be met prior to amendment to LRP and/or TIP

Proposed Projects



Target Needs

Project Planning Review



Evaluate Needs

LRP



Plan Needs

TIP



Commit Resources



Implement

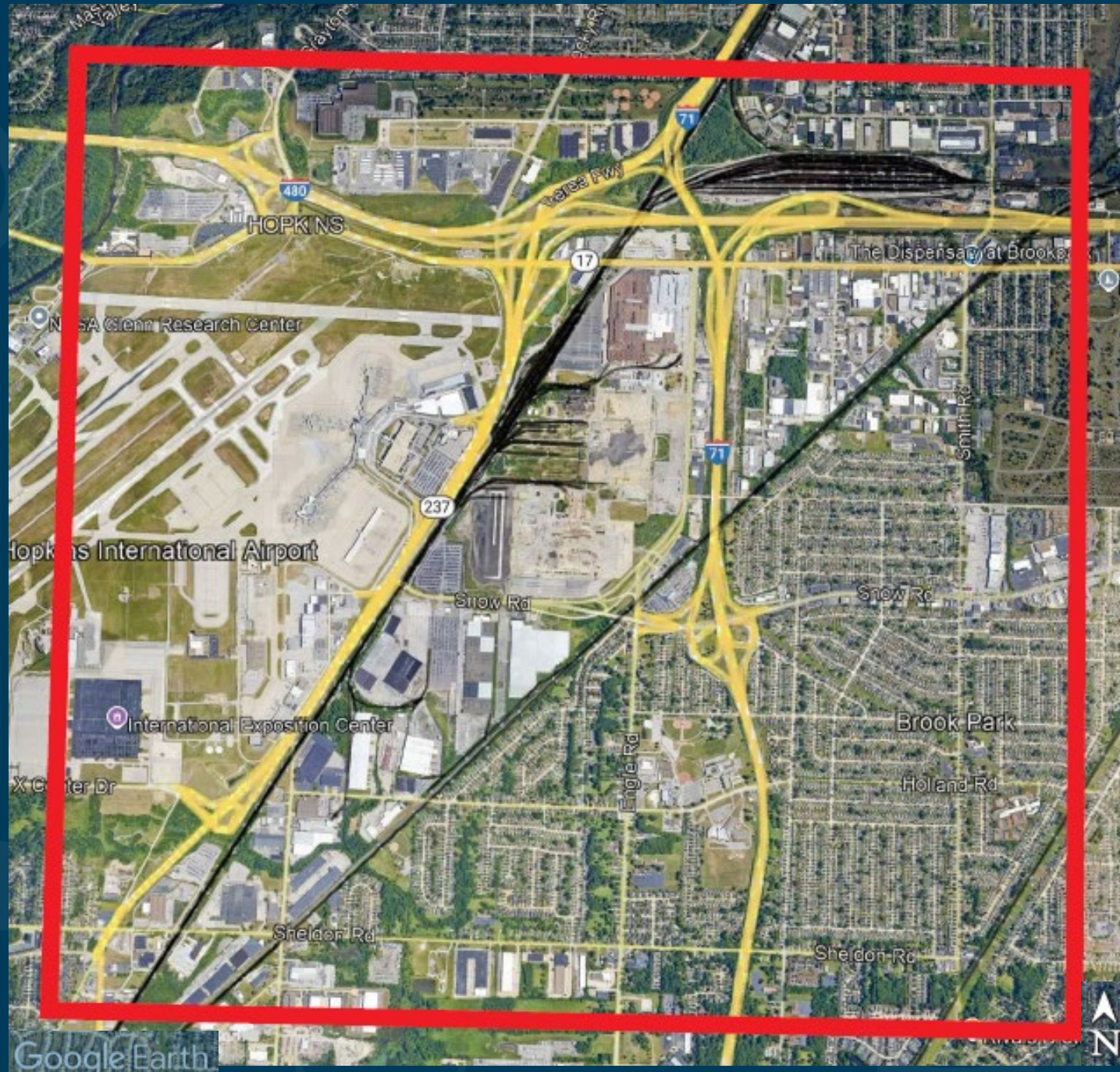
BACKGROUND

- Projects not requesting NOACA funds
- Public Infrastructure Improvements in Brook Park

Project Type	Project Name and Location	Primary Work Type	Total Cost
Roadway	<p>CUY SR 291-02.90 in Brook Park (project sponsor: Brook Park) - 0.5 miles east of Cleveland Hopkins International Airport and west of the I-71/Snow Rd. interchange.</p> <p>Within the project area is a 175-acre former Ford Plant site bounded by frontage roads from southwest to north, Snow Rd., Five Points Rd., Engle Rd. (SR 291), and Henry Ford Blvd. (SR-291).</p>	<p>Proposed improvements include:</p> <ul style="list-style-type: none">• I-71 NB Exit Ramp Improvements• I-71 SB Exit Ramp Improvements• Snow Road/Ring Road Connector• Realign SR-291 (Engle Road)• Ring Road Improvements• Pedestrian Bridge	<p>\$82.15 M (TRAC & local)</p> <ul style="list-style-type: none">• PEPD - \$4.8 M• PEDD - \$6.5 M• RW - \$0.55 M• CO - \$70.3 M

Brook Park Public Infrastructure

Project Area **One Mile Buffer**



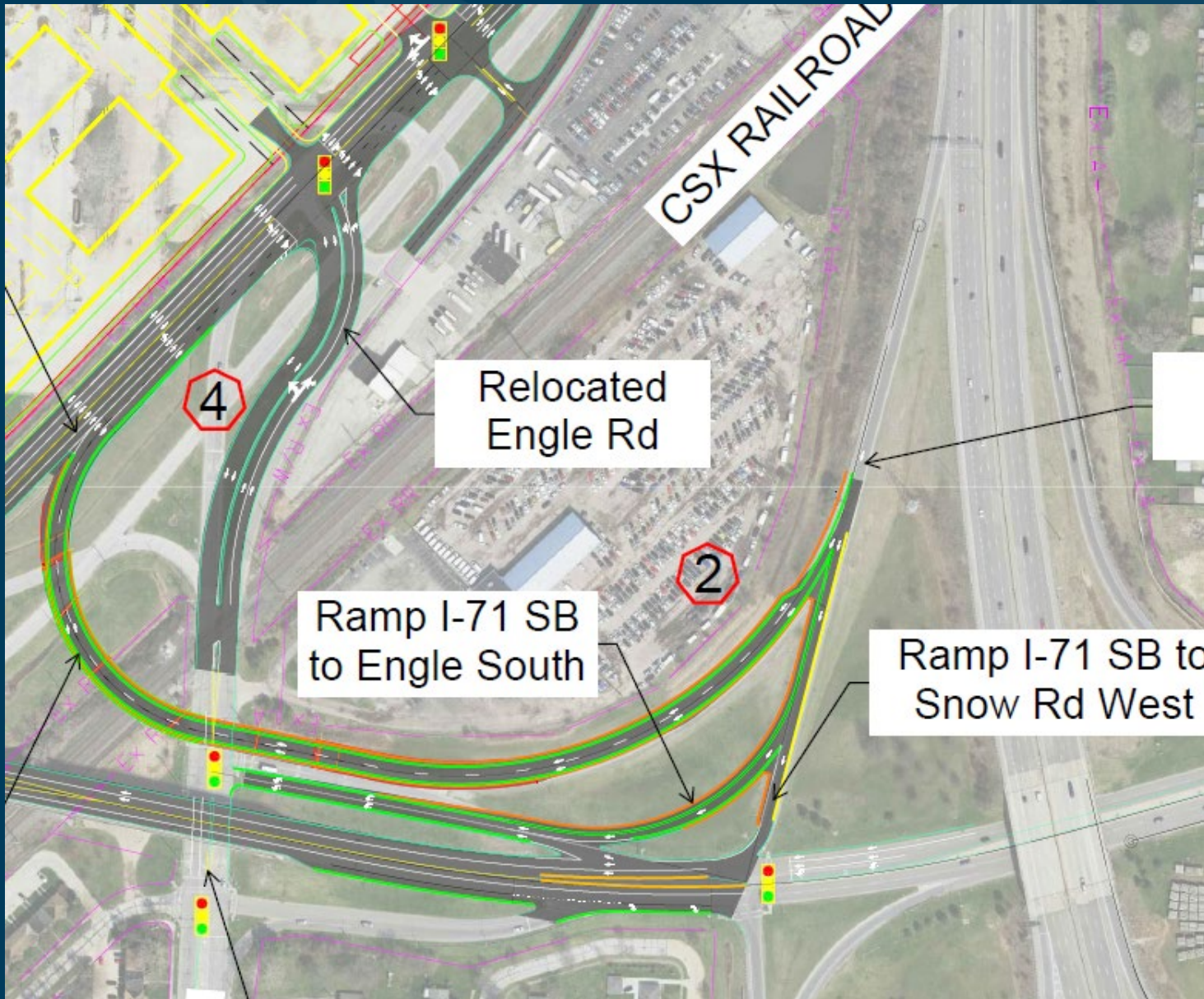
Google Earth

BU 1: I-71 Northbound (NB) Exit Ramp Improvements



- **Additional left turn lane will be added to the Snow Rd / I-71 NB exit ramp**
 - widening is planned to be done on the west side of the existing ramp
- **Modifications to the NB cloverleaf entrance ramp**
 - will be required to allow for the widening of the NB exit ramp
- **Cost - \$1,240,000**

BU 2: I-71 Southbound (SB) Exit Ramp Improvements



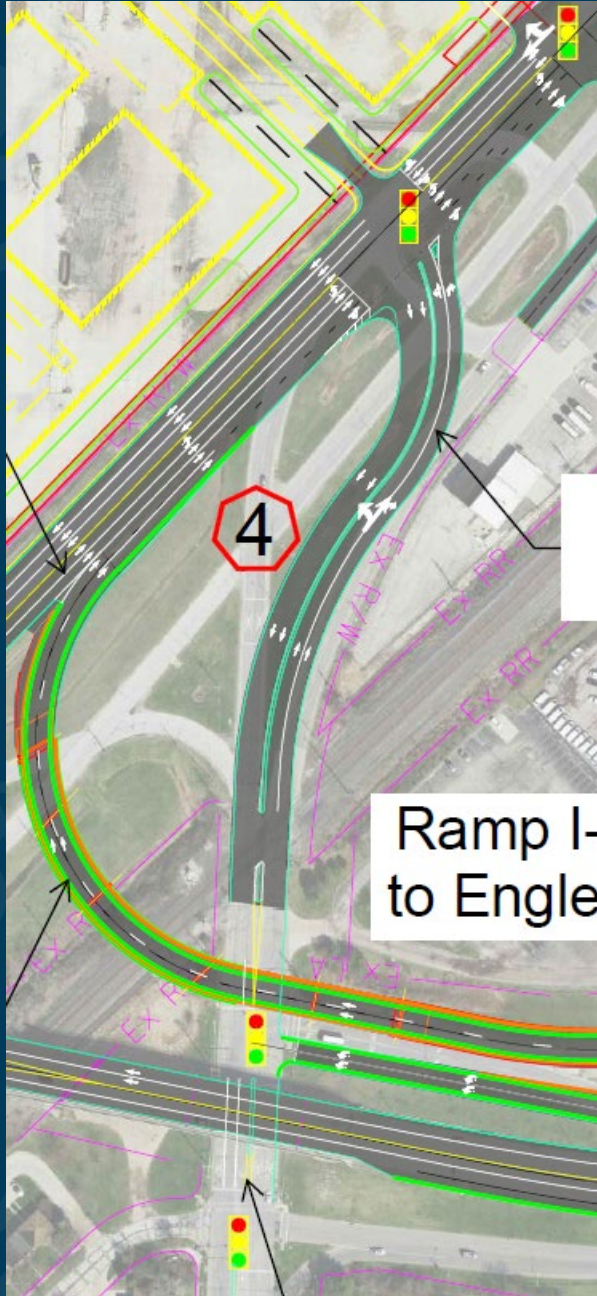
- Improvements to the I-71 SB exit ramp to Snow Rd. westbound (WB)
- I-71 SB slip ramp to Engle Rd. SB
 - eliminate the NB movement over the CSX tracks
- WB Snow Rd slip ramp to Engle Rd. SB
- Addition of I-71 SB exit ramp flyover bridge to Ring Rd
 - elevated, spanning Engle Rd and CSX RR
 - includes (5) span, curved steel plate girder bridge
 - 600' long carrying (2) lanes of I-71 SB exit traffic to Ring Rd (SR-291)
- **Cost: \$21,840,000**

BU 3: Snow Road/Ring Road Connector



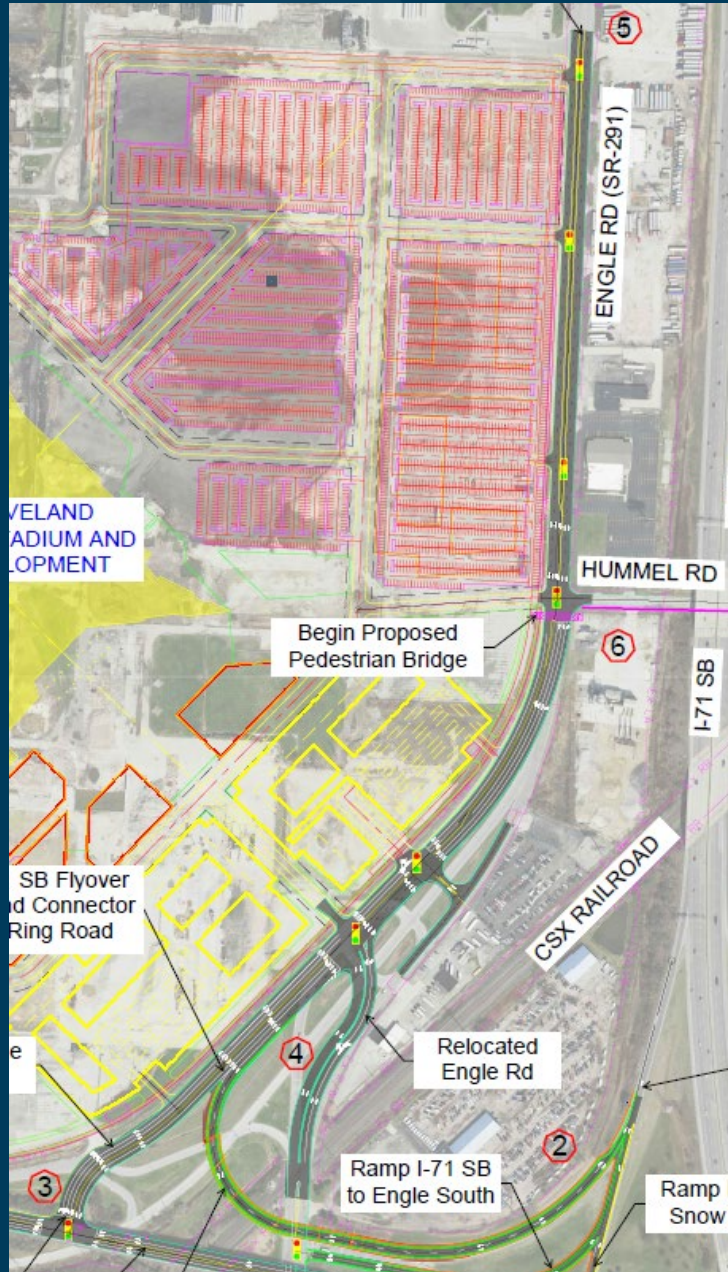
- **Provide access for Snow Rd. traffic to Engle Rd.**
 - install new intersection at first span of the Snow Rd. bridge (does not exist currently)
- **Modify Snow Rd. bridge**
 - eliminate first two bridge spans with new abutment east of Bent 2
 - new retaining walls to support the north-south lanes of the Snow Rd./ Ring Rd. intersection
- **Improvements to Snow Rd. from SR 237 to the Snow Rd. bridge Five Points Rd. will be relocated**
 - remove one-way section along site perimeter, and
 - section south of Snow Rd. will have a cul-de-sac and a new intersection with Snow Rd.
- **Cost: \$9,890,000**

BU 4: SR-291 (Engle Road)



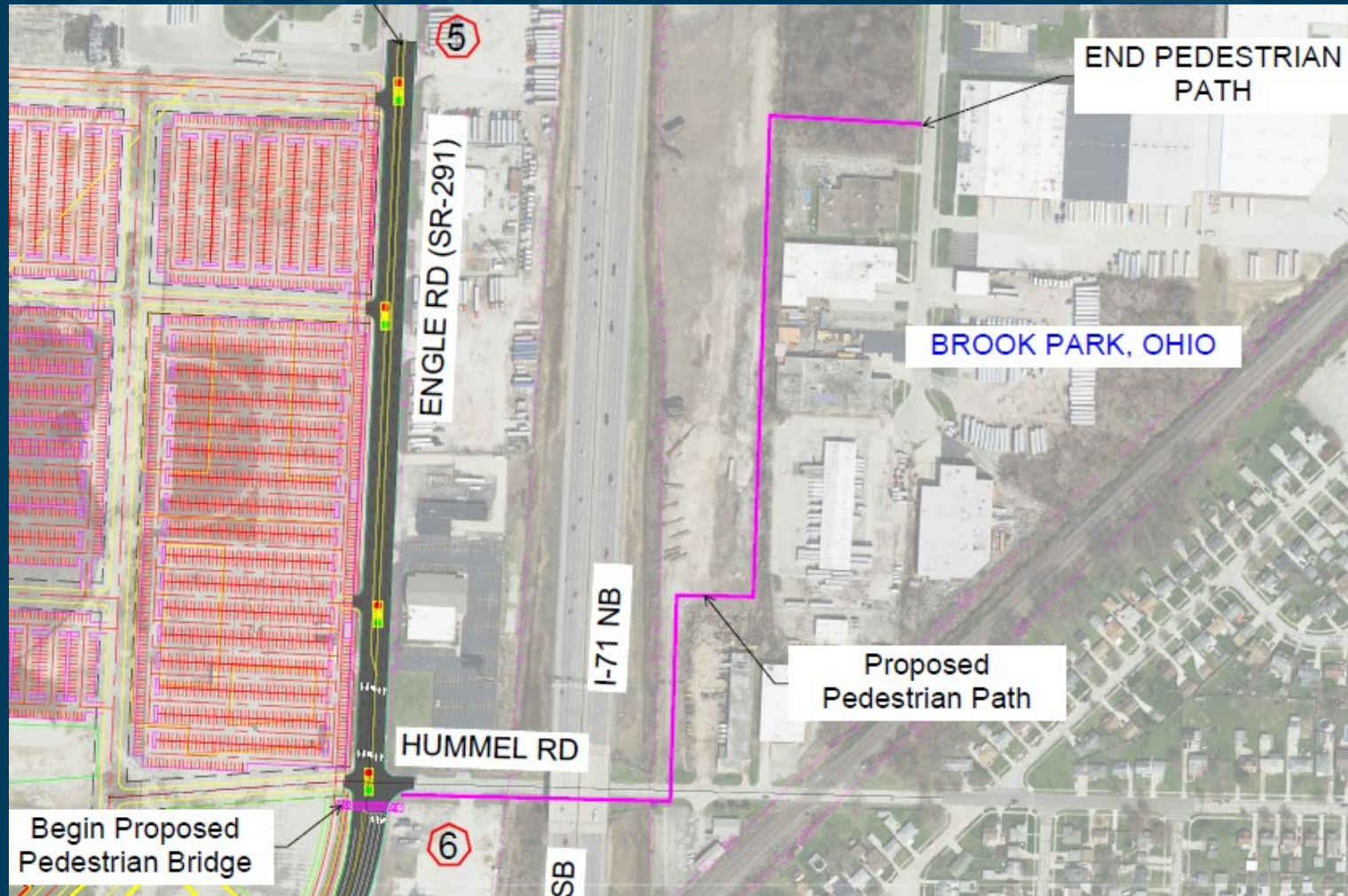
- **Widen and realign approximately 1,300 feet of Engle Rd.**
 - south of Snow Rd., continuing beneath the Snow Rd. bridge and the proposed I-71 SB exit ramp flyover bridge and ending at Ring Rd.
 - alternative alignments are currently being evaluated
 - to avoid the need for permanent right-of way acquisition
 - the required number of lanes will be determined based on the results of the ongoing traffic study
 - proposed realignment seeks to address angle or sideswipe collisions by eliminating confusing configuration of one-way roadways present in the area
- **Cost: \$1,770,000**

BU 5: Ring Road Improvements



- **5,300' of roadway improvements**
 - beginning 2,200' south of Brookpark Rd., this five-lane section includes the reconstruction of Engle Rd./SR-291/ Henry Ford Blvd. (Ring Rd.)
 - including pavement replacement with curb and sidewalk on both sides of the roadway
 - Widen from 6 to 7 lanes south of Hummel Rd. creating an intersection with:
 - the realigned Engle Rd
 - the lanes from the Snow Rd. to Engle Rd. Connector
 - the new I-71 SB Flyover ramp
 - roadway from this intersection to the Connector is considered Ring Rd. during the design phase
 - number of lanes needed along Ring Rd. will be confirmed through the traffic study currently underway
- **Cost: \$14,600,000**

BU 6: Pedestrian Bridge



- **Pedestrian bridge to provide safe access for pedestrians utilizing off-site parking**
 - location of the pedestrian bridge being investigated alternative alignments are currently being evaluated
 - preferred option would be to construct a pedestrian walkway from W. 164th St., parallel to I-71 on the east side, south to Hummel Rd. with a pedestrian bridge over Engle Rd. to the development site
- **Cost: \$14,940,000**

RECOMMENDATIONS

Comment	Status
<p>Off-site parking is a major question for this development project. It is staff's understanding that the development is estimated to provide approximately 12,000 to 13,000 spaces on-site. According to the sponsor, it is anticipated that all off-site parking will be northeast of the project site along Engle Rd., West 164th St., and Brookpark Rd.. However, it is unclear where necessary off-site parking along these roadways will be located and available. A detailed study on where these vehicles will park on event days and how many users are estimated to travel by transit or rideshare services is recommended in order to understand the impacts to traffic in the surrounding area.</p>	In process
<p>A multijurisdictional approach is preferred to address development impacts on transportation infrastructure. Consideration should be given to a more inclusive project submission that reflects traffic impacts on other communities, particularly adjoining jurisdictions.</p>	In process

RECOMMENDATIONS

Comment

Status

The project lacks a major transit component aside from referencing the proximity of the GCRTA Brookpark Red Line station, which is located roughly a mile walking distance from the proposed development. With the concern about available parking offsite, it would be beneficial to have dedicated transit serving the site. One option could be constructing a new red line rail station at the site to take visitors directly to/from the development, which was shown in very early renderings of the planned development. A less costly, but also less impactful option, would be to have frequent shuttles bring transit visitors to/from the Brookpark station. Both options would encourage transit usage, reduce congestion, and decrease the need for additional parking in the surrounding area, with the on-site rail station having the largest regional impact.

In process

RECOMMENDATIONS

Comment	Status
<p>There is no information regarding accessibility features of the pedestrian facilities, particularly the bridge. To evaluate the full impact on pedestrian site access, it is important to understand how accessibility will be addressed. It is recommended to provide more detail in this area.</p>	In process
<p>A comprehensive traffic study needs to be completed. Staff are unable to provide a thorough analysis until review of the traffic impacts. This is a critical component to the project as there are many unanswered questions related to the interaction between the stadium, particularly on game days, and the airport which is the largest in Ohio. The materials provided refer to the traffic study as currently underway and ongoing. At a virtual meeting held with NOACA staff and Brook Park representatives and staff on July 22nd, it was stated that the traffic study would be completed in mid-August.</p>	In process

INFORMATION

Comment	Status
<p>This project is located within the Big Creek watershed. Aquatic Life Uses are impaired due to flow regime modifications, habitat alterations, organic enrichment and urban stormwater pollutants. This watershed is also impaired for recreation contact due to E.coli.</p>	In process
<p>While construction of the proposed project may cause temporary fluctuations in regional air quality, the project intends to limit traffic congestion, which should improve the overall air quality.</p>	In process
<p>This project will simplify the roadway network at Snow Rd., Engle Rd. and Five Points Rd. and make it easier to traverse. The existing configuration can be confusing to navigate with many one-way road segments and turn-arounds. The proposal adds signalized intersections and eliminates the one-way segments resulting in a more traditional road network. This will likely result in a safer network for vehicular traffic.</p>	In process

INFORMATION

Comment	Status
Cost estimates are preliminary. The Opinion of probable cost is for all 6 Buildable Units(BUs). The schedule is for all BUs to be constructed simultaneously between 1/2027 and 5/2029.	In process
The proposed infrastructure improvements will require coordination with roadway and bridge projects planned for SFYs 2027 and 2028.	In process

NEXT STEPS

- **Staff will forward any comments from this council to the project sponsor**
- **Project will be presented to the following for additional review and comment:**
 - Transportation Subcommittee
 - Planning & Programming Committee
 - Executive Committee
- **Pending Board approval, the project sponsor will be notified that their project has completed PPR**
- **NOACA staff will work with the project sponsor to address any planning issues identified during PPR**



NOACA

Northeast Ohio Areawide Coordinating Agency

NOACA will **strengthen** regional cohesion, **preserve** existing infrastructure, and **build** a sustainable multimodal transportation system to **support** economic development and **enhance** quality of life in Northeast Ohio.