

SECOND QUARTER SFY 2026 PROJECT PLANNING REVIEWS (PPR)

Planning and Programming Committee

January 30, 2026

BUILDABLE UNITS

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

- Add left turn lane to the Snow Rd / I-71 NB exit ramp and modifications to the NB cloverleaf entrance 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. (WB), Engle Rd. (SB) and addition of I-71 SB exit ramp flyover bridge to Ring Rd.
- Cost: \$21,840,000

BU 3: Snow Road/ Connector & Five Points Improvements (previously identified as Snow Road/Ring Road Connector)

- Provide access for Snow Rd. traffic to Engle Rd.; Modify Snow Rd. bridge; Improve Snow Rd. from SR 237; relocate Five Points Rd.
- Cost: \$9,890,000

BU 4: Engle Rd, South Widening & Realignment (previously identified as Engle Road Widening and Realignment)

- Widen and realign approximately 1,300 feet of Engle Rd.
- Cost: \$1,770,000

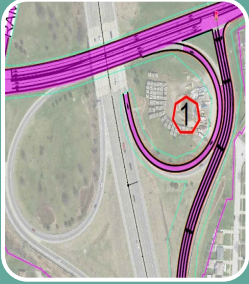
BU 5: Engle Rd, North Widening & Improvements (previously identified as Ring Road Widening and Improvements)

- Improve 5,300' of roadway; widen from 6 to 7 lanes south of Hummel Rd.
- Cost: \$14,600,000

BU 6: Pedestrian Bridge

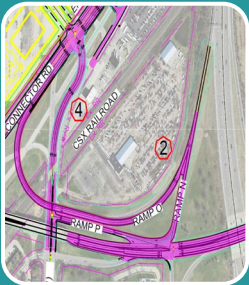
- Pedestrian bridge to provide safe access for pedestrians utilizing off-site parking
- Cost: \$14,940,000

BUILDABLE UNITS



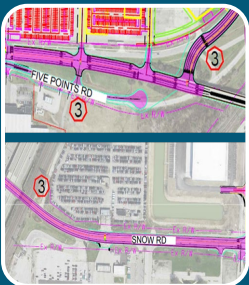
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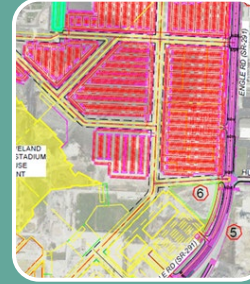
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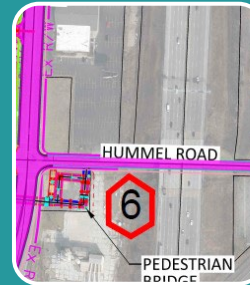
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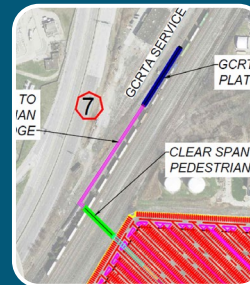
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BACKGROUND

Aug. 15

Presented for information to Transit Council, Bicycle & Pedestrian Advisory Council, and Safety & Operations Council

Sept. 15

Presented for action to Transportation Subcommittee. Recommended to Planning & Programming Committee

Sept. 26

Presented for information to the Business, Community, Rural, and Emerging Leaders Advisory Councils

Oct. 10

Presented for action to Planning & Programming Committee. Recommended to Transportation Subcommittee

Dec. 5

Presented for information to the Business, Community, Rural, and Emerging Leaders Advisory Councils

Dec. 19

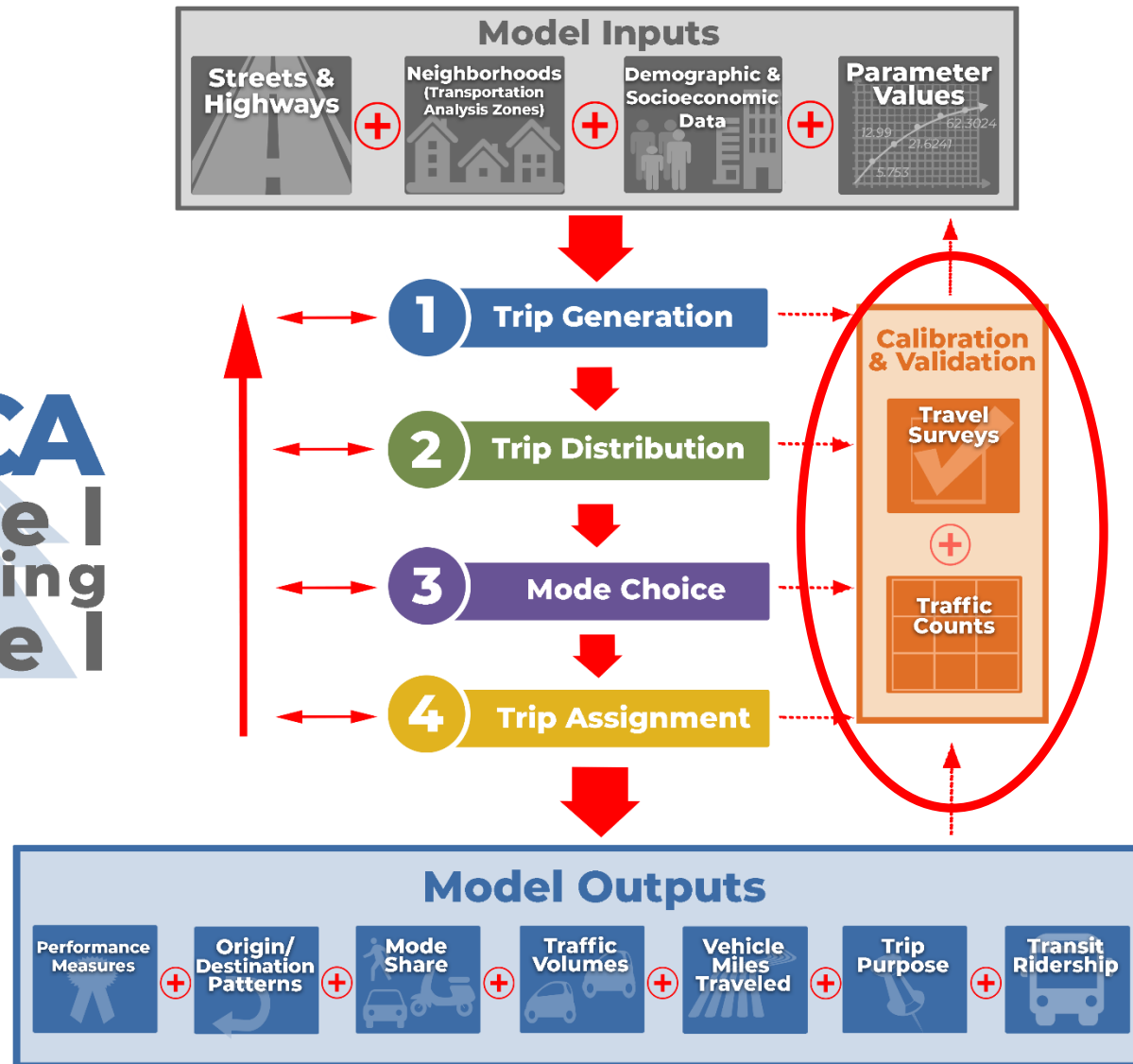
Transportation Subcommittee recommended to Planning & Programming Committee

Jan. 30

Presented for action to Planning & Programming Committee. Recommend for approval.

MODEL STRUCTURE & VALIDITY

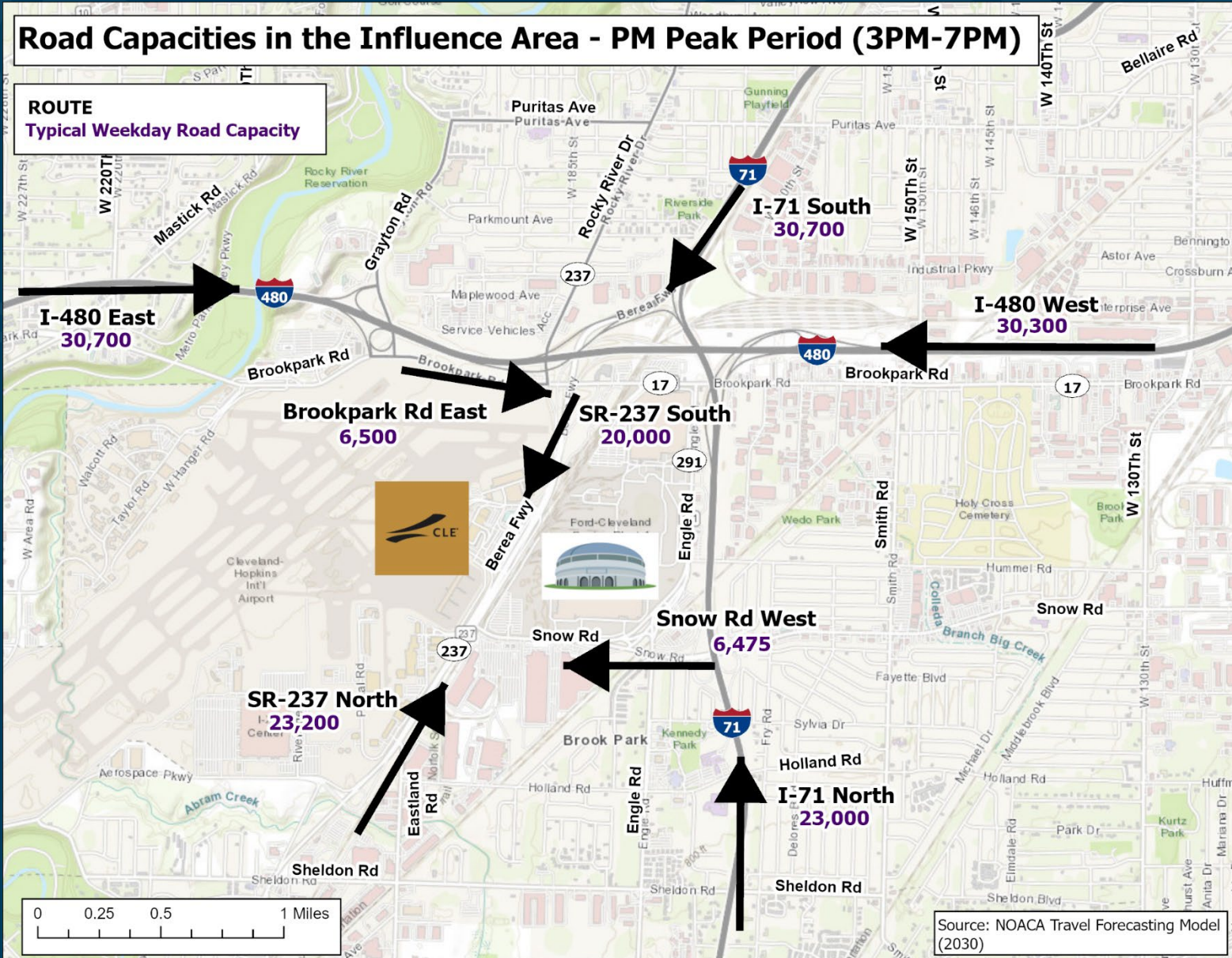
NOACA
Travel
Forecasting
Model



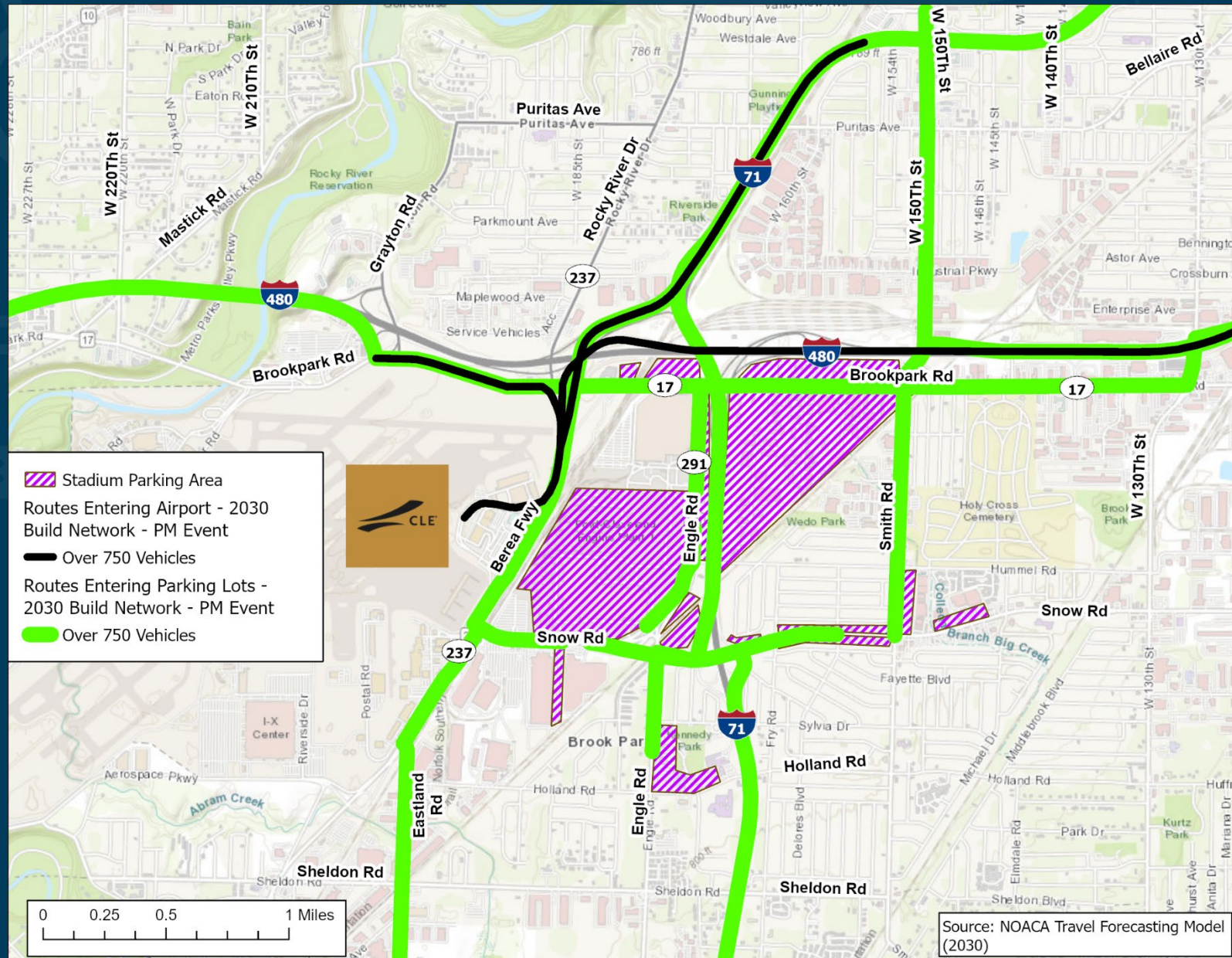
IMPACTS OF PROPOSED BUILDABLE UNITS

Buildable Unit	Location	Purpose	Positive Impact
1	I-71 NB Exit	Congestion	Medium
2	I-71 SB Exit	Access & Safety	High
3	Snow Road	Access & Congestion	Medium
4	Engle Road - South	Access & Safety	Medium
5	Engle Road - North	Access & Congestion	Low
6	Pedestrian Bridge	Ped. Access	High

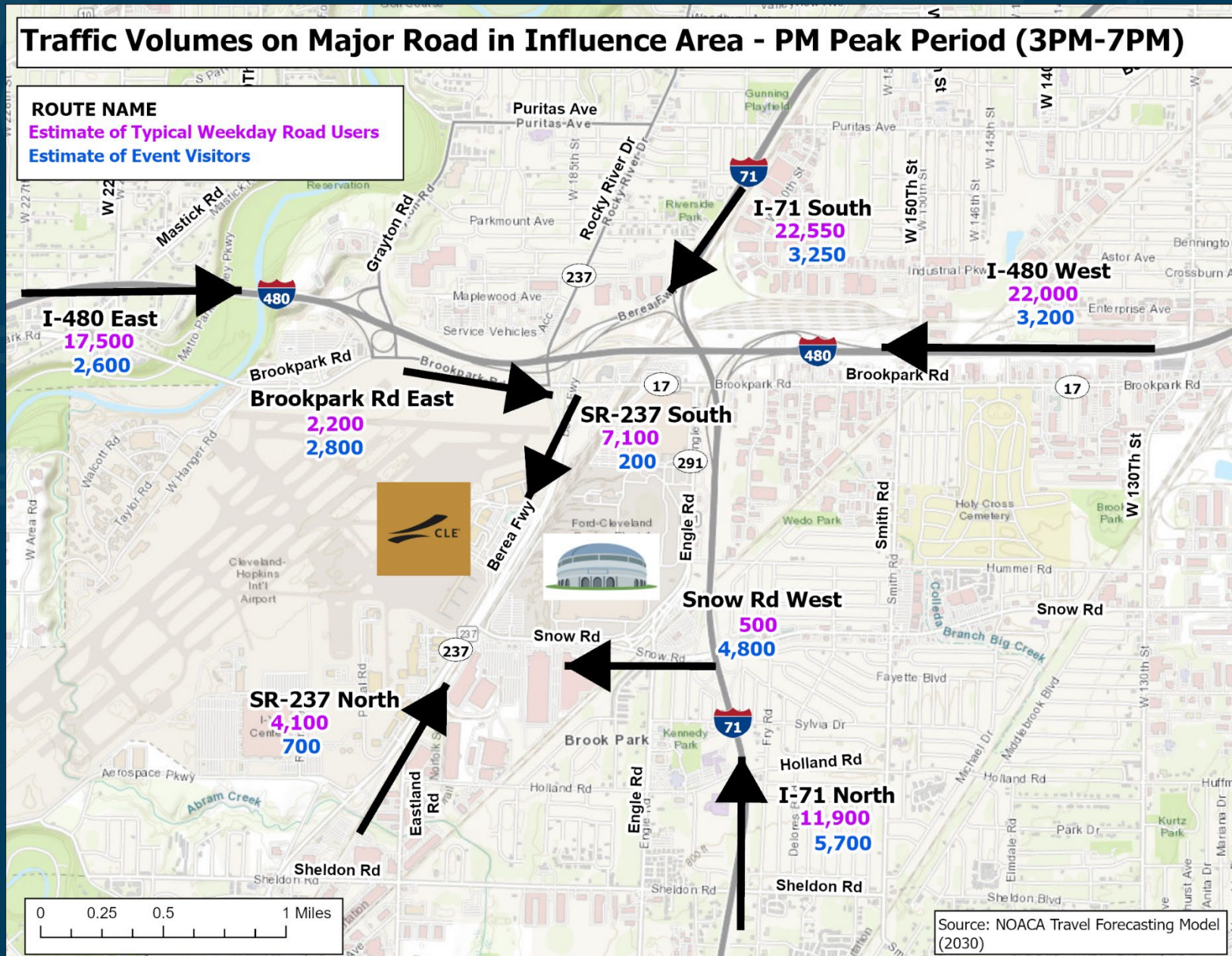
HIGHWAY CAPACITY – 3 PM TO 7 PM



TRIP ROUTES TO AIRPORT & STADIUM – 3 PM TO 7 PM



TYPICAL TRAFFIC VOLUMES – 3 PM TO 7 PM

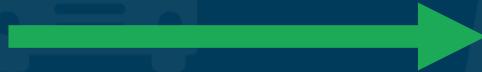


STATISTICAL MEASURES OF AIRPORT TRIPS

Marginal Impacts

2030 Scenarios	Before 3 PM	3 PM to 7 PM	After 7 PM
Base – Weighted Average	14.5 minutes	15 minutes	14.5 minutes
Build/Event –Weighted Average	14.5 minutes	15.2 minutes	14.5 minutes
Maximum Delay	0.32 minutes	3.1 minutes	2.3 minutes
Total Delay of Trips Entering Airport	None	96.9 hours	2.3 hours

Entering Trips

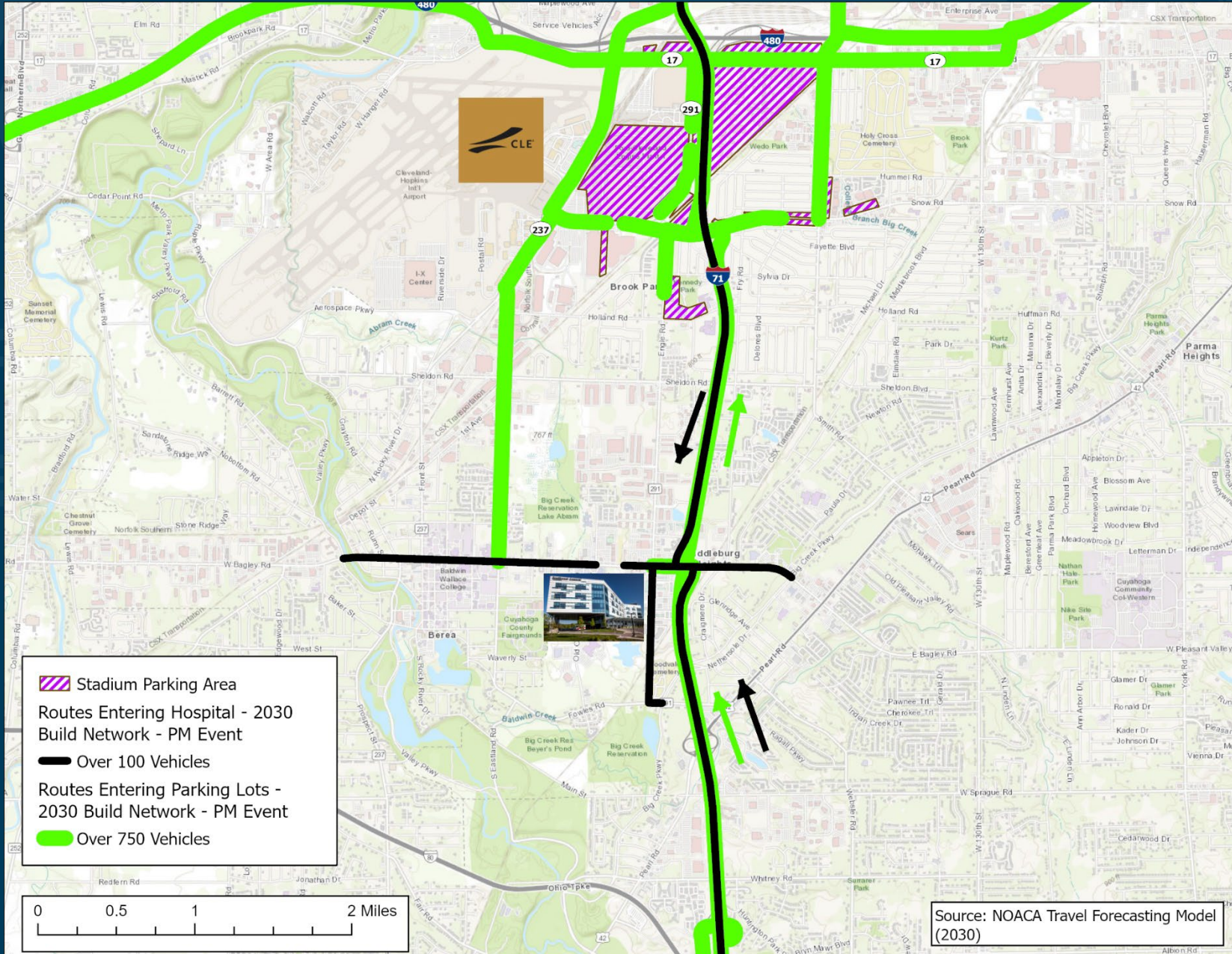


Exiting Trips



2030 Scenarios	Before 3 PM	3 PM to 7 PM	After 7 PM
Base – Weighted Average	14.5 minutes	17.5 minutes	14.6 minutes
Build/Event – Weighted Average	14.5 minutes	17.5 minutes	15.5 minutes
Maximum Delay	0.30 minutes	1.0 minutes	4.7 minutes
Total Delay of Trips Exiting Airport	None	None	81.1 hours

TRIP ROUTES TO SW GENERAL & STADIUM – 3 PM TO 7 PM



NEXT STEPS

- Staff are satisfied that the requirements of PPR have been met for Buildable Units (BU) 1 through 6
- As these address the traffic impacts of the development only in the city of Brook Park, staff recommend that approval be conditioned upon further study and development of infrastructure proposals related to communities outside of Brook Park and within the influence area
- The intention is to treat Buildable Units 1 through 6 as the first phase of infrastructure projects and projects outside of the city would be a second phase

