



# Project Information

Application ID	2025_D06_09	Date Submitted	5/30/2025
Project Name	Franklin SR 315 @ Lane Avenue		
ODOT District	District 6	County	Franklin
ODOT PID	117947	Project Mode	Roadway/Freight
Current TRAC Tier	New Project		
Requested TRAC Tier	Tier II		

## Project Description

This project supports economic development in and around the Ohio State Innovation District to addresses mobility, system linkage, and access issues created by SR-315's initial construction and area growth. Significant work is expected on SR-315's Lane Avenue interchange and Lane Avenue itself, as well as the associated bridges, signals, intersections, interchanges, and ramps. The PE phase will identify alternatives for an improved interchange configuration and conclude with a preferred configuration that best serves regional jobs growth.



## Project Sponsor Information

Project Name

Sponsoring Agency

Project Contact

Phone

Email

Address

City

State

Zip Code

Type of Application



## Project Schedule

*New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.*

	Status	Date
Planning Studies	In Progress	7/1/2027
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	Not Started	5/1/2028
Preliminary Engineering Studies		
Environmental / NEPA Approval	Not Started	3/1/2030
Detailed Design	Not Started	
Right-of-Way Acquisition	Not Started	12/1/2031
Utility Relocation	Not Started	6/1/2031



# Transportation Information

*In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.*

*New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.*

	ODOT NLFID	Begin Point	End Point
<b>Primary Roadway Segment 1</b>	MFRAMR04227**C	2.210	2.910
<b>Primary Roadway Segment 2</b>	SFRASR00315**N	4.260	4.850
<b>Secondary Roadway Segments</b>	CFRACR00057**C	0.860	1.400

**New Roadways / New Alignment**

**Begin Latitude**

**Begin Longitude**

**End Latitude**

**End Longitude**



*Transit Multi-Modal Project Information*

Transit Type

Route/Number

Peak Hour Ridership

Existing Capacity

Added Peak Hour Capacity

Peak Hour Ridership/Capacity Ratio

Vehicle Miles Traveled (VMT) Reduction

*Freight Multi-Modal Project Information*

Freight Type

Route/Number

Existing Freight Volume

Existing Freight Capacity

Existing Freight Volume /  
Existing Freight Capacity Ratio

Freight Capacity Increase

Truck Miles Traveled (TMT) Reduction



## Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2045 (Ohio's long range transportation plan), stratifies Ohio's significant transportation corridors and inter-modal hubs. Additional information about the STS and Access Ohio 2045 can be found on the Access Ohio 2045 webpage.

The project is part of an STS corridor:

Yes

The project will facilitate a connection between two or more corridors or modal hubs identified on the STS:

No

Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.

The project will connect an STS resource with a local freight or transit facility or resource:

Yes

Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource

Yes, this project on SR-315's Lane Avenue interchange will improve access between SR-315 and the LinkUS Northwest Corridor Bus Rapid Transit Route (<https://linkuscolumbus.com/northwest/>) that is currently in design. This route will ultimately run between Downtown Columbus and Dublin. Although its location is still being finalized, the Northwest Corridor BRT will include a transit station east of the project area on Olentangy River Road, between Lane Avenue and Woody Hayes Drive.



# Local Investment Factors

## Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: **(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres**

Length of the primary roadway segment being improved by the project:

0.7
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Estimated Project Area Acreage:

3,456
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What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways  
 Electrical Service  
 Water and Sewer Service

100%
100%
100%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial  
 Heavy Industrial  
 Warehouse  
 Commercial  
 Institutional

532,535
672,902
2,327,694
4,088,140

The estimated percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area:

20%
-----

The estimated percentage of existing building square footage currently vacant:

4%
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### New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

The dollar value of committed or recent public investment in new, non-project infrastructure within the project area (millions):

\$	716
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The present value of private investment in existing facilities within the project area (millions):

\$	267
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### Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Are you entering distress values for a sub-county area to be used in the evaluation of this application?

No - I want to use the information collected by ODOT.
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County  
Sub-County Poverty Rate  
Poverty Rate Data Source  
Sub-County Unemployment Rate  
Unemployment Rate Data Source




# Project Funding Plan

## TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Identify the phase(s) new TRAC funding is being requested for as part of this application:

PE - Preliminary Engineering

	Amount (Millions)	Requested Fiscal Year
PE Funding Request	\$ 1.5	2027
DD Funding Request		
RW Funding Request		
CO Funding Request		
<b>Total New TRAC Funding Request</b>		<b>\$ 1.5</b>

The TRAC previously committed funding for project development or construction:

No

PE

DD

RW

CO

Additional TRAC funds will be requested for future phases of project development or construction:

Yes

PE

DD

RW

CO

\$ 4.1

\$ 0.9

\$ 57.0



## Local Funding Commitments

*Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.*

**Local funding sources will be used in project development or construction:**

Yes
-----

**Total number of local funding sources:**

1
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Local Funding Source (1)	City of Columbus
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PE	DD	RW	CO
\$ 1.5	\$ 4.1	\$ 0.9	\$ 20.0

Local Funding Source (2)	
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PE	DD	RW	CO

Local Funding Source (3)	
--------------------------	--

PE	DD	RW	CO

Local Funding Source (4)	
--------------------------	--

PE	DD	RW	CO

Local Funding Source (5)	
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PE	DD	RW	CO

### Local Funding Totals

PE	DD	RW	CO
\$ 1.5	\$ 4.1	\$ 0.9	\$ 20.0



### Non-TRAC Funding Sources

How many Non-TRAC funding sources (e.g. ODOT Program, Federal Grant, Community Project Funds) are being pursued, have given a commitment to fund, and/or have been secured for project development and/or construction activities?

3

PE	DD	RW	CO
			\$ 23.8

### Funding Summary

	PE	DD	RW	CO
Local Funding	\$ 1.5	\$ 4.1	\$ 0.9	\$ 20.0
Non-TRAC				\$ 23.8
Previous TRAC Funding				
New TRAC Funding	\$ 1.5			
Future TRAC Funding		\$ 4.1	\$ 0.9	\$ 57.0
Funding Totals	\$ 3.0	\$ 8.2	\$ 1.9	\$ 100.8
<b>Total Project Cost</b>				<b>\$ 113.9</b>

<b>Total Local</b>	<b>Total Non-TRAC</b>	<b>Total TRAC</b>
\$ 26.5	\$ 23.8	\$ 63.5
<b>% Local</b>	<b>% Non-TRAC</b>	<b>% TRAC</b>
23%	21%	56%



# Tier I Construction Estimate

*Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.*

Roadway

Drainage

Traffic Control

Structures

Retaining Walls

Railroad

Contingency

Total Estimate

Date of Inflated Estimate

Year of Inflation Estimate



# MPO & District Acknowledgement

## MPO Acknowledgement

The project is within the boundaries of a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Organization (RTPO):

Yes

Identify the respective MPO or RTPO:

MORPC (Columbus)

The MPO or RTPO provided a letter of support or acknowledgment:

Yes

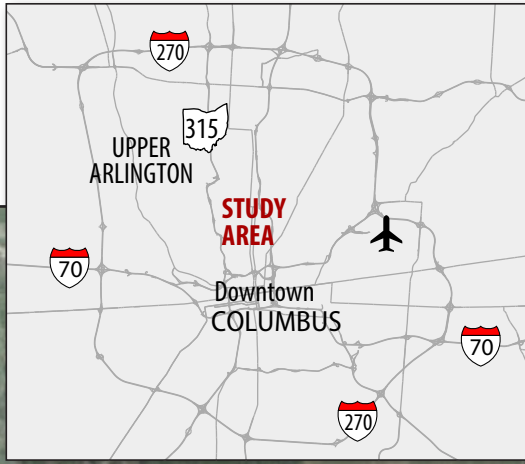
## District Acknowledgement

The applicant/project sponsor contacted the ODOT District Planning Office regarding project development and construction:

The ODOT District Office provided a letter of support or acknowledgment:

## Attachments

# MAP 1: FRA SR 315 AT LANE AVENUE STUDY AREA

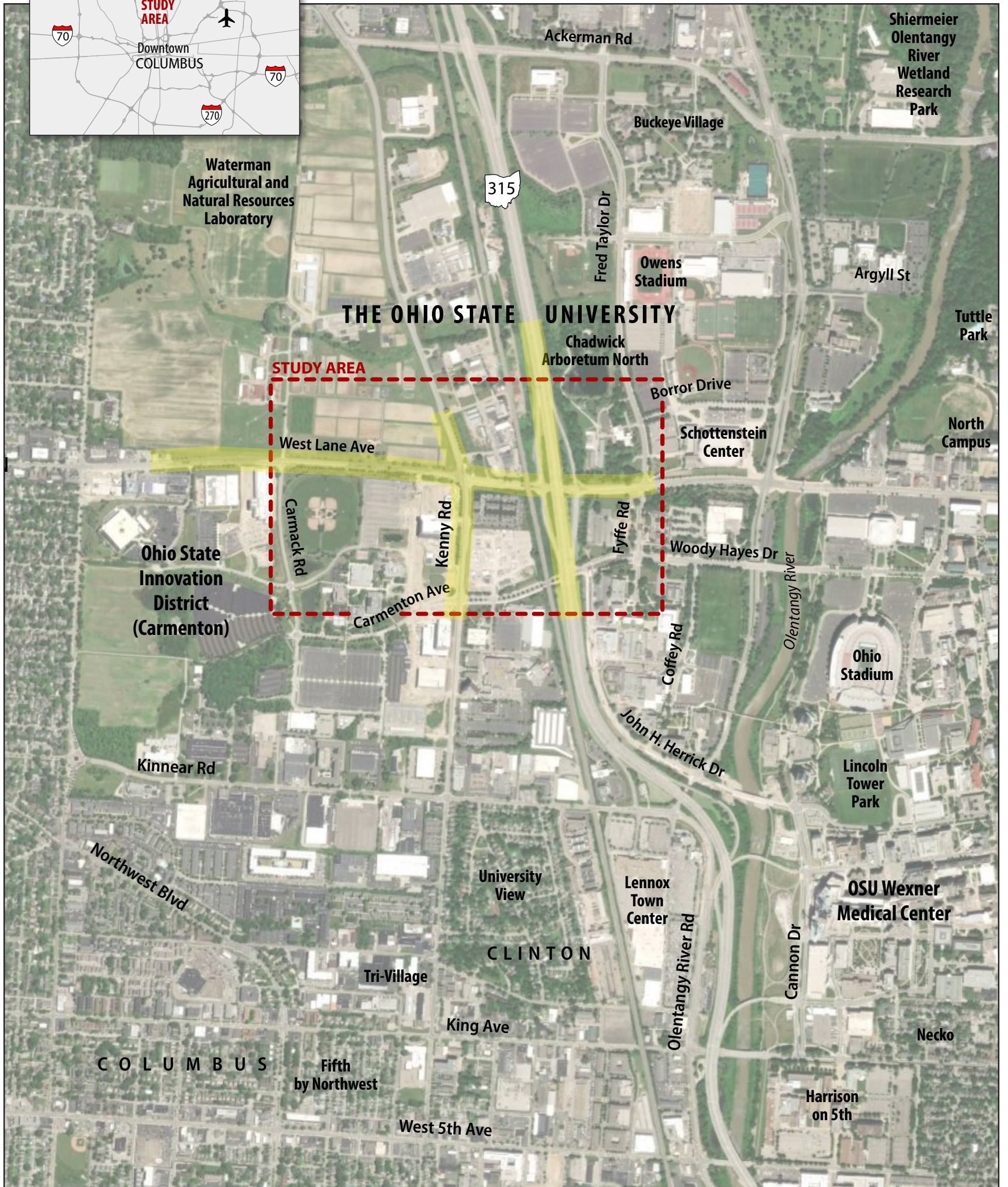


--- Study area

Focus streets

NORTH  
4

0 0.25 0.5 0.75 MILE

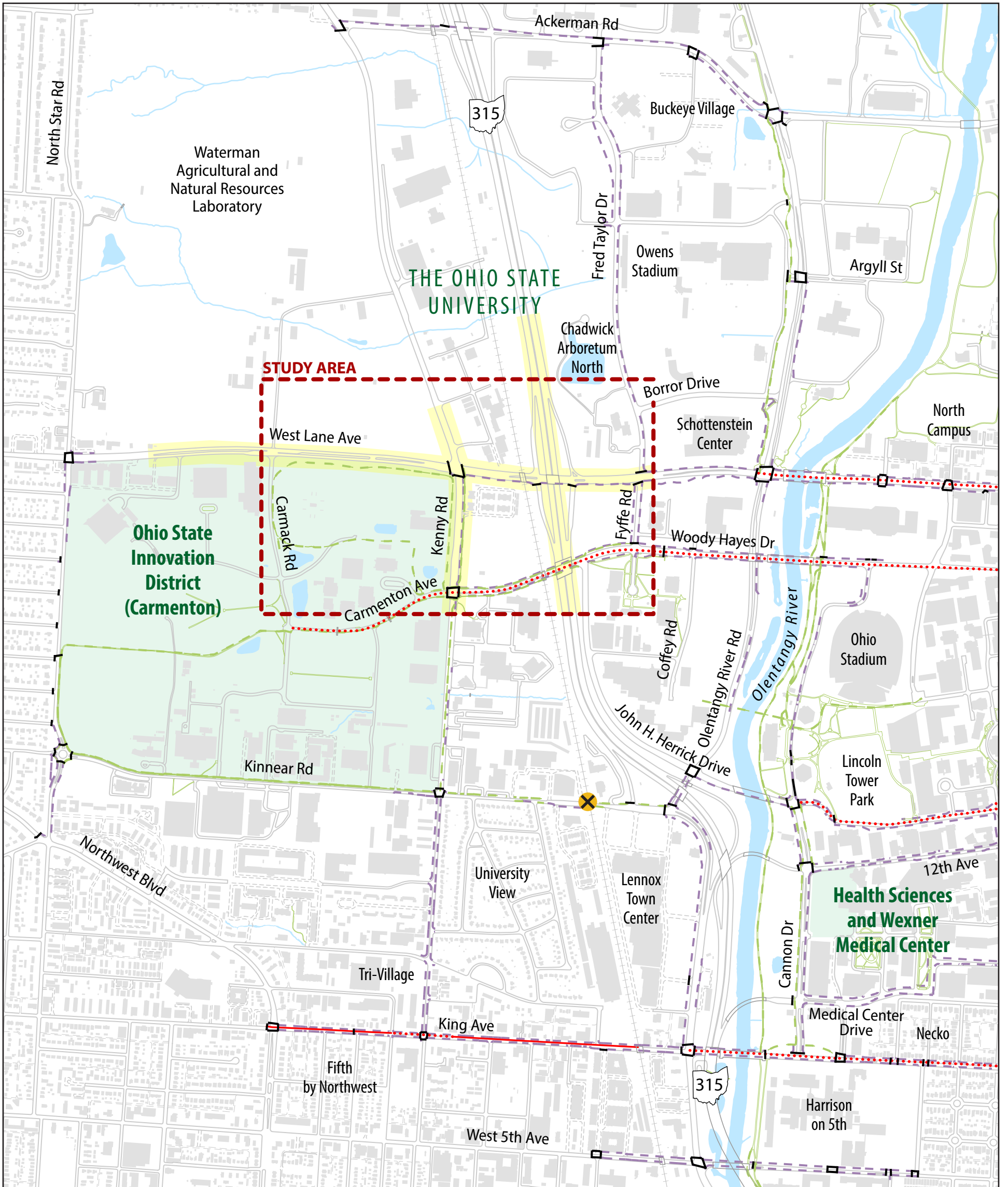


# MAP 2: FRA SR 315 AT LANE AVENUE STUDY AREA

- - - Study area
- Focus streets
- Sidewalk
- Shared-use path
- Bike lane or paved shoulder
- Sharrow
- Marked crossing
- Railroad
- Local road
- Private street
- X At-grade railroad crossing

NORTH  
4

0 0.25 0.5 0.75 MILE



## FRA SR 315 at Lane Avenue: Additional Maps

The initial construction of SR 315 freeway and subsequent growth have created significant mobility, system linkage, and access issues that now hamper important economic development and transportation infrastructure investments being made by the City of Columbus, Franklin County, The Ohio State University, JobsOhio, and others in and around the project area. These investments include:

- The Ohio State Innovation District (aka Carmenton), which is one of three innovation districts in the state identified by JobsOhio;<sup>1</sup>
- The LinkUS Northwest Corridor Bus Rapid Transit (BRT) project;<sup>2</sup> and
- The Ohio State University Wexner Medical Center expansion.<sup>3</sup>

The City of Columbus, Franklin County Engineer's Office, and The Ohio State University have partnered on the region's North Knot project to identify a series of infrastructure improvements to ultimately address these issues, as well as support multi-modal transportation connections that will be provided by the LinkUS Northwest BRT Corridor. This TRAC request will specifically advance the FRA SR 315 at Lane Avenue phase of the North Knot through Preliminary Engineering.

Maps that help highlight mobility, system linkage, and access issues within the project area are included as attachments to this application:

- **Map 3: System Linkages.** This map highlights east/west connectivity challenges due to topographic constraints, the SR 315 freeway, and the railroad. Improving access to SR 315, as well as access across SR 315, the railroad, and the Olentangy River would better distribute traffic across the local roadway network, while also improving transit efficiency.
- **Map 4: Existing Conditions.** This map highlights existing multimodal facilities, pavement conditions, and bridge conditions within the study area.
- **Map 5: Bus Routes.** This map shows the current transit routes within the study area. As the map highlights, a portion of the planned corridor for the LinkUS Northwest BRT Corridor and a planned BRT station are just east of the study area.
- **Map 6: Land Use.** This map helps highlight the existing land-use in the study area. It does not, however, fully capture the density of future land use for the Ohio State Innovation District (Carmenton). Ohio State recently engaged Tishman Speyer to develop a master plan for the next phase of Carmenton's development.<sup>4</sup> Additional information on the Ohio State Innovation District (Carmenton) can be found online.<sup>5</sup>

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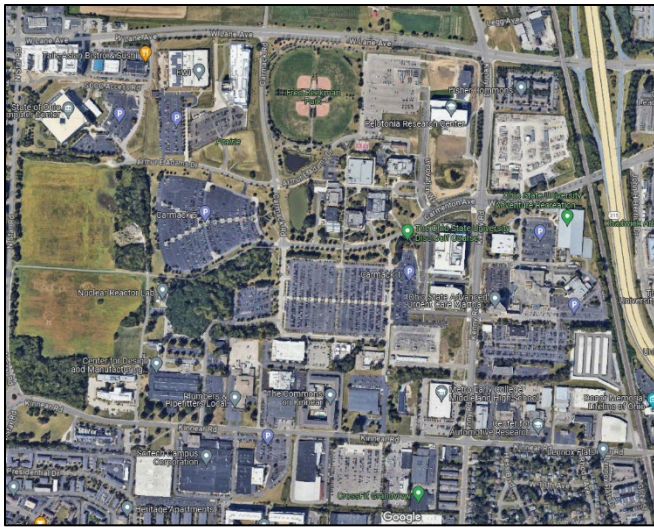
<sup>1</sup> See "Governor DeWine, Lt. Governor Husted Unveil Columbus Innovation District," News Releases, Office of the Governor, available at <https://governor.ohio.gov/media/news-and-media/columbus-innovation-district>; see also "A State of Innovation," JobsOhio, available at <https://www.jobsohio.com/programs-services/innovation/innovation-districts/cities>

<sup>2</sup> See "Northwest Corridor," LinkUS Columbus, available at <https://linkuscolumbus.com/northwest/>

<sup>3</sup> See "With new inpatient hospital, Ohio State will transform healthcare in Ohio," Press Releases, Wexner Medical Center, Aug. 17, 2021, available at <https://wexnermedical.osu.edu/mediaroom/pressreleaselisting/with-new-inpatient-hospital-ohio-state-will-transform-healthcare-in-ohio>; see also "The Ohio State University Wexner Medical Center Inpatient Hospital," <https://buildingthefuture.osu.edu/projects/inpatient-hospital>

<sup>4</sup> See "Real estate firm selected to create master plan for Ohio State's Carmenton innovation district," The Ohio State University, Feb. 14, 2023, available at <https://news.osu.edu/real-estate-firm-selected-to-create-master-plan-for-ohio-states-carmenton-innovation-district/>

<sup>5</sup> See "Where optimism thrives and the question 'what if' abounds," The Ohio State University, available at <https://www.osu.edu/carmenton/>



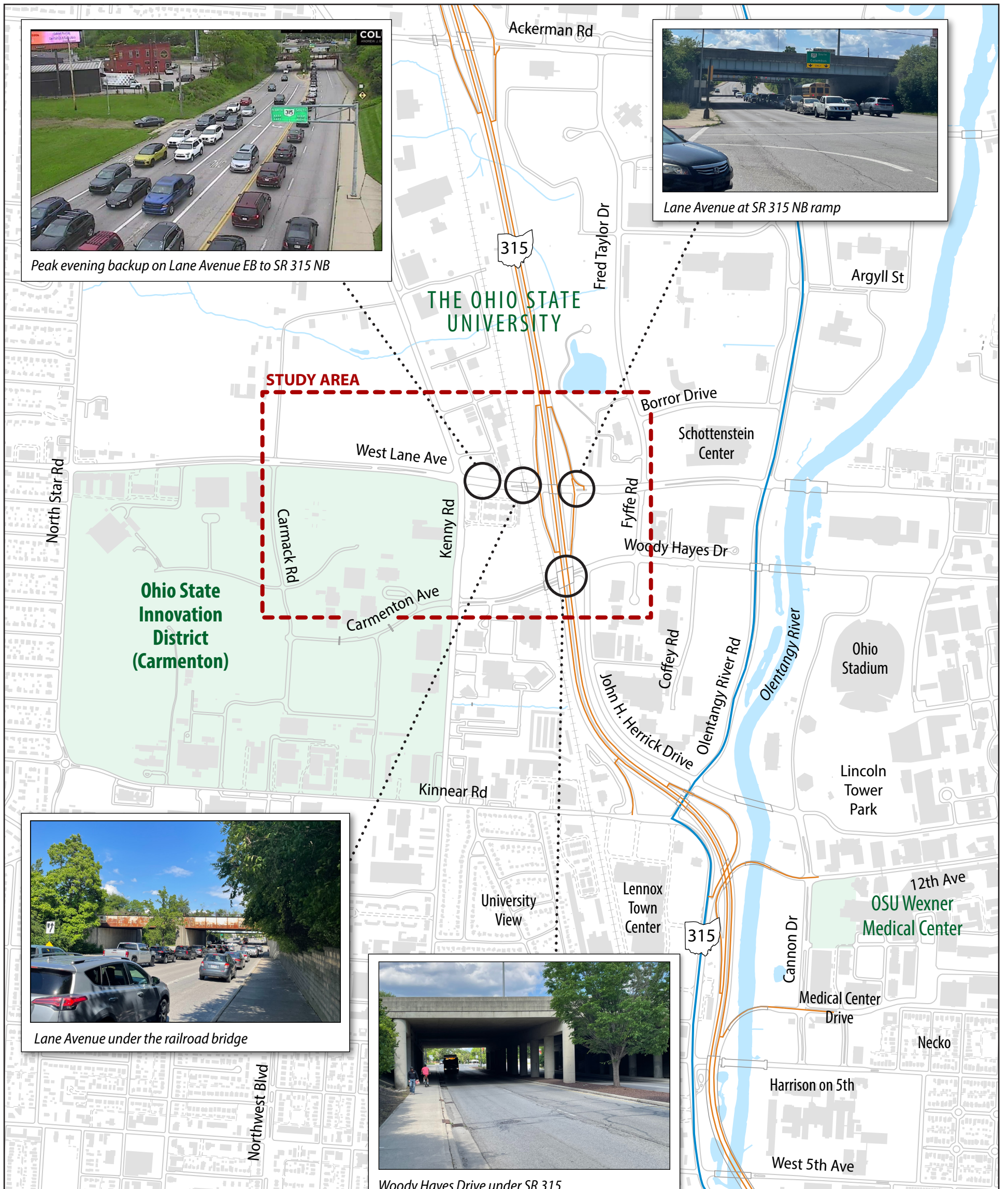
*Picture 1 – Current land use within the Ohio State Innovation District (Carmenton).*



*Picture 2 – Proposed improvements are indicated by the red (short term) and pink (long term)*

# MAP 3: FRA SR 315 AT LANE AVENUE SYSTEM LINKAGES

- Study area
- Railroad
- State route
- Local road
- Private street
- Areas of major new development
- LinkUS Northwest Corridor BRT



Peak evening backup on Lane Avenue EB to SR 315 NB



Lane Avenue at SR 315 NB ramp



Lane Avenue under the railroad bridge



Woody Hayes Drive under SR 315

**302,000** commuters come into Franklin County each day

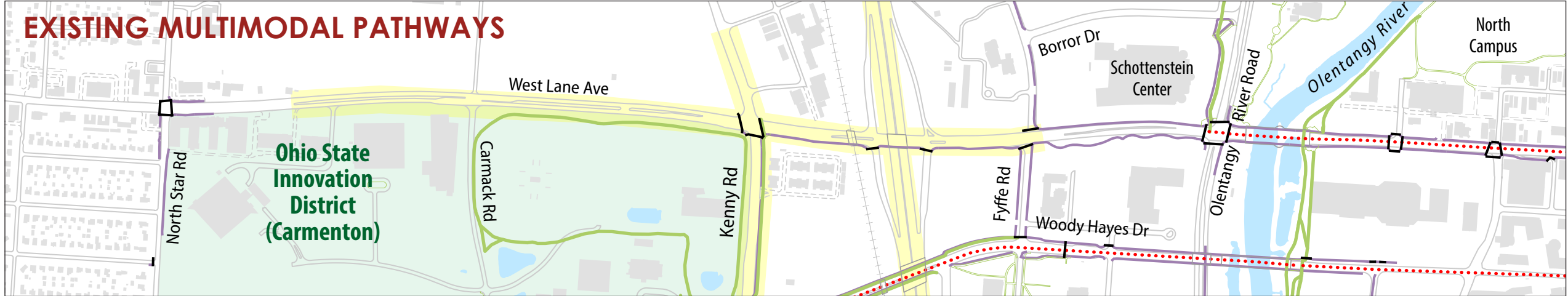
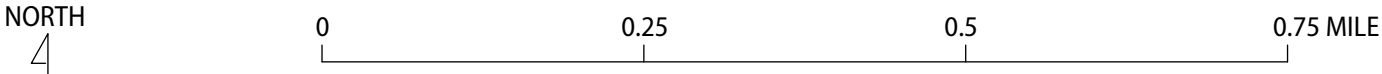
Franklin County residents spend **50 extra hours and \$1,000 per year** on their daily commutes due to rising congestion and reliance on vehicular travel

Columbus urban population: 1980 = 685,000 **Now = 1.7 million**

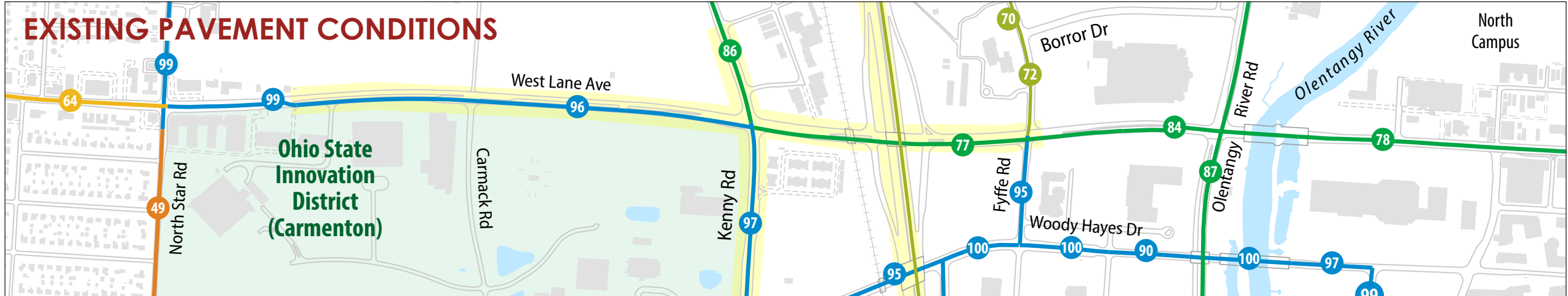
Ohio State enrollment 1980 = 36,000 **Now = 60,000+**

By 2050, Central Ohio will be a region of **3 million people**

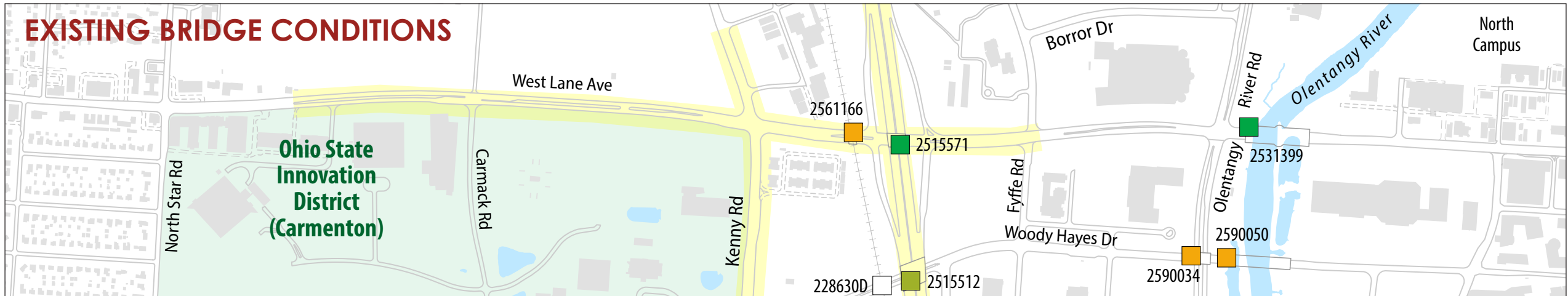
# MAP 4: FRA SR 315 AT LANE AVENUE EXISTING CONDITIONS



- Road segments in study
- Sidewalk
- Shared-use Path
- Bike lane or paved shoulder
- ⋯ Sharrow
- Marked crossing
- + Railroad
- Local road
- Private street



- #### Pavement Condition Rating:
- 90-100
  - 75-89
  - 65-74
  - 55-64
  - 40-54
  - <40



- #### Bridge Conditions:
- Excellent
  - Very good
  - Good
  - Satisfactory
  - Fair
  - Poor
  - Not Available

# MAP 5: SR FRA SR 315 AT LANE AVENUE BUS ROUTES

## Campus Area Bus Service (CABS)

- Buckeye Express
- Campus Connector
- Northwest Connector
- Campus Loop South
- East Residential
- Med Center Express
- Transit stops

## LinkUS Northwest Corridor Bus Rapid Transit (BRT)

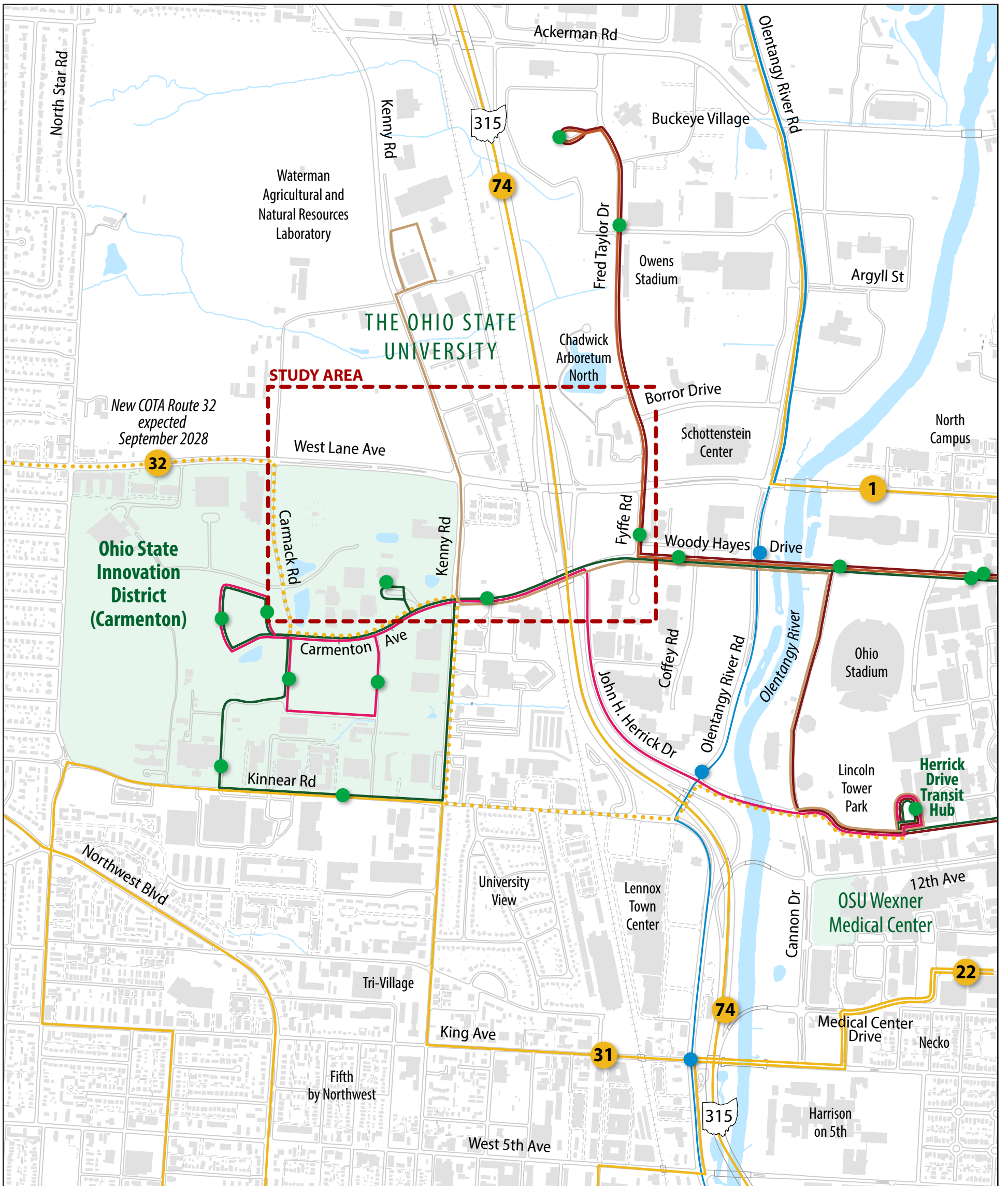
- Proposed alignment
- Proposed stations

## Central Ohio Transit Authority (COTA)

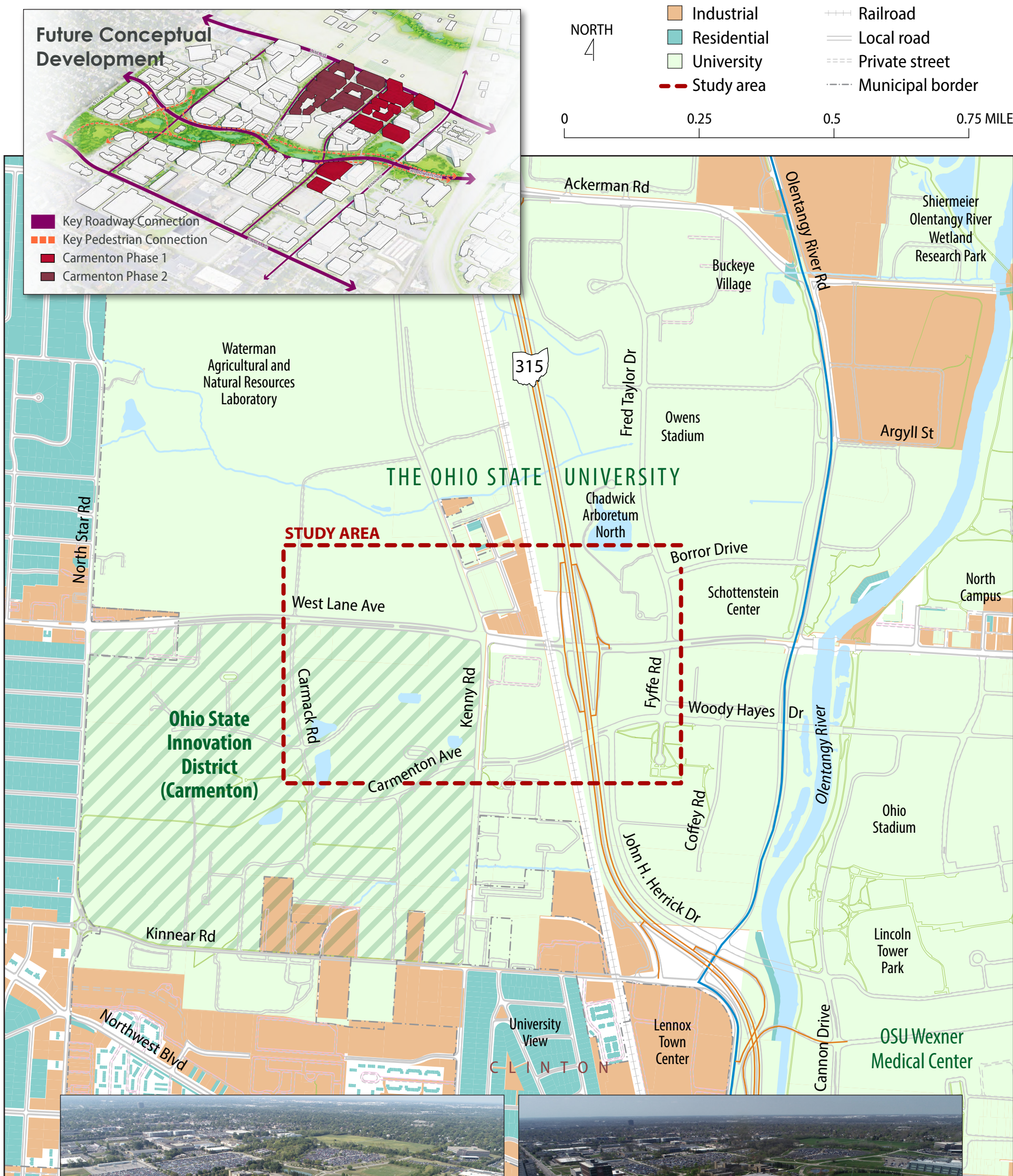
- Routes
- 74 Route numbers

- - - Study area
- + + + Railroad
- Local road
- - - Private street

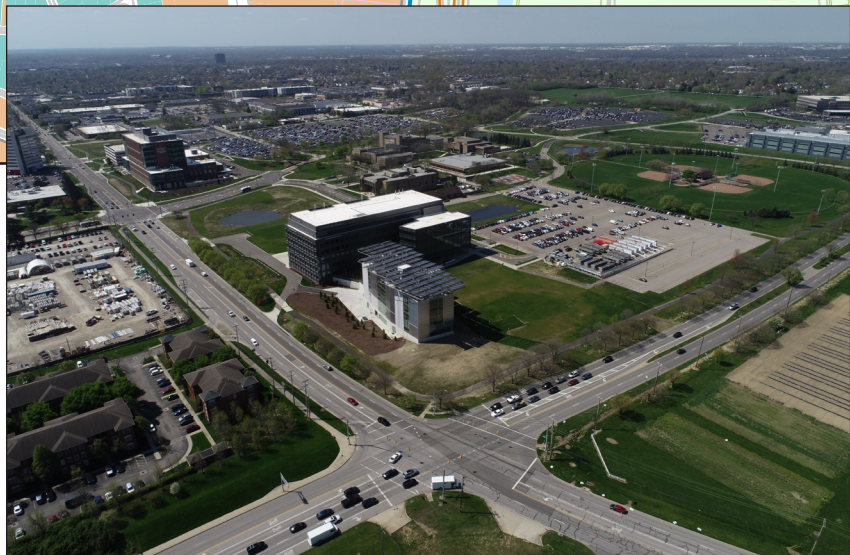
NORTH  
4



# MAP 6: SR FRA SR 315 AT LANE AVENUE LAND USE



Ohio State Innovation District (Carmenton): Pre-Construction  
September 2019 looking southwest.



Ohio State Innovation District (Carmenton): During Phase 1  
Construction 2024 looking southwest.



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OFFICE OF THE MAYOR

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May 28, 2025

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W Broad St  
Columbus, OH 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn:

I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

These mobility, system linkage, and access issues constrain significant economic development and transportation infrastructure investments occurring in and around the Columbus Innovation District. Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2 million in preliminary engineering within a study area bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. The scale of the necessary transportation investment is substantial, and improvements will be phased. This TRAC application is for the phase of improvements centered on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will be approximately \$100,000,000.

The scale of this transportation investment is significant, but so too are the rewards from the economic and transportation benefits that this project supports. The Columbus Innovation District aims to create 20,000 new jobs in Central Ohio and generate \$3 billion in economic impact across the region and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Columbus Innovation District by JobsOhio, The Ohio State University, the City of Columbus, and Franklin County.

By signing this letter, I not only express my strong support for this transformational project, but also Columbus's firm financial commitment to it. I commit that Columbus will provide its share of the additional local funds (approximately \$2,000,000) necessary to ensure a total of approximately \$5,000,000 in local funding for the preliminary engineering phase. The City of Columbus' local match will be provided as needed and upon final authorization from the Columbus City Council.





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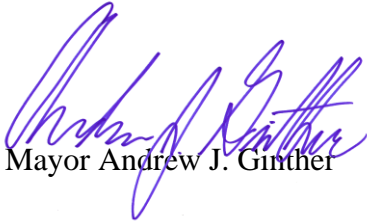
OFFICE OF THE MAYOR

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Page 2

I am inviting ODOT to partner with us on a regional project that will have a statewide impact. TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. I respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew J. Ginther".

Mayor Andrew J. Ginther

THE CITY OF  
**COLUMBUS**  
ANDREW J. GINTHER, MAYOR

## **Explanation**

### **1. BACKGROUND**

The Transportation Review Advisory Council (TRAC) annually accepts applications to fund projects as part of the Ohio Department of Transportation's (ODOT's) Major New Capacity Program. TRAC was established by Ohio Revised Code 5512 to oversee the selection process for the priority and approval for funding projects that are part of the Major New Capacity Program. To be eligible for TRAC funding, a project must have an overall cost greater than \$12 million; increase capacity or reduce congestion; and be critical to the mobility, economic development, and quality of life for the citizens of Ohio. Projects may be submitted by public agencies such as: ODOT District Offices, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), Municipalities, County Commissioners, County Engineers, Transit and Port Authorities, and Transportation Improvement Districts (TIDs). Applications for the current application cycle must be submitted to TRAC by May 31, 2025

The City of Columbus is eligible to submit a TRAC application, and the Department of Public Service is currently preparing a TRAC application to support the SR 315-North Knot project. The initial construction of SR 315 freeway and subsequent growth have created significant mobility, system linkage, and access issues that now hamper significant economic development and transportation infrastructure investments being made by the City of Columbus, Franklin County, The Ohio State University, JobsOhio, and others in and around the project area. These investments include:

- The Columbus Innovation District (aka Carmenton), which is one of three innovation districts in the state identified by JobsOhio;
- The LinkUS Northwest Corridor Bus Rapid Transit (BRT) project; and
- The Ohio State University Wexner Medical Center expansion.

The City of Columbus, Franklin County Engineer's Office, and The Ohio State University are partnering on a project – the SR 315-North Knot project – to identify a series of infrastructure improvements to ultimately address these issues, as well as support multi-modal transportation connections that will be provided by the LinkUS Northwest BRT Corridor. Columbus, The Ohio State University, and Franklin County Engineer have already invested \$1.2 million to begin planning for the North Knot. This TRAC request will specifically advance the FRA SR 315 at Lane Avenue phase of the North Knot through Preliminary Engineering (PE).

### **2. EXPECTED PROJECT**

The Department of Public Service plans to submit an application seeking TRAC funding to complete the FRA SR 315 at Lane Avenue's preliminary engineering. Significant work is expected on SR-315's Lane Avenue interchange and Lane Avenue itself, as well as the associated bridges, signals, intersections, interchange, and ramps. The PE phase will identify what improvements are required and how to phase them. The total estimated cost for the preliminary engineering phase is approximately \$3 million, of which \$1.5 million is being requested from TRAC. Columbus would be responsible for a total local match of approximately \$1.5 million.

(This listing is meant to be illustrative and is believed to be accurate and complete; however, last minute project additions and substitutions are at the discretion of the Director of Public Service.)

### **3. FISCAL IMPACT**

No financial participation is required at this time. City funds will be approved in the form of design contracts, right of way acquisition, and/or construction contracts that will be submitted for Council's approval.

**Title**

To authorize the Director of Public Service, on behalf of the City of Columbus, to prepare and submit a Transportation Review Advisory Council funding application to the Ohio Department of Transportation; accept and expend grant funds; and issue refunds if necessary after final accounting is performed. (\$0.00)

**Body**

**WHEREAS**, the Transportation Review Advisory Council is accepting applications for funding projects as part of the Ohio Department of Transportation's Major New Capacity Program; and

**WHEREAS**, it is necessary to authorize the Director of Public Service to submit an application, execute grant agreements, accept and expend grant funds, and issue refunds if necessary after final accounting for approved projects; and

**BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBUS:**

**SECTION 1.** That the Director of Public Service, on behalf of the City of Columbus, Department of Public Service, is hereby authorized to prepare, execute, and submit an application to the Transportation Review Advisory Council and the Ohio Department of Transportation seeking Major New Capacity Program funds for the FRA SR 315 at Lane Avenue project.

**SECTION 2.** That the Director of Public Service be and is hereby authorized to execute agreements and documents necessary to accept TRAC funds and/or other ODOT funds if awarded.

**SECTION 3.** That the Director of Public Service be and is hereby authorized to accept and expend the funds for the approved projects.

**SECTION 4.** That, at the end of the grant period, any repayment of unencumbered balances required by the grantor is hereby authorized and any unused City match monies may be transferred back to the City fund from which they originated in accordance with all applicable grant agreements.



**Ohio Department of Transportation**

**May 28, 2025**

Director Pamela Boratyn  
1980 W. Broad St.  
Columbus, OH 43223

**Dear Director Boratyn,**

The Franklin County Board of Commissioners is writing to express its strong support for the City of Columbus' Transportation Review Advisory Council (TRAC) application concerning the FRA SR 315 at Lane Avenue project. This application seeks approximately \$3 million in preliminary engineering funding, which will advance a regional solution to address significant mobility, system linkage, and access challenges that arose from the initial construction of the SR 315 freeway and subsequent area growth.

Franklin County and the surrounding region have experienced substantial growth in recent years, making it imperative that our infrastructure not only sustains current development levels, but also supports future expansion. Existing mobility, system linkage, and access issues currently impede significant economic development and transportation infrastructure investments within and around the Columbus Innovation District.

Collaborative efforts have already seen Columbus, The Ohio State University, and the Franklin County Engineer invest \$1.2 million in preliminary engineering within a study area broadly defined by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. While the scale of the required transportation investment is substantial, improvements will be implemented in phases. This specific TRAC application focuses on the phase of improvements to the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate that the planning, design, and construction of this phase will cost approximately \$100,000,000.

Though the financial investment in this transportation project is significant, the anticipated economic and transportation returns are transformational. The Columbus Innovation District is projected to create 20,000 new jobs and generate \$3 billion in economic impact across Central Ohio and the state. TRAC funding is essential to maximize the benefits of ongoing investments by JobsOhio, The Ohio State University, Columbus, and Franklin County in and around the Columbus Innovation District. TRAC funding will maintain the project's current momentum and optimize the returns on both economic development and transportation investments.

We respectfully urge the Transportation Review Advisory Council to carefully consider the complex challenges within the study area and recognize the significant opportunity to achieve a statewide impact through investment in this transformative project.

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**Commissioners**

John O'Grady  
Kevin L. Boyce  
Erica C. Crawley

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373 S. High St. 26th Fl.  
Columbus, Ohio 43215

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t\_ 614 525 3322  
f\_ 614 525 5999



Franklin County  
**BOARD OF  
COMMISSIONERS**

Sincerely,

Erica Crawley  
President

John O'Grady  
Commissioner

Kevin Boyce  
Commissioner



**ADAM W. FOWLER, P.E., P.S.**  
**FRANKLIN COUNTY ENGINEER**

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May 27, 2025

Pamela Boratyn, Director  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn:

I am writing to express my commitment and continued support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application seeks approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of the SR 315 freeway and subsequent growth in the area.

The Franklin County Engineer's Office has contributed \$50,000 toward preliminary engineering, joining the City of Columbus and The Ohio State University who have already invested \$1.2 million within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south.

The scale of this transportation investment is significant, and improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost \$100,000,000. TRAC funding will continue this project's growing momentum and maximize the returns on economic development and transportation investments being made.

I respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,

Adam W. Fowler, P.E., P.S.  
Franklin County Engineer



Greta M. Kearns  
Mayor  
gkearns@grandviewheights.gov

May 28, 2025

Pamela Boratyn, Director  
Ohio Department of Transportation  
1980 W. Broad Street  
Columbus, Ohio 43223

Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application

Dear Director Boratyn:

I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

Grandview Heights is a landlocked first ring suburb of approximately 8,500 residents located just southwest of this project and centrally located in the Columbus region. Our residents and business partners enjoy the convenience and proximity to the highway system, and this proximity of access is key to both our economic development opportunities and quality of life. We are also in a joint economic development zone partnership (JEDZ) with Clinton Township which lies even closer to the project and is undergoing transformational development just adjacent to The Ohio State University.

At less than 2 square miles, Grandview Heights relies heavily on our neighbors for medical services, employment, shopping, and entertainment for those businesses that simply cannot fit in our small footprint. We anticipate that a more streamlined SR-315 would greatly improve access to and from our community and critical destinations such as The Ohio State University and its medical campuses as well as the Riverside Methodist Hospital campus, ease traffic congestion and reduce related emissions, and facilitate an efficient pathway for COTA's proposed new bus rapid transit system.

This mobility system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made in and around the Columbus Innovation District. Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2 million in preliminary engineering within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive

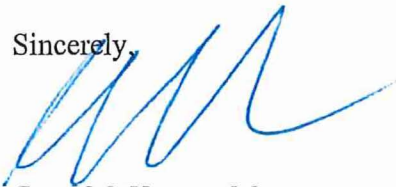
Greta M. Kearns  
Mayor  
gkearns@grandviewheights.gov

to the east, and 5th Avenue to the south. The scale of the required transportation investment is significant, and improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Columbus Innovation District aims to create 20,000 new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Columbus Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County.

TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,



Greta M. Kearns, Mayor  
City of Grandview Heights

**From:** [McGuiness, Rory O.](#)  
**To:** [Nittle, Timothy O.](#)  
**Subject:** FW: 315 North Knot TRAC Project  
**Date:** Wednesday, May 28, 2025 4:45:54 PM  
**Attachments:** [image002.png](#)

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All my best,

Rory

**Rory McGuiness**  
DEPUTY DIRECTOR

---

Department of Public Service  
111 N. Front St., 7th Fl.  
Columbus, OH 43215

**Direct:** (614) 645-6253  
**Cell:** (614) 477-0337  
[www.columbus.gov](http://www.columbus.gov)

---

**From:** Steven Schoeny [mailto:sschoeny@uaoh.net]  
**Sent:** Tuesday, May 27, 2025 9:30 AM  
**To:** trac@morpc.org  
**Cc:** McGuiness, Rory O. <ROMcGuiness@columbus.gov>  
**Subject:** [EXTERNAL] 315 North Knot TRAC Project



CITY MANAGER'S OFFICE

3600 Tremont Road | Upper Arlington, OH 43221  
614-583-5040 | [upperarlingtonoh.gov](http://upperarlingtonoh.gov)

May 27, 2025

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W Broad St  
Columbus, OH 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn:

I am writing to express my commitment and support for the City of Columbus' Transportation

Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

Upper Arlington is just under 10-square miles and is home to approximately 36,000 residents surrounded by the City of Columbus and the Ohio State University. This location relies on system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made in and around the Columbus Innovation District. The scale of the required transportation investment is significant. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Columbus Innovation District aims to create 20,000 new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Columbus Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County.

TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,

Steve Schoeny  
City Manager  
[sschoeny@uaoh.net](mailto:sschoeny@uaoh.net)

**STEVEN R. SCHOENY** (*he, him, his*)  
City Manager  
The City of Upper Arlington  
3600 Tremont Road, Upper Arlington, OH 43221  
o: 614-583-5042 | d: 614-583-5051  
e: [sschoeny@uaoh.net](mailto:sschoeny@uaoh.net) | [upperarlingtonoh.gov](http://upperarlingtonoh.gov)



May 29, 2025

The Honorable Pamela Boratyn  
Director of Transportation  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 43223

RE: City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application

Director Boratyn:

I am writing to express the strong support of the Columbus Partnership for the City of Columbus' TRAC funding request for the SR 315 at Lane Avenue project. This \$3 million request for preliminary engineering funding aims to enhance mobility, improve system connectivity, and address access challenges.

The Columbus Partnership is a nonprofit, membership-based leadership organization of over 80 chairpersons, chief executive officers, and senior executives from the Region's leading businesses and institutions. Our members include Fortune 500 CEOs, leaders of top universities, and the world's largest private, nonprofit research and development organization. Aligning with our vision for the Columbus Region to lead in national prosperity, the Partnership champions strategic investments in critical infrastructure, recognizing that modern and efficient transportation is vital to our sustained growth and competitive advantage.

The SR 315 at Lane Avenue project directly tackles critical mobility and access barriers hindering the Columbus Innovation District—a catalyst for an anticipated 20,000 new jobs and \$3 billion in regional economic activity. With \$1.2 million of local investment in initial studies by the City of Columbus, The Ohio State University, and the Franklin County Engineer, this TRAC application for \$3 million in preliminary engineering is the next essential step. This funding will advance modern interchange designs, paving the way for economic benefits and broader community advantages.

Beyond the Innovation District, this project will significantly enhance daily mobility and accessibility along a vital regional corridor serving countless commuters, residents, and The Ohio State University (OSU) community. Efficient access to OSU, a cornerstone of our regional economy and a major employer, is critical not only for its educational and research missions, but also for its substantial economic contributions and the jobs it sustains. Modernizing the Lane Avenue interchange translates directly into tangible daily benefits for Central Ohio, including improved traffic flow, reduced congestion, and more reliable travel through this critical corridor.

The Partnership's goal is to provide a long-term vision for economic prosperity and position the Columbus Region as one of the strongest environments for attracting businesses and investment in the world. As such, we strongly support this application and urge your favorable consideration to realize these vital regional benefits.

Sincerely,



Jason Hall  
President and CEO  
Columbus Partnership  
JH/jk



**May 29, 2025**

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W Broad St  
Columbus, OH 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn:

I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

Downtown Columbus, Inc. (DCI) is a 501(c)(3) non-profit with the mission to revitalize Downtown Columbus, creating an accessible and prosperous neighborhood for all. In developing the 2022 Downtown Strategic Plan, residents made their desires clear: enhance equity, cultivate walkability and create connectivity through and to Downtown Columbus. Transformative transportation planning is key to linking Columbus neighborhoods to Downtown and closing gaps between neighboring communities. Additional infrastructure solutions will benefit not only those living and working in close proximity to the project, but those passing and commuting through it.

These mobility, system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made in and around the Columbus Innovation District. Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2

million in preliminary engineering within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. The scale of the required transportation investment is significant, and, improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Columbus Innovation District aims to create 20,000 new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Columbus Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County.

TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,



**Greg Davies**

*Chief Executive Officer*



**Brian J. Ellis**  
President and Chief Operating Officer  
Nationwide Realty Investors

May 28, 2025

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W Broad St  
Columbus, OH 43223

Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application

Dear Director Boratyn,

I am writing to extend my support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution to improve mobility, system linkage, and access along this vital corridor to allow for ongoing investment, economic development and growth in the area.

On behalf of Nationwide Realty Investors, the real estate development affiliate of Nationwide, I urge your support for this important infrastructure project.

As one of the region's largest employers, Nationwide has a vested interest in continuing to improve access to reliable transportation networks and enhancing connectivity along growing business and residential corridors throughout our region. In addition, as the owner and developer of the densely populated Arena District and Grandview Yard mixed-use developments, Nationwide Realty Investors is supportive of infrastructure improvements in and around the Columbus Innovation District and SR 315 corridor as we continue to compete on a national scale to attract major employers to our premier business districts, and improve the live, work, and play experience for our tenants, residents, and surrounding communities.

I respectfully request that the Transportation Review Advisory Committee consider the importance of this phase of the North Knot project to the continued growth and viability of Central Ohio and urge your support of the application.

Sincerely,

Brian J. Ellis  
President & COO  
Nationwide Realty Investors

May 27, 2025

Ohio Department of Transportation  
ATTN: Kevin Davis  
1980 West Broad Street  
Columbus, Ohio 43223

2281 Kenny Road, Suite 450  
Columbus, Ohio 43210

614.221.6100

[PELTONIA.ORG](http://PELTONIA.ORG)

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Mr. Davis:

I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

Pelotonia is a grassroots organization committed to funding innovative cancer research at The Ohio State University James Cancer Hospital. This mobility, system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made in and around the Columbus Innovation District. Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2 million in preliminary engineering within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. The scale of the required transportation investment is significant, and improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Columbus Innovation District aims to create 20,000 new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Columbus Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County.

TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Committee consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,



Joe Apgar, CEO  
Pelotonia





1534 N. High Street  
Columbus, Ohio 43201

614-292-0856 phone  
www.stcc.org

May 29, 2025

Ohio Department of Transportation  
ATTN: Kevin Davis  
1980 West Broad Street  
Columbus, Ohio 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn,

On behalf of Science Technology Campus Corporation (SciTech), I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area.

SciTech is a real estate affiliate of The Ohio State University, with a mission to foster and encourage research affiliations and linkages between the university and private businesses, governmental entities, and nonprofit research organizations. SciTech was created in 1995 as a not-for-profit organization to develop the university's research park on west campus.

Aligned with Ohio State's Framework 3.0, SciTech led the process of developing a master plan for Ohio State's Innovation District in collaboration with real estate development specialists. Together with global development partner Tishman Speyer, we are advancing the next phases of this vibrant, mixed-use innovation community which will span approximately 50 acres. In the short term, SciTech will start developing the Commercialization and Entrepreneurship Center, which will add 110,000 square feet of multi-tenant research and office space. Meanwhile, Tishman Speyer plans to enhance the district's vibrancy by developing the next 12-acre phase. This phase will include approximately 600 residential units and 50,000 square feet of active ground-floor space.

Current mobility, system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made in and around the rapidly evolving Innovation District. Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2 million in preliminary engineering within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. The scale of the required transportation investment is significant, and improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Innovation District aims to create thousands new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County.

TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Council consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Sincerely,



Amanda Hoffsis  
President



May 29, 2025

Director Pamela Boratyn  
Ohio Department of Transportation  
1980 W Broad St  
Columbus, OH 43223

**Re: Support for the City of Columbus FRA SR 315 at Lane Avenue Project TRAC Application**

Dear Director Boratyn:

I am writing to express my commitment and support for the City of Columbus' Transportation Review Advisory Council (TRAC) application for the FRA SR 315 at Lane Avenue project. This application is seeking approximately \$3 million in preliminary engineering funding to support a regional solution for significant mobility, system linkage, and access issues created by the initial construction of SR 315 freeway and subsequent growth in the area. Columbus is the lead applicant, and it is currently working with The Ohio State University and the Franklin County Engineer to address these issues.

These mobility, system linkage, and access issues constrain significant economic development and transportation infrastructure investments being made by the City of Columbus, Franklin County, The Ohio State University, JobsOhio, and others. These investments include:

- Over \$982 million in the Ohio State Innovation District;
- \$180 million in the LinkUS Northwest Corridor Bus Rapid Transit (BRT) project; and
- \$1.79 billion in The Ohio State University Wexner Medical Center expansion.

Columbus, The Ohio State University, and the Franklin County Engineer have already invested \$1.2 million in preliminary engineering within a study area that is bounded approximately by North Star Road to the west, Ackerman Road to the north, Olentangy River Road/Cannon Drive to the east, and 5th Avenue to the south. The scale of the required transportation investment is significant, and, improvements will be phased. This TRAC application is for the phase of improvements focused on the Lane Avenue interchange on SR-315 and Lane Avenue itself. Preliminary estimates indicate the cost of planning, designing, and constructing this phase will cost approximately \$100,000,000.

The scale of this transportation investment is significant, but so is the scale of rewards from the economic and transportation investments that this project supports. The Innovation District aims to create thousands of new jobs in Central Ohio and fuel \$3 billion in economic impact across Central Ohio and the state. TRAC funding is necessary to maximize the benefits of the investments currently being made in and around the Innovation District by JobsOhio, The Ohio State University, Columbus, and Franklin County, JobsOhio, and others.



TRAC funding will continue the project's growing momentum and maximize the returns on the economic development and transportation investments being made. We respectfully request that the Transportation Review Advisory Council consider the challenges within the study area and the opportunity to make a statewide impact by investing in this transformative project.

Respectfully,

Amanda Hoffsis

Vice President

Planning, Architecture and Real Estate | Administration & Planning

(614) 292-5856 Office | [hoffsis.4@osu.edu](mailto:hoffsis.4@osu.edu) | [pare.osu.edu](http://pare.osu.edu)



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

May 28, 2025

Timothy Nittle  
City of Columbus Department of Public Service  
111 N. Front Street, 7<sup>th</sup> Floor, Columbus, OH 43215

**Re: MPO Acknowledgement of the SR 315 at Lane Avenue (PID 117947) TRAC application**

Dear Mr. Nittle,

On behalf of the Mid-Ohio Regional Planning Commission (MORPC), the federally designated metropolitan planning organization (MPO) for Central Ohio, we hereby acknowledge the submission of the SR 315 at Lane Avenue application to the Transportation Review Advisory Council (TRAC) for consideration of funding through the Major New Capacity program.

After reviewing the application, we find that the project aligns with MORPC's plans and programs. The project will be evaluated with other TRAC applications from the MORPC MPO area during the project prioritization process for this TRAC application cycle. The priority list of projects within the MORPC MPO region will then be presented to TRAC during a regional public hearing later this year.

Please do not hesitate to contact us if you need any further information or assistance.

Sincerely,

Shelby Oldroyd  
Associate Planner  
Mid-Ohio Regional Planning Commission

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Michelle Crandall**  
Vice Chair

**Ben Kessler**  
Secretary

**From:** [Cindy.Wengerter@dot.ohio.gov](mailto:Cindy.Wengerter@dot.ohio.gov)  
**To:** [Nittle, Timothy O.](#)  
**Cc:** [Schmidt, Steven M.](#)  
**Subject:** [EXTERNAL] RE: Columbus TRAC Application for SR 315 Lane Avenue Interchange  
**Date:** Thursday, May 29, 2025 4:29:22 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi Tim,

This email serves as the ODOT District 6 acknowledgement of the SR315 Lane Ave. TRAC application for the 2025 cycle.

The planned improvements at the interchange and on Lane Ave. will support economic growth in around the OSU Innovation District, improve access, and rehabilitate the bridge, ramps, signals, etc. The application meets the goals of the District and the TRAC program.

Please let me know if there is anything else that ODOT District 6 can do to support the City of Columbus through the selection process.

Regards,  
Cindy

**Cindy Wengerter, P.E.**  
**Capital Programs Administrator**  
*ODOT District Six*  
400 East William St.  
Delaware, Ohio 43015  
D: 740.833.8057 C: 614.452.2821  
[transportation.ohio.gov](http://transportation.ohio.gov)

-



**Department of  
Transportation**

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**From:** Nittle, Timothy O. <TONittle@columbus.gov>  
**Sent:** Wednesday, May 28, 2025 10:17 AM  
**To:** Wengerter, Cynthia <Cindy.Wengerter@dot.ohio.gov>  
**Cc:** Schmidt, Steven M. <SMSchmidt@columbus.gov>  
**Subject:** Columbus TRAC Application for SR 315 Lane Avenue Interchange

Good Morning Cindy,

Columbus is planning to submit a TRAC application for the Lane Avenue Interchange portion of the

larger North Knot project. We are seeking approximately \$3 million in PE funding. When I emailed Thom last year about the project, he wanted to see a copy of the draft, so I've attached a draft. We're still reviewing it and tweaking it, and I need to update the local investment factors information now that we have a significantly smaller study area. But please let me know if you need any additional information.

Thanks!  
Tim

Timothy O. Nittle, JD, MPA  
Grants Coordinator

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DEPARTMENT OF  
PUBLIC SERVICE

111 N. Front Street, 7<sup>th</sup> Floor  
Columbus, OH 43215  
Direct: 614.645.7027  
[www.columbus.gov](http://www.columbus.gov)



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