movingforward

Ohio Department of Transportation – Research Program Newsletter

OHIO DEPARTMENT OF TRANSPORTATION
RESEARCH

2026 | Volume 3

Ohio DOT Issues FY2027 STAR RFPs and Call for White Papers

ODOT's Research Section is now accepting proposals and/or white papers for the STAR topics listed in the tables below. Please note, this posting includes only STAR topics and is not the annual RFP. Be sure to read all information carefully and follow the appropriate guidelines. Failure to follow applicable guidelines and submission instructions provided on the RFP website is cause for the rejection of proposals.

STAR is the ODOT's open challenge program meant to engage college students to address transportation topics in an innovative manner. STAR will challenge students (and ODOT) to think outside-the-box in order to identify novel approaches to solve issues, create new value by applying new processes or techniques to established topics, or simply to test out new ideas.

The STAR program places emphasis on students. Research teams are to be comprised of students (undergrad, graduate, or combination). An Academic Advisor serves as Principal Investigator providing oversight, guidance, and technical direction to student teams. Students are expected to drive the project and actively participate in all aspects, including meetings and presentations. STAR is open to **colleges and universities based in Ohio**.

STAR projects are generated by internal ODOT staff in many different offices. There are two options for STAR projects.

- **Option #1:** ODOT Offices provide specific topics to be addressed in the form of a STAR RFP.
  - Research teams submit a complete STAR proposal.
- **Option #2:** ODOT Offices post an open call for STAR Ideas.
  - Research teams submit a white paper through an online STAR Idea Submission Form.

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Only submissions for the items listed in the table below will be considered. Duration and funding amounts may vary for each project or topic as specified. When submissions are received, ODOT technical offices may select more than one proposal or white paper for each topic (at their discretion and based on availability of TAC and funds) or opt not to select any. There is no limitation on the number of proposals or white papers a university or Principal Investigator can submit on STAR topics.

To be considered, submissions must be received by ODOT Research by the deadline noted in the table. Clarifications received on specific items are also noted in the table. General clarifications related to the STAR program, contracting, and submission formatting are available on the *STAR Frequently Asked Question (FAQs) page*.

View the STAR RFPs or white paper topic, project-specific clarifications, submit a proposal, or obtain information on submission requirements *here*.

Option 1 – Requests for Proposal

STAR RFP Number	Topic Title	Deadline
2027-22STAR-A	Intelligent Compaction (IC)	December 11, 2026 3 PM (ET)
2027-22STAR-C	Construction Inspection Workforce Program (CIWP)	December 11, 2026 3 PM (ET)
2027-22STAR-D	Data-Driven Multimodal AM Network Planning for Ohio	December 11, 2026 3 PM (ET)
2027-22STAR-E	Heavy Highway Educator Toolkit: A Classroom-Ready Career Awareness and Workforce Pipeline Resource	December 11, 2026 3 PM (ET)
2027-22STAR-G	Pavement Marking Retroreflectivity Effect on Full Autonomous Driving	December 11, 2026 3 PM (ET)
2027-22STAR-H	Bluetooth Low Energy (BLE) Beacon Accuracy for use to Support Work Zone Safety	December 11, 2026 3 PM (ET)
2027-22STAR-I	Accuracy Of Different Sensor Types Under Differing Conditions	December 11, 2026 3 PM (ET)

Option 2 – Request for White Paper

STAR RFP Number	Requesting Office	Deadline
2027-22STAR-B	Office of Pavement Engineering	December 11, 2026 3 PM (ET)

Existing Traffic Signals Find a Flexible Path to Safety Upgrades Through a Research Project



Crews installing flexible retroreflective backplates at an intersection.

Retroreflective backplates – the borders surrounding traffic signal heads – can make signals more visible to drivers and help reduce crashes. However, adding them to signals at an existing intersection isn't always as simple as attaching a new piece of equipment.

Backplates increase the surface area exposed to wind, which can add substantial loads to the poles, mast arms, and span-wire systems supporting traffic signals. For older structures that weren't originally designed for those additional forces, installing conventional rigid backplates can require costly upgrades or even replacement.

ODOT saw an opportunity with flexible retroreflective backplates, which are designed to bend during higher winds and reduce the force transferred to the supporting structure.

"We had the desire to retrofit backplates onto signals that didn't have them because we knew the safety improvements that they're shown to have," said Patrick Mead with ODOT's Office of Transportation Systems Management and Operations (TSMO). "The hope was that the flexible ones would provide some relief ... without having to upgrade all the major infrastructure."

Understanding the Impact of Wind

ODOT research led by the University of Cincinnati, in partnership with Kittelson & Associates, examined design standards, and analyzed representative mast-arm and span-wire signal support structures. The University of Cincinnati team included Jim Swanson, co-investigator Gian Andrea Rassati, and student researcher Nolan Slagle.

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Close-up of a flexible retroreflective backplate. Courtesy: Florida DOT.

"Wind was definitely the primary driver," said Jim Swanson, associate professor and associate department head at the University of Cincinnati. "Basically doubling the area, or sometimes more, when you put these backplates in place ... makes a lot of difference in the calculations."

Researchers also evaluated how flexible backplates could reduce wind loads compared with rigid designs. Swanson said flexible backplates respond differently when winds increase.

"When the wind blows hard enough, they just fold sideways and reduce the wind exposure area," Swanson said. "The rigid backplates would stay stiff and would create more force on the structure. The flexible backplates would fold away."

The research also showed that flexible backplates aren't a universal solution. At lower wind speeds, they can behave similarly to rigid backplates, meaning engineers still need to evaluate individual support structures.

"(Flexible backplates) pretty much are rigid backplates unless there's a higher wind event," Mead said. "We still have to be a bit selective with where these go out."

Turning Research into Implementation

That selectivity has helped ODOT target intersections where existing signal structures still have years of useful life but could benefit from improved visibility.

"It's a low-cost solution that adds safety benefit," said Charlie Fisher, ODOT's statewide TSMO engineer.

ODOT's flexible backplate pilot estimated a cost of about $40,000 per intersection – roughly 80% less than a traditional rebuild.

"We're talking about $40,000 per intersection. That's with materials, labor, everything," Fisher said. "To rebuild a brand-new intersection with new supports runs us between $300,000 and $400,000—a huge savings."

STAR (Project) Shines Its Light at OTEC

Student-led Research Showcases Inventive Methods to Find & Protect Endangered Amphibians



University of Cincinnati STAR students Niko Medvedovic (left) and Abhiraj Sharma share details about their project with an OTEC attendee.

Despite their research project's subject having a name straight out of a horror movie title—Hellbender—University of Cincinnati STAR students Abhiraj Sharma and Niko Medvedovic showcased their project titled "Improved Tracking of the Eastern Hellbender Using Environmental Total Nucleic Acids (eTNA)" at the 80th Ohio Transportation and Engineering Conference (OTEC). OTEC was held Oct. 20 and Oct. 21 in Columbus at the Greater Columbus Convention Center.

Eastern Hellbender salamanders are endangered amphibians in Ohio, and current methods for locating them can disrupt the species. This student-led research team used eTNA to detect the amphibian's bacterial and RNA signals in water near project sites where hellbenders may be present. With the eTNA process, the researchers sequenced bacterial samples from other hellbenders. They used these samples to identify bacterial markers in the water. The eTNA process reduces the intrusiveness of locating the salamanders while improving location identification.

"Not only is using the bacteria samples and eTNA testing less invasive, but it is also more accurate," said Sharma. "The eTNA process gives surveyors a higher degree of confidence that a hellbender is upstream."

The research team reviewed DNA and RNA testing before landing on the eTNA method. DNA testing can result in false positives, and RNA signals degrade quickly in the environment, within one to two days.

"eTNA testing has never been done with amphibians before," noted Medvedovic. "We've completed our fieldwork and drafted the report. Our goal is to have the results published in the coming months."

During the two-day conference, the students had the opportunity to share the details of their project with many of the 4,000-plus people attending this year's OTEC.

"Groundbreaking projects like Abhiraj's and Niko's have real-world transportation applications," said ODOT Research Project Manager Christina Bristow. "It helps ODOT protect endangered species through innovative methods to find them. The hellbenders are protected, the students gain hands-on experience, and the Department can experiment with new methods and techniques. It's a trifecta of wins with benefits across the board."

Research Program Booth Also Popular with OTEC Attendees



ODOT Research team at their booth during OTEC 2026.

Another popular booth in the OTEC Exhibit Hall was the one hosted by ODOT Research. At the booth, attendees learned about Research's core processes—Annual Request for Proposals, Research on Call (ROC), Ohio Research Initiative for Locals (ORIL), and the Student Transportation Advancement Research (STAR) Program—that deliver practical, data-driven solutions to today's most pressing infrastructure challenges by partnering with a collaborative network of engineers, researchers, local partners, and national agencies.

ORIL Project Highlight: Research Helps Bridge Owners Meet New Requirements More Efficiently



One of the 28,000 Ohio bridges required to meet new FHWA vehicle type regulations.

New Federal Highway Administration (FHWA) requirements call for bridges with spans greater than 20 feet to be evaluated for three additional vehicle configurations: Type 3, Type 3S2, and Type 3-3. The results must ultimately be reflected in the National Bridge Inventory.

For ODOT and other bridge owners across the state, that presented a challenge—how can they meet the new requirements without unnecessarily repeating extensive engineering analyses on thousands of bridges?

An ORIL research project led by Dr. Min Soo Sung, Assistant Professor of Civil Engineering at Ohio University, set out to find a more efficient approach that could save money and time.

Building on Data ODOT Already Has

Bridge owners use load ratings to determine a bridge's safe live load-carrying capacity, helping inform decisions about load posting, rehabilitation, and maintenance.

Ohio's bridge inventory already contains load-rating data for 10 vehicle configurations.

"We were missing three vehicles," said Brad Noll, a bridge engineer with ODOT's Office of Structural Engineering who served on the project's Technical Advisory Committee (TAC). "The approach was to find a way to use the existing numbers, determine how they're related to these three missing ones, and potentially populate them based on the data we already had."

For bridge owners, addressing new requirements across thousands of structures can quickly become a significant undertaking.

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Warren Schlatter, Defiance County Engineer and a member of the Technical Advisory Committee, said a key question sat at the center of it. “Instead of going back and doing the calculations from scratch on every bridge, the question was, ‘Is there a way we can take all the information we already have about the bridge and the existing load rating calculations we already have, and somehow use that to calculate, as accurately as possible, these three additional vehicles?’” he said, emphasizing the collaborative effort to improve efficiency and safety.

Traditionally, bridge owners could address those gaps by conducting full analyses using American Association of State Highway and Transportation Officials (AASHTO) bridge rating (BrR) software. However, that approach would require significant time and resources across an inventory of approximately 28,000 Ohio bridges.

Instead, researchers asked whether existing information could reliably predict the missing ratings, giving bridge owners a practical way to meet new FHWA requirements with confidence.

Developing a Simplified Approach

The research team developed a methodology that uses existing rating factors and structural characteristics to estimate ratings for the three new vehicle types.

Researchers first identified key bridge parameters affecting the calculations, particularly span length and boundary conditions. They then analyzed the relative load effects of existing and new vehicles and developed calibration factors to predict the new ratings. In a project presentation, the researchers described the approach as a simplified method for predicting the three new rating factors from data already available for known vehicles.

Importantly, the work went beyond simply identifying statistical correlations.

“The researchers did a really good job of looking at both methods,” Noll said. “They also went into the structural analysis calculations that would support them.”

The methodology considers factors such as whether a bridge is simply supported or continuous and whether movement or shear governs its rating. The researchers incorporated the resulting calibration factors into an Excel-based tool that bridge owners can use with existing inventory information.

Testing the Results

Researchers validated the approach by comparing its predictions with results produced through full AASHTO BrR analyses.

The validation included 77 bridges, selected to represent bridge types that cover about 85% of Ohio’s inventory. The results showed errors within 10% for nearly all bridge types evaluated under Load Factor Rating, with generally acceptable accuracy under the Load and Resistance Factor Rating (LRFR).

Sung said the comparison provided confidence that the simplified approach could closely replicate results from the more intensive analysis.

“We compared the rating factors from the two, and they showed pretty good agreement,” Sung said.

However, the methodology has some limits. Continuous concrete slab bridges evaluated under LRFR showed overprediction and are recommended for full BrR reanalysis rather than the simplified approach.

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Overall, researchers estimate the framework applies directly to about 75% of Ohio's bridge inventory, primarily those with typical span lengths and boundary conditions.

This means that while the tool is effective for most bridges, some structures may still require traditional analysis to ensure compliance.

A New Tool for Ohio's Bridge Owners

ODOT is now reviewing the final research deliverables and testing the tool before making it more broadly available.

Once that process is complete, the goal is to provide the methodology to bridge owners across Ohio—including ODOT, counties, municipalities, and other local agencies—along with comprehensive guidance, training sessions, and technical support to facilitate seamless integration into existing maintenance and assessment workflows.

The tool would not replace engineering judgment or be required for every bridge. Instead, it gives bridge owners another option when a structure falls within the parameters established through the research.

"It's another tool in the toolbox," Noll said.

Watch for updates as the tool is finalized and becomes available.

Bring Us the Problem: Research Takes the Floor at TeamUp 2026



ODOT Research staff at their booth during TeamUp 2026.

TeamUp 2026 brought ODOT employees from across Ohio to the Ohio State Fairgrounds, where they explored innovative ideas, emerging technologies, and operational improvements showcased through collaboration between various ODOT Districts and Central Office staff.

For ODOT's Office of Research, it was also an opportunity to show employees how many successful projects start by addressing real transportation challenges, highlighting their role in improving safety and efficiency.

"Research plays a critical role in solving challenges throughout the agency," said Jennifer Spriggs, Office of Research Project Manager. "When ODOT employees identify an issue, they bring it to our team, and together we explore solutions. That collaborative approach, grounded in employee expertise and innovation, leads to meaningful improvements across the organization."

Real Solutions for Real Problems

Throughout the event, employees stopped by the Office of Research's booth to learn more about the Research Section and see first-hand examples of projects that started with challenges identified by ODOT staff. Equipment demos, videos, handouts, and other project materials brought the research process to life. They showed how an idea can move from problem to solution and – ultimately – to practice.

One example focused on a challenge familiar to transportation agencies statewide: locating infrastructure that may have been built decades ago.

"Across ODOT, we are tasked with trying to find assets that were built before most of us were born," said Mike Sherran, TAM Coordinator, District 9, while discussing a project using historical plan sets and assets. "We're actually finding the underdrains that we have struggled to find for years."

TeamUp highlighted the value of practical research in addressing real-world transportation challenges. At the District Research on Call (ROC) booth, attendees explored research led by Principal Investigator Munir Nazzal, Professor of Civil Engineering at the University of Cincinnati, and learned how the program supports districts through applied, solutions-oriented research. ODOT pavement engineers featured resources developed for field personnel, including the Pavement Repair Guide. At the same time, representatives from District 3 shared the positive impact of their Maintenance of Operations Procedure (MOP) video tutorials. Both projects began as research requests from ODOT employees, underscoring the critical role employee engagement plays in identifying challenges, generating innovative solutions, and advancing agency-wide improvements.



A demonstration by Brutus the robot dog, an ODOT Research project, at TeamUp.



The Ohio UAS Center's sonar boat, part of an award-winning ODOT Research project, on display at TeamUp.

Other displays showed how new technology and equipment are improving safety and efficiency. The UAS Center showcased its robot dog, a drone, a sonar boat, and other technology used agency-wide to support needs such as secondary visual observation for drone applications, inspections, vegetation mitigation, etc.

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Research in Action



TeamUp also featured demonstrations using tree clearing equipment.

Some of TeamUp's most impressive demonstrations were outdoors, where employees could view and interact with specialized equipment used throughout ODOT operations. Highlights included two displays showcasing innovative approaches to tree-clearing activities, featuring equipment such as a Sennebogen, Grapple, Giraffe, and Brontosaurus, along with specialized chains designed for various cutting applications.

When deployed as an integrated system, this equipment enables crews to work more efficiently by reducing roadway disruptions and minimizing lane closures, while also requiring fewer personnel. Equally important, the equipment enhances worker safety by allowing operators to perform tasks from the protection of enclosed cabs rather than in hazardous roadside environments.

Additional demonstrations included a knuckleboom crane, which highlighted safer and more efficient methods for removing debris from bridge piers. Another exhibit featured advancements in liquid deicer application systems, which help ODOT improve material management through more precise brine distribution. These improvements reduce costs, minimize excessive material use, and lessen the long-term impacts of overapplication on pavement infrastructure.

The system also offers year-round versatility. During the summer months, it can be used for vegetation management and spraying operations, allowing ODOT to maximize the value of a single piece of equipment rather than purchasing and maintaining separate units for multiple functions.

With near misses and impacts increasing rapidly, work zone safety was another major focus. DriveOhio showcased its research success with an attenuator leader-and-follower truck demonstration showing how new technology could reduce employee exposure in work zones. At the same time, a video illustrated technology testing the leader-follower method, which would remove the person from the vehicle and allow autonomous operation to create a barrier between the roadside employees and other drivers on the road. A Honda vehicle was also displayed, equipped with multiple autonomous features. District 7 led the initiative, bringing vehicles with a newly installed, ready-for-testing, synchronized warning light system. ODOT employees demonstrated a new approach to increasing visibility around work zones and helping keep our roadside workers safe during operations. It was displayed on two dump trucks and two smaller Maverick pickup trucks outside the expo hall.

Together, the exhibits gave employees a closer look at how research, technology, and lessons from the field can translate into tools and practices that make ODOT's work safer and more efficient – saving money, time, and lives.

Have a transportation challenge that could use a solution? Connect with the ODOT Research Section at *research@dot.ohio.gov*. Your challenge could inspire the next breakthrough in transportation research!

ODOT Research Turns Roadside Grass into a Stormwater Management Tool



Crews installing an Amended Vegetated Filter Strip along an Ohio highway.

When rain falls on a roadway, the water has to go somewhere. For ODOT, managing that runoff sometimes means using detention basins, underground storage, or other stormwater best management practices (BMP) that can require significant space and investment.

But ODOT already owns something in abundance along its highways: grass, showcasing an innovative use of an existing resource. Managing water from freeways not only reduces runoff but also enhances safety for motorists, fostering a safer travel environment.

An ODOT-funded research project explored whether existing grassy areas along roadways could be modified to help more stormwater soak into the ground, reducing runoff while making better use of space already within ODOT's right of way.

"A lot of the traditional BMPs that we as designers would typically utilize, especially for volume management, are large, centralized facilities like a detention pond or underground storage," said Justin Kerns of ms consultants, inc., the research project's principal investigator. "You have to get all your water into one big central location, which is very difficult on long, linear transportation projects."

The research team instead looked at treating stormwater as it comes off the roadway, using the grassy areas along roadside shoulders and medians as an effective way to utilize ODOT's existing resources for better stormwater management.

"The idea was to try to take advantage of this ample resource that ODOT has for stormwater management and optimize the amount of infiltration," said Jon Prier with ODOT's Office of Hydraulic Engineering.

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Researchers focused on soil amendments. Roadside soils can be particularly difficult for water to penetrate because Ohio has naturally clay-heavy soils, and roadway construction can compact the ground even further. The team studied materials that could be incorporated into existing soil to help more water infiltrate into the ground and reduce runoff reaching nearby waterways.

The study was extensive. Researchers monitored 12 sites around Ohio, collecting data before and after soil amendments were installed. Flow monitoring continued for more than two and a half years, allowing researchers to compare runoff under existing and amended conditions.

Finding a Successful Solution

The research ultimately supported development of a new stormwater management option: the Amended Vegetated Filter Strip, or AVFS. This practice leverages grassy areas within ODOT's existing right of way to manage stormwater effectively, offering a space-efficient alternative to large, centralized facilities.

Most importantly, the research moved beyond theory. ODOT incorporated the practice into its Location and Design Manual, Volume 2, along with specifications, plan notes, and design details that allow engineers to use it on roadway projects. The simplified design and plan insert sheets save time, making projects more efficient.

Prier said the practice has already been constructed on several projects, noting a cost savings of 50% per acre treated. Another cost saving is reducing the need to maintain stormwater infrastructure. Compared to traditional practices like detention basins, AVFS offers lower costs, reduced maintenance, and safety benefits by minimizing large infrastructure and safety hazards associated with standing water.

"I think it really resulted in a good practical solution," Kerns said. "[It was] cost effective, lower maintenance than the alternatives, and can be constructed within ODOT's existing right of way, so there's no need to acquire more land."

For ODOT, that means another tool for meeting stormwater requirements while making better use of land already alongside Ohio's highways.



An Amended Vegetated Filter Strip installed along a highway in Ohio.

ORIL Program Assessment and Roadmap: Creating a New Blueprint for Local Research

As the ORIL program marked its 15th anniversary, ODOT Research commissioned a program assessment to ensure it meets its current mission, functions well, and remains relevant while providing research opportunities to local public agencies (LPAs). ORIL was created in 2011, and the first board members were appointed in 2013.

A Deep Dive of the Program

Dr. Ala Abbas, with the University of Akron, conducted the assessment under the Planning Research on Call contract. The approach focused on:

- Identifying the level of awareness among local transportation agencies of the ORIL program.
- Identifying the current interest level and support for the ORIL program to continue conducting local transportation research within Ohio.
- Identifying opportunities for the ORIL program to improve in any of the aforementioned areas.
- Identifying if the ORIL program is meeting its established goals and vision.
- Identifying if the ORIL program has provided any benefits to local transportation agencies in Ohio. If yes, identifying and/or quantifying those benefits (to the extent possible).

Once the approach was confirmed, the research team's work was comprised of six components:

1. Gathering information about the ORIL Program and the program's formal processes and procedures.
2. Interviewing ODOT Research Section and Ohio Local Technical Assistance Program (LTAP) Center staff to document their experiences with the ORIL program.
3. Surveying and interviewing LPA representatives, ORIL Board members, ORIL Technical Advisory Committee (TAC) members, and researchers to solicit feedback on the ORIL program.
4. Interviewing local transportation associations representing city and county engineers in Ohio.
5. Gathering information on best practices and specific processes/strategies from other states.
6. Evaluating ORIL to determine if there is sufficient local support to continue and recommend potential process improvements for conducting local research.

This included surveying 7,000 LPA staff members across the state through the LTAP Center's email list, 50 current and former board members, and 188 current and former TAC members.

Respondents said that there is good information about ORIL available, that they have positive interactions with ORIL program staff, and with researchers on projects, that ORIL is well managed by ODOT Research staff, and that they have positive views of the overall proposal review and researcher selection process.

Survey responses also identified opportunities for improvement, including improving: outreach and encouraging local participation, the process for soliciting research ideas for ORIL research projects, orientation for new members of the ORIL Board and TACs, and the dissemination and implementation of research findings.

Key Recommendations

The information and feedback that the research team garnered resulted in four key recommendations for the ORIL program:

- Increasing awareness and participation in the ORIL program
- Improving Phase 1 – Idea Generation
- Improving Phase 3 – Results Implementation
- Other recommendation areas
  - Reconnecting with professional associations for recruitment of Board and TACs
  - Improving orientation for Board and TACs
  - Updating the website

ODOT Research staff presented the results to the ORIL Board at its annual planning meeting in July 2026. After discussing ORIL's future, board members unanimously voted to create a strategic research roadmap to redefine ORIL's mission, priorities, and success measures.

"Developing a strategic research roadmap for ORIL will help refocus and streamline the program," said ODOT Research Program Manager Vicky Fout. "It will be exciting to reimagine the program and provide LPAs with research that supports their needs."

Board members envision the roadmap including an updated mission statement, strategic goals, measurable objectives, project priorities, performance targets, and a communications plan. Their intent is that program targets will align with ORIL's overall purpose. ODOT leadership has also shared insights on frameworks for measuring and evaluating success.

Since the July meeting, ODOT leadership has approved developing the roadmap. The roadmap's development will begin in early 2027. There was additional planning for the roadmap at ORIL's October board meeting.

"So much has changed since 2011 when ORIL was established. The program needs to evolve to meet these changes," said ORIL Board President Greg Butcher. "The board members and I look forward to rolling up our sleeves to revitalize the ORIL program for the coming decades."

Download the ORIL program assessment *fact sheet* and *project report* for more details.

Watch for updates and more information in future issues of *Moving Forward*.

New Final Reports Available Online

Researchers and their teams had a busy summer, completing several projects over the past few months and sharing results. Here are the final reports published since the last issue of *Moving Forward*.

Project Title	Principal Investigator, Research Agency	State Job Number	Links
Division of Planning Research On-Call FY2024-2026 (Task 4) Dredging Materials Beneficial Use	Ala Abbas, University of Akron	**136676**	*Report* *Factsheet*
Developing A Fair Specification for Paver Mounted Thermal Profiling	Munir Nazzal, University of Cincinnati	**136834**	*Report* *Factsheet*
Pavement Marking Selection for Local Public Roads in Ohio	Ala Abbas, University of Akron	**136681**	*Report* *Factsheet*
Division of Operations Research on Call Task#7 – Rural Connectivity	Kevin Lee, Illumine Transportation, LLC	**136678**	*Report* *Factsheet*
Validation and Correlation of Multi-Speed Friction Data Testing	Phillip Donovan, Applied Research Associates	**136806**	*Report* *Factsheet*
Division of Operations Research on Call (ROC) Task#6 – I-275 SmartLane	Kevin Lee, Illumine Transportation, LLC	**136678**	*Report* *Factsheet*
Division of Engineering ROC Task #12 – Utilizing NOAA QPE Data for Hydrologic Risk Assessment and Asset Resilience	Kevin White, EL Robinson Engineering	**136675**	*Report*
Evaluation of Traffic Speed Deflectometer (TSD) for Collecting, Reporting, and Utilizing Network and Project Level Structural Data in Ohio	Abu Ahmed Sufian, Applied Research Associates	**136807**	*Report* *Factsheet*
Investigation of Innovations in Mounted Attenuators for Safety in Work Zones	Mohit Mandokhot, Transportation Research Center	**136662**	*Report*
Laying the Cornerstone of Advanced Air Mobility infrastructure: Study of Reliability, Robustness, and Resilience of Surveillance for System	Syed Arbab Mohd Shihab, Kent State University	**136977**	*Report* *Factsheet*
Division of Planning Researcher on Call (ROC) FY2024-2026 – Task #3 Deer Carcass Disposal Research Report	Olive Stringer, Stone Environmental Engineering and Science	**136675**	*Report* *Factsheet*

Upcoming Events and Key Dates

Month/Year	Date/Event
November 2026	**26** | ODOT Closed
December 2026	FY2028 RFP Development **11** | STAR 2027 Submission Deadline @ 3 PM **25** | ODOT Closed
January 2027	FY2028 RFP Solicitation (target mid-January) STAR 2027 Selections **1** | ODOT Closed **6** | ORIL Board Meeting **18** | ODOT Closed

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