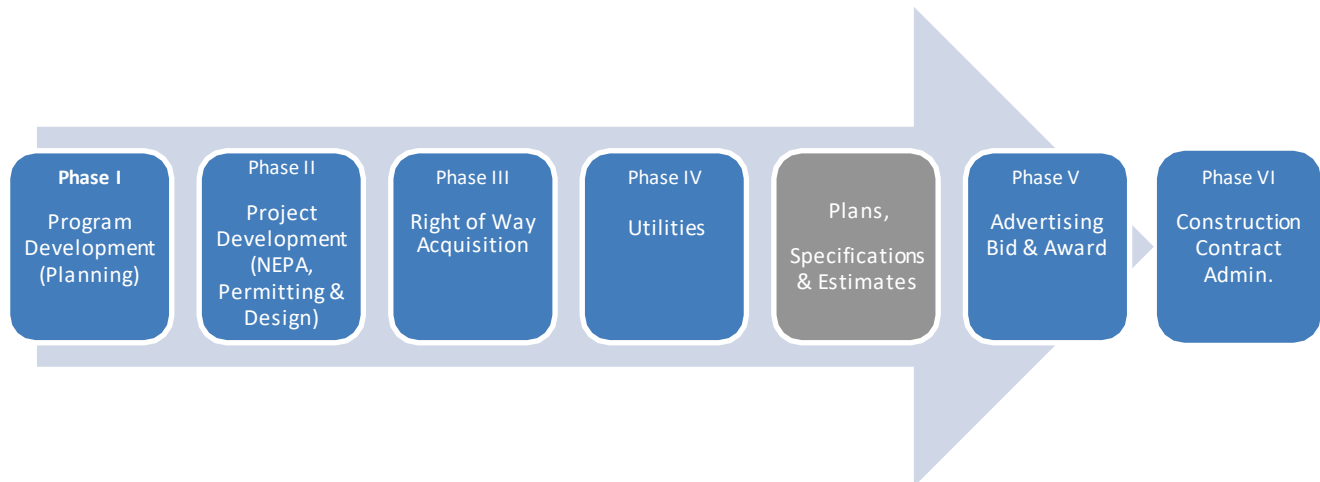


Chapter 11. Plans, Specifications and Estimate (PS&E)

This chapter is used for all federal-aid projects undertaken by LPAs operating under agreement with ODOT. In the sequence of project development, Plans, Specifications & Estimates (PS&E) occurs prior to advertise, bid and award.



A. OVERVIEW

This chapter details the requirements for development of the final PS&E package, including design plans, environmental documentation, bid book and special provisions, cost estimate, and the right of way and utility certifications to name a few. These documents are applicable to all Federal-Aid Highway Program (FAHP) funded projects.

As noted in other chapters, there are generally four milestones during the design process: design acceptance package (DAP) (30-60% plans, depending on project complexity and the LPA's design processes); advance plans (90%); final design (100%); and final PS&E. Although ODOT is responsible for approval and acceptance of the final PS&E package, the LPA typically has approval authority for the other milestones. Exceptions apply when the project is on or along the state highway system. See the Certified LPA Approval Authority Matrix form 734-5191 in Section D of this manual for more information.

Upon LPA request, ODOT will provide program and project technical support, training, advice and guidance to the LPA. ODOT will also fulfill its oversight role as documented in Section B of this manual.

B. PS&E QUALITY CONTROL

The LPA is responsible to ensure the quality control of the PS&E package. The PS&E shall at a minimum be in conformance with the applicable, current editions of the following, unless otherwise requested by LPA and approved by ODOT:

- AASHTO “A Policy on Geometric Design of Highways and Streets” for local facilities
- Oregon Standard Specifications for Construction including boilerplate special provision updates or the LPA’s standard provisions
- Manual on Uniform Traffic Control Devices and Oregon Supplements
- Transportation Research Board’s Highway Capacity Manual
- Local agency certification procedures found in this LAG Manual on ODOT’s Local Government web page
- Title 23 and Title 49 of the Code of Federal Regulations
- FHWA Contract Administration Core Curriculum Manual
- ODOT Right of Way Manual
- ODOT Utility Manual
- ODOT Bridge Manuals
- ODOT Highway Design Manual for ODOT facilities (note: Design standards for all projects on or along the Oregon State Highway System shall be in compliance with standards specified in the current edition of the ODOT Highway Design Manual and related references. Construction plans shall be in conformance with ODOT’s standard practices.
- Other ODOT Technical Services manuals, directives and guidance, including ADA-related design standards.

C. KEY PS&E PROCESS POINTS

The following discusses certain key elements necessary for a complete and acceptable PS&E document package. The items listed in this subsection are required submittals. Refer to the PS&E Submittal & Completeness Checklist form 734-5182 in Section D of this manual.

C.1. Design Plans

Each project design plan sheet must be professionally certified by insertion of the Professional of Record’s (POR) seal (stamp) and signature with license expiration date. Professional certification is not required for the standard drawings, title sheet and index of drawings sheet. Additionally, the title sheet must contain the following elements:

- Federal-aid project number
- Vicinity map
- Project name

- Project length
- Sheet index
- Applicable standard drawings
- Oregon utility certification language
- Provision for approving official(s) signature(s) and date(s)
- Scale

The LPA's "*approving authority*" must approve the plans and specifications, and a POR licensed in the State of Oregon must seal, sign and date the plans and specifications, as appropriate.

C.2. Completed Environmental Documentation

All FHWA-nexus projects are required to conform to the National Environmental Policy Act (NEPA) as primarily codified in 23 CFR 771. The majority of LPA projects are classified as Categorical Exclusions (CEs) under NEPA. The type of documentation required for a project depends on the level and significance of environmental impacts the project will have. There are different documentation and approval requirements for each type or class of project:

NEPA Class 1 or Class 3: If the project is NEPA Class 1 (EIS) or Class 3, (EA), an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required and must be completed and approved by FHWA prior to the authorization of construction funds.

NEPA Class 2: If the project is NEPA Class 2 (CE), which the majority of the projects are, the fully signed CE Closeout Document (CE Closeout) or Programmatic CE (PCE) Approval Document (PCE Approval) must be completed, or reviewed and signed, by the Region Environmental Coordinator (REC) and approved either by ODOT management (for PCEs) or FHWA (for CEs). CE projects that meet the conditions of the 2015 PCE Agreement require the PCE Approval, which is approved by ODOT management. The fully signed CE Closeout or PCE Approval document must be submitted with the PS&E package.

Refer to Section C, Chapter 6 of this manual for more information on the NEPA process and procedures for CEs and PCEs.

C.3. General Conditions, Special Provisions and Bid Book

a. General Conditions

Since the general conditions provide the legal framework for the construction contract, the LPA must physically include, or include by reference, their latest ODOT approved general conditions (Section 100's) in the final PS&E bidding documents. For all federally funded projects, the general conditions must include "Buy America" and "Cargo Preference Act" specifications as described in subsections D.2 and D.3 below.

b. Special Provisions

Special provisions are included in construction contract documents to modify or define work not covered in the standard specifications. All project special provisions must be based on the current version of the Oregon Standard Specifications for Construction and the current boilerplate special provisions available on the ODOT Project Controls Office website unless ODOT has granted approval for specific LPA requested modifications. The expectation is that the standard specifications and boilerplate special provisions will be used unless there are project-specific, special circumstances that warrant the use of something different.

Prior written approval must be obtained from ODOT's Certification Program Office (and/or FHWA as applicable) for any language contained in the bid documents and Special Provisions that modifies or has the effect of modifying any of the following: the LPA's approved General Conditions (except for project specific parts of Subsections 00150.50, 00180.50, 00180.85 and ODOT issued boilerplate special provision updates); the technical specification subsections for measurement; payment; warranties; insurance requirements; environmental permit requirements; contract time; delays; or any provisions contained in FHWA Form 1273.

Class of Work: If the LPA requires bidder prequalification, the Description of Work page must show the Class(es) of Work, as this determines which contractors are prequalified to submit a bid on the project. For information on how ODOT calculates the Class of Work, see the ODOT Fuel, Steel Class of Work and the ODOT Fuel Index and Scheduling Program Calculator (excel workbook), available on the ODOT Project Controls Office webpage.

Resources:

- [ODOT Project Controls Office](#)

If required by the LPA, contractors must be pre-qualified in the stated class or classes of work indicated. Some additional fundamental requirements for the Project Special Provisions include:

- Every work item identified on the project Plans must have a corresponding Specification showing the method of measurement and payment.

Unless otherwise approved by ODOT, the project completion date must be shown on both Description of Work pages, and in subsection 00150.8000180.50(h) and these entries must match exactly. Any interim completion dates must also be shown.

c. Bid Book

This book contains the front-end bidding documents such as the invitation to bid, instructions to bidders, bid form, bid supplements, the form of agreement and other contractual provisions. Following are a few key points to be aware of:

i. Bonds

LPAs are required to include in the bid book the requirement of a bid guaranty in an amount not to exceed ten (10) percent of the bid amount; a performance bond in an amount equal to the full contract price; and a payment bond in the amount equal to the full contract price. ORS 279C.380. Each bid guaranty, performance bond and each payment bond must be executed solely by a surety company or companies holding a certificate of authority to transact surety business in Oregon. The LPA must ensure that State is included as either a dual obligee or a named additional obligee under the performance and payment bonds.

ii. Required Provisions and Certifications

The bid book must include the following provisions in the solicitation and contract documents:

- FHWA-1273 Required Contract Provisions for Federal-Aid Construction Contracts
- On-site Workforce Affirmative Action requirements for Women and Minorities
- EEO provisions
- EEO Aspirational Target Provisions
- ODOT DBE program policy statement
- DBE Supplemental Required Contract Provisions
- DBE information page and DBE goal requirement
- OJT hours requirement
- Project wage rates page or statement informing contractor of required wage rates
- First-Tier Subcontractor Disclosure form

The bid book must also include the following certifications in the solicitation and contract documents:

- Non-collusion
- Non-involvement in any Debarment & Suspension
- Lobbying Activities
- Compliance with Oregon tax laws
- Employee drug testing program
- Nondiscrimination
- Use of registered subcontractors
- Incorporation of all Addenda

iii. Construction Contract

As part of the intergovernmental agreements between ODOT and the LPA, including the LPA's approved General Conditions, the construction contract must include specific language naming the State as an additional insured, naming the State as a third party beneficiary with express authority to enforce the terms and conditions of the contract and indemnification of the State for all contract related claims and suits. See the Master Certification and Supplemental Project Agreements for more information.

iv. Prevailing Wage Rates

Under the federal Davis-Bacon Act and ORS 279C.830, both state and federal wage rates must be included in federal-aid projects. The contractor is required to pay the higher of the two rates. For additional wage rate information, see the links below or contact the Regional Local Agency Liaison:

- Oregon State Bureau of Labor and Industries (BOLI) index of wage rates
- US Department of Labor
- ODOT Specifications Wage Rate

Prevailing wage rate requirements must either be referenced or attached to the Special Provisions for each project. Federal regulations require that Davis-Bacon wage rates be physically attached to the construction contract. State law allows the BOLI wage rates to be incorporated by reference. However, because state law also requires that workers be paid the higher of BOLI wage rates or Davis-Bacon wage rates on projects that are subject to both BOLI and Davis-Bacon prevailing wages, ODOT recommends physically attaching the BOLI wage rates to the construction contract. See ODOT's Local Government website, under Guidance and Forms for a sample Project Wage Rates page.

v. DBE Goals

LPAs must include ODOT's DBE Commitment Requirements and DBE Supplemental Required Contract Provisions in the bid book for all federally funded projects. See Section C, Chapter 8 of this manual for additional information, procedures and related forms.

vi. Equal Employment Opportunity (EEO) and On-The-Job Training (OJT) / Apprenticeship Training Program (ATP)

LPAs must include ODOT's EEO provisions in the bid book and if determined applicable by ODOT's Office of Civil Rights, the OJT/ATP program provisions must be included as well. See Section C, Chapter 8 of this manual for additional information.

Note: Emails from OCR setting the DBE goal, OJT/ATP hours (if applicable) and their bid book approval are required PS&E submittal items.

C.4. PS&E Cost Estimate

LPA's are required to electronically submit an "Excel" format Cost Estimate to ODOT through their Regional Local Agency Liaison. LPA's are to use the standardized Cost Estimate form 734-5096 for all federally funded projects. ODOT Program and Funding Services uses the Cost Estimate to calculate and report required project cost information to get FHWA approval to obligate project funds.

Some fundamental points to consider when developing the PS&E Estimate are:

- Federally non-participating bid items are to be separated from participating bid items.
- Anticipated items are to be shown separately from bid items.
- Combining two or more existing pay items into one pay item is not recommended. Combining pay items creates a flawed bid history for the particular pay item that is used and it leads to highly inaccurate costs and misinterpretation by contractors.
- If incidental work items or tasks are more than 3% of the total cost of a primary pay item, a separate bid item is required for the work. Combining work items or tasks, and making them incidental to other work is not appropriate.
- The most current ODOT bid item list should be used when developing the PS&E Estimate. ODOT's bid item list is available for download under Standard Specifications on the ODOT Project Controls Office website.
- Non-standard anticipated items must have approval and funding secured before it is added to the project estimate. See section 3-b for more information on anticipated items.
- Projects should be adequately designed to avoid the need for a large contingency budget. FHWA has found that ODOT's standard 3.5% contingency factor works well and is reasonable. If needed, a higher percentage may be acceptable with justification; but a project contingency calculation factor greater than 5% is uncommon.
- The total CE budget is negotiated between the LPA and ODOT, but should not exceed 20% of the construction phase costs without justification and approval by FHWA. ODOT's general CE percentage guidelines by project category are:
 - Modernization: Not to exceed 12%

- Preservation: Not to exceed 7%
- Bridge: Not to exceed 13.5%
- Safety: Not to exceed 12.5%
- Operations: Not to exceed 14.5%
- Other programs: Not to exceed 11%
- CE performed by consultants is normally in the range of 12 to 17%

See Section D of this manual for the cost estimate form template.

C.5. Right of Way Certification

A Right of Way Certification form must be completed by the LPA and co-signed by the Region Right of Way Manager for all projects. PS&E submittals without a Right of Way Certification cannot be accepted and will cause the project bid date to be delayed.

Certification Exceptions (aka “Holdouts”) listed in Box 4 of the Right of Way Certification require a Letter of Public Interest Finding (LPIF) showing why it is in the public’s best interest to proceed with the project at that time rather than delay advertisement until the right of way acquisition and relocation work is complete. Right of Way Certification Exception LPIFs are not included in the PS&E Submittal.

For more information on the right of way acquisition and certification process, refer to Section C, Chapter 7 of this manual.

C.6. Utility Certification Form

The Utility Certification form 734-5162 must be completed on all projects. This form certifies that all utility work has been completed, or that all necessary arrangements have been made for it to be undertaken and completed as required for proper coordination with the construction schedule.

For more information on the utility notification, relocation and certification process, refer to Section C, Chapter 13 of this manual.

C.7. Railroad Agreement Assurance Form

The Railroad Agreement Assurance form 734-5285 must be completed on all projects. This form certifies that all railroad coordination work has been completed, or that all necessary arrangements have been made for it to be undertaken and completed as required for proper coordination with the construction schedule.

For more information on railroad coordination, refer to Section C, Chapter 13 of this manual.

C.8. PS&E Submittal & Completeness Checklist

The PS&E Submittal & Completeness Checklist is the LPA's certification that all items on the project are complete, or the proper exceptions have been granted, and that adequate funding exists to proceed with bid advertisement.

The Checklist has two components; the Submittal portion of the checklist outlines documents that are required to be submitted for every project as well as those that are required if they apply to the particular project. The Completeness portion of the checklist outlines certain other items that the LPA must have either in the plans, on file, in the bid book or in the Special Provisions.

The checklist is prepared by the LPA's Project Manager and signed by both the Project Manager and the LPA's Quality Control Coordinator. This signed document, along with the rest of the PS&E package must be submitted to ODOT's Regional Local Agency Liaison for review, acceptance and processing.

The PS&E Submittal & Completeness Checklist is linked in Section D of this manual.

D. OTHER PS&E AND CONTRACT DOCUMENT REQUIREMENTS

D.1. Form FHWA-1273

Each set of contract documents must physically include Form FHWA-1273, "Required Contract Provisions Federal-Aid Construction Contracts." Copies of Form FHWA-1273 are available from FHWA's website.

D.2. "Buy-America" Requirements

As required by 23 CFR 635.410(b)(1), steel and/or iron materials that are permanently incorporated into the project shall consist of American-made materials, as outlined in the LPA's ODOT approved General Conditions, Subsection 00160.20. The LPA must use the "Buy-America" requirements in each federal-aid contract. FHWA must approve all waivers to the "Buy America" requirements.

D.3. "Cargo Preference Act" Requirements

46 CFR 381 requires that United States flag ocean vessels must be used for the transport of materials or equipment acquired specifically for the project. This is outlined in the LPA's ODOT approved General Conditions, Subsection 00160.21. The LPA must use the "Cargo Preference Act" requirements in each federal-aid contract. FHWA must approve all waivers to this requirement.

D.4. Traffic Control and Work Zone Access Plans

Traffic control and work zone access plans shall be included in the contract documents and shall be consistent with Part VI of the Manual on Uniform Traffic Control Devices and Oregon Supplements. Construction projects that impact bicycle and/or pedestrian traffic must include accommodation for all impacted modes of travel in the contract Traffic Control Plans.

These plans must be included in the contract documents and are a required PS&E submittal.

D.5. Roadway Design Exceptions

Design exceptions for work on a local facility are processed and approved by the LPA. Design exceptions for work on or along a State highway must be approved by ODOT and FHWA (if required).

All ADA related design exceptions on a local facility must be approved by ODOT unless the LPA has an ODOT approved ADA design exception and inspection process in place.

Design Exceptions are explained in the ODOT Highway Design Manual. The General Design Exception Request Form and the ADA Curb Ramp Design Exception Request Form are available on the ODOT Engineering website.

If applicable to the project, ODOT approved roadway design exceptions are a required PS&E submittal item. Locally approved design exceptions do not require submittal.

D.6. Bridge Design Deviations

All bridge design deviations must be approved by ODOT and FHWA (if required) if the bridge is on the National Bridge Inventory (NBI). For locally owned bridges not on the NBI, the LPA approves the design deviations.

Bridge design deviations are explained in the ODOT Bridge Design Manual, Section 1.2.2. The Bridge Design Manual Deviation Form is available on the ODOT Bridge Engineering website.

If applicable to the project, ODOT approved bridge design deviations are a required PS&E submittal item. Locally approved design exceptions do not require submittal.

D.7. Signed Signal Plans

The traffic signal approval process is established by Oregon Administrative Rules (OAR) 734-020-0400 through 734-020-0500. Signals include ramp meters, traffic signals, temporary traffic signals, overhead flashing beacons, push button activated flashing beacons, and loop detector modifications.

The Traffic Signal drawings require approval by the ODOT Traffic Engineering Section if the signal items are on or along a state highway. Traffic drawing numbers are available from Traffic

Standards Unit, (503) 986-3568. If the signal items are on the local system, the LPA or consultant Professional of Record (POR) will sign the Traffic Signal drawings. See the ODOT Traffic Standards website for additional information on the design review and approval process.

D.8. Project Mobility Considerations Checklist

For a project on or along a state highway or that may impact mobility on a state highway, a signed Mobility Considerations Checklist form 735-9983 must be submitted with the PS&E Submittal for all projects. Include any emails indicating Mobility Advisory Committee support of any project

restrictions identified in the Special Provisions. The ODOT Mobility Procedures Manual and the checklist can be found on the ODOT Statewide Mobility Program webpage.

Resources:

- [Mobility Procedures Manual](#)
- [Mobility Considerations Checklist \(735-9983\)](#)

Note: If the project has any mobility impacts the LPA will be required to make a presentation to the Mobility Advisory Committee. The LPA should account for the time necessary to complete this step.

D.9. Bid Reference Documents

Bid reference documents are the technical documents and reports that may be referenced in the project special provisions but provided separately, as needed, to a contractor to understand the project and develop an informed bid. Not every project will require bid reference documents. The LPA should provide (upload) the project bid reference documents at the time of bid advertisement to ensure the documents will be available to all interested parties during the advertisement and bidding phase.

These documents are required to be in the LPA project file, but are not required to be submitted as part of the PS&E package.

D.10. Project Construction Schedule

The LPA must prepare a construction schedule to be used in developing the contract completion date. It is preferred that the schedule be developed using a scheduling software such as Microsoft Project and utilize the Critical Path Method.

When preparing the construction schedule events, the contract award schedule elements need to be included (i.e. activities post bid opening through official Notice to Proceed). Refer to the LPA's ODOT approved General Conditions, Section 00130 for legal time limits for the contract award period.

The construction schedule must also show any time restrictions, such as in-water work periods or migratory bird (clearing and grubbing) restrictions.

This document is required to be in the LPA's project file, but is not a required submittal for the PS&E package.

D.11. Letters of Public Interest Findings (LPIFs)

Letters of public interest findings (LPIFs) are required to document why it is in the public's interest to not follow a Code of Federal Regulations or Oregon Statute requirement.

FHWA requires competition not only for the award of a construction contract, but also competition for the various materials and processes involved in the work. Whenever competition for materials or processes is eliminated, a LPIF is required.

Examples of materials or processes that require a LPIF are:

- LPA supplied materials
- Salvaged materials
- Work performed by utilities, railroad or Agency forces
- Publicly owned equipment
- Mandatory disposal site

Guidance and instructions for developing and processing LPIF's can be found in the LPIF Guidance Document on the ODOT Project Controls Office website. LPIF examples and templates are also on the ODOT Project Controls Office website.

If applicable to the project, ODOT approved LPIFs are a required PS&E submittal item.

D.12. Patented or Proprietary Materials (Exemption Order)

For projects bid prior to October 28, 2019, FHWA disallowed the use of proprietary or patented products, processes, or specifications on federally funded projects unless certain criteria were met and such usage was documented in an LPIF. Effective October 28, 2019, through a Notice of Final Public Rulemaking, FHWA rescinded its restriction on the use of proprietary and patented products and an LPIF is no longer required to meet federal requirements.

However, under ORS 279C.345, specifications for public improvement contracts may not expressly or implicitly require any product by any brand name or mark, nor the product of any particular manufacturer or seller unless the product is exempt based on one or more of the following findings:

- It is unlikely that the exemption will encourage favoritism in the awarding of public improvement contracts, or substantially diminish competition for public

improvement contracts;

- The specification of a product by brand name or mark, or the product of a Particular manufacturer or seller, would result in substantial cost savings to the contracting Agency;
- There is only one manufacturer or seller of the product of the quality required;or
- Efficient utilization of existing equipment or supplies requires the acquisition of compatible equipment or supplies.

Thus, when an LPA determines that “no approved equal” for a specified product will be allowed, state law still requires the LPA, through its local contract review board, to making findings and issue an “Exemption Order” under 279C.350 for the use of the specified product(s). For products being incorporated into work on or along the state highway system, the LPA shall seek ODOT concurrence in the specified products.

A sample Exemption Order letter is has been developed for use on Certified LPA projects. See Section D of this manual for a link to program forms and templates. A copy of the LPA’s signed Exemption Order should be saved in the project file.

An Exemption Order is not required when two or more acceptable products are listed in the specifications. If only one product is listed in the specifications, a state law Exemption Order must be approved according to the LPA’s contract review board processes and documented to the project file. Referencing a single product by NAME, even if the product is listed on the QPL, will require and Exemption Order.

Products listed on the ODOT Qualified Projects List (QPL) can be used on projects only when the QPL is referenced in the specifications. If only one product is available on the QPL, a state law Exemption Order is required. If two or more products are available on the QPL, an Exemption Order is not required.

Note on Buy America: Any patented or proprietary materials containing iron or steel that will be incorporated into a federally funded project must comply with Buy America requirements. This requirement also applies to any non-federal-aid highway contract that is included within the scope of a NEPA document if at least one other contract within the scope of the same NEPA document is funded or will be funded with federal-aid highway funds. See FHWA Contract Administration Core Curriculum, Section III.B.8.I.i.

D.13. LPA Supplied Materials

Justification for the use of LPA supplied materials or services (e.g. striping a project) must be documented by the LPA. LPA-supplied materials must be justified through the LPA's LPIF to the Regional Local Agency Liaison for ODOT's approval. The LPA must have produced or acquired the materials through competitive bidding.

See FHWA's Contract Administration Core Curriculum Manual for additional information.

D.14. Salvaging Materials

FHWA regulations do not allow materials being salvaged as part of a proposed construction contract to be given to anyone other than the construction contractor without having a LPIF. For more detailed information regarding salvaging items in a construction contract, see ODOT's Technical Bulletin RD07-05(B) "Salvaging Features and Excess Materials Associated with Transportation Projects by Contract Specification." This bulletin applies when the LPA wants to salvage an item.

Requiring the contractor to give salvaged materials to a third party is not allowed. Approval for Salvaging materials LPIF is done by the Region Roadway Engineering Manager when salvaged material is less than \$25,000. When the salvaged material totals more than \$25,000, the Project Controls Office Manager must approve the LPIF.

D.15. Warranty/Guarantee

Local agencies should take advantage of any existing, standard manufactured product warranties or guarantees. General warranties on projects are not allowed unless the project is to be delivered by a design-builder (see 23 CFR 635.413(e)). All requests for warranty requirements and subsequent revisions shall be submitted to the ODOT Regional Local Agency Liaison for approval. See FHWA's Contract Administration Core Curriculum Manual and 23 CFR 635.413 for additional guidance.

D.16. Anticipated Items

Requests for anticipated items must be approved in writing by the ODOT Project Controls Office for all non-standard anticipated items on all projects, including anticipated items added after PS&E and/or bid opening. Anticipated Items must be included in the PS&E Cost Estimate.

Items that do not require ODOT approval include: asphalt smoothness bonuses; asphalt statistical bonus; asphalt escalation; fuel escalation; and steel escalation or bid item modifier. The Anticipated Item request template can be found on the ODOT Project Controls Office website.

If applicable to the project, ODOT's approval for anticipated items is required to be in the LPA's project file, but is not a required submittal for the PS&E package.

D.17. Consultant Construction Engineering or Professional of Record Contracts

The LPA may perform its own preliminary and construction engineering or solicit for consultants to perform services needed to develop a federal-aid project. LPAs requesting federal funds to reimburse architectural and engineering consultants must follow the selection and contracting procedures detailed in Section C, Chapter 12 of this manual.

Note on CA/CEI contracts: While Contract Administration/Construction Engineering-Inspection (CA/CEI) and Professional of Record (POR) personal services contracts are not a PS&E submittal requirement, the consultant contract should be fully executed at the time of PS&E. For CA/CEI contracts, the name, address and phone number of the consultant staff administering the construction contract for the LPA should be listed on the project Special Provisions Description of Work page.

Resources:

- ODOT [Local Government](#)
- ODOT [Office of Civil Rights](#)
- ODOT [Planning & Technical Guidance](#)
- ODOT [Project Controls Office](#)
- ODOT [Statewide Mobility Program](#)