ODOT's Project Development Process (PDP) – Phased Approach

PLANNING (PL) → **PRELIMINARY ENGINEERING (PE)** → **ENVIRONMENTAL ENGINEERING (EE)** → **FINAL ENGINEERING ROW (FE)** → **CONSTRUCTION (CO)**

PLANNING (PL)
- Project Start-Up
- Project Initiation Package
- E&FC Analysis
- P&N Development
- Concept
- Scope & Budget
- Stakeholder Involvement

PRELIMINARY ENGINEERING (PE)
- Feasibility Study
- NEPA Studies
- Cost Estimates
- Alternative Eval. Report
- Value Engineering
- Begin Stage 1 Design
- Stakeholder Involvement

ENVIRONMENTAL ENGINEERING (EE)
- Preferred Alternative
- Stage 1 Design & Approval
- Value Engineering
- Cost Estimates
- NEPA and Permit Approval
- Stage 2 Design & Approval
- ROW Plans
- Stakeholder Involvement

FINAL ENGINEERING ROW (FE)
- ROW/ Utility Acquisition. & Relocation
- Stage 3 Design & Approval
- Cost Estimates
- Final Plan Package
- Mitigation
- Stakeholder Involvement

CONSTRUCTION (CO)
- Advertise
- Award contract
- Monitor Contract
- Stakeholder Involvement

PDP Project Paths

Path 1	Path 1 projects are defined as "simple" transportation improvements generated by traditional maintenance and preventative maintenance. They involve minor structure and roadway maintenance work with no ROW/utility impacts. These are typically NEPA exempt or CE Level 1 NEPA documents.
Path 2	Path 2 projects are also simple projects that may be similar in work type to Path 1- projects. They include minor structure and roadway work. Some examples may include: culvert and bridge replacement/reconstruction, resurfacing and addition of turn lanes/shoulders These jobs can involve non-complex ROW acquisition (strip takes, temporary easements, and or channel easements). These jobs are typically CE Level 1 documents.
Path 3	Path 3 projects involve a higher level of complexity than projects in Path 1 or 2. They include work such as: moderate roadway and structure work including, intersection and minor interchange upgrades, minor realignments, reconstruction, median widenings, etc. They can involve utility and ROW acquisition including relocations. These projects are usually CE Level 2 or higher level NEPA documents.
Path 4	Path 4 projects involve complex roadway and structure work that may add capacity. Path 4 projects typically have multiple alternatives. Projects may include highway widening, new alignments in suburban or rural settings, reconstruction, access management, complex bridge replacement and/or multiple intersection/ interchange alternatives. They may have substantial utility and/or ROW relocations/impacts. These are typically CE Level 3 or higher level NEPA documents.
Path 5	Path 5 projects have the highest complexity and typically add capacity. They involve projects like new capacity-adding alignments in complex urban centers, major highway widenings reconstructed interchange or new interchange. These projects will have substantial ROW relocations/impacts, complex utility issues, multiple alternatives and access management issues. These projects are typically higher level NEPA documents.