



## LEVEL-BY-LEVEL TYPICAL PROJECT DESCRIPTION

→ The following table describes common attributes of transportation impacts for each track, at each POP Level.

This allows the user to refine decisions about the most appropriate POP Level for a transportation impact. For example, a District Project Manager answered the construction worksheet questions to the best of her knowledge for an upcoming road widening project, and landed on a POP Score of 2.53. The worksheet automatically rounded up to a POP Level 3 but after reading the typical project description, the project manager feels like her project is less complicated and this description does not exactly fit. Because her POP Score fell almost half-way between a 2 and 3, she reads the POP Level 2 description and discovers that this more accurately describes her project and proceeds with a Level 2 recommendation.

While simple categorization of outreach need provides the benefit of being able to plan for and better manage multiple projects, project managers and teams should remember that public involvement and outreach is a dynamic process. Adjustments are often required over the life cycle of a project, with corresponding changes in approach, strategy and tasks. Given this, be aware that a project may move from level to level on the chart as it evolves from phase to phase, or even within a single project phase. You can never take the POP Worksheet too often. If it feels like your project has grown less or more complicated, redo the worksheet and see where you come out.

POP Level	Score	Typical Project Description
LEVEL 1	0 - 1	<p><b>The likelihood of political scrutiny is low, and few agencies must be coordinated with.</b> The project is likely to be brief in duration and confined to a smaller area. The public is likely to have little interest or be supportive of the proposed improvements, with little likelihood of controversy. Few if any direct impacts are expected to adjacent properties and the traveling public.</p> <ul style="list-style-type: none"> <li>→ <b>Environmental:</b> The project requires a minimal environmental document accomplished through a CatEx.</li> <li>→ <b>Corridor Plan:</b> This is a study with no intention of a subsequent NEPA phase. This is a low-use corridor with no anticipated change.</li> <li>→ <b>Non-Construction Roadway Impact:</b> Little to no impact to the traveling public with minimal political or public interest.</li> </ul>



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LEVEL 2	1.1 - 2	<p><b>Likelihood for political interest is low, and only a few agencies must be coordinated.</b> The project area is likely to be confined to a single city or section of a county. The project is either brief in duration with minor impacts to the traveling public and adjacent property owners, or is more lengthy in duration but with little to no impact. Historically, public interest is either low, or the public has been supportive of transportation projects. Care should be taken to reinforce the positive relationships that exist with various stakeholder groups.</p> <ul style="list-style-type: none"> <li>→ <b>Environmental:</b> The project is likely being accomplished through a CatEx level document.</li> <li>→ <b>Corridor Plan:</b> This is likely an update to an existing plan with no change to the Access Management Component. It may be a study in an area requiring some agency and/or stakeholder coordination.</li> <li>→ <b>Non-Construction Roadway Impact:</b> Minimal impact to the traveling public, with only minor political or public interest.</li> </ul>
LEVEL 3	2.1 - 3	<p><b>Political considerations are moderate, and the number of agencies requiring coordination begins to rise in this level.</b> The project may span more than one community and require other agency coordination. For roadway construction projects this is likely to last an entire construction season with moderate impacts to the traveling public and adjacent stakeholders. Given the longer project duration and the rising level of impact, potential for controversy also begins to rise. Public interest levels also increase, as well as the likelihood for Department or project detractors.</p> <ul style="list-style-type: none"> <li>→ <b>Environmental:</b> The project is likely being accomplished under a CatEx environmental document perhaps with supplemental technical support (i.e., a “complex” CatEx), though an EA is possible.</li> <li>→ <b>Corridor Plan:</b> This is likely an original plan without an access management component or update to an existing plan that includes an access management component.</li> <li>→ <b>Non-Construction Roadway Impact:</b> Moderate impact to the traveling public with moderate political and public interest.</li> </ul>



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<p style="text-align: center;">LEVEL <b>4</b></p>	<p style="text-align: center;">3.1 - 4</p>	<p><b>There is a high level of anticipated political interest and multiple agencies may require coordination by and with the project team.</b> The study/project scope likely covers multiple municipalities and a larger geographic region or is concentrated within an urban environment. For roadway construction projects, the project is likely to last one to two construction seasons and present significant delay and impact to the traveling public. The number of adjacent property impacts is significant or the impacts to a lesser number of adjacent properties are more severe at this level. Given the above factors, the likelihood of controversy is high and the public interest may be high and may be primarily negative.</p> <ul style="list-style-type: none"> <li>→ <b>Environmental:</b> This project is likely to require an EA but could be elevated to an EIS.</li> <li>→ <b>Corridor Plan:</b> This is likely an original plan without an access management component or update to an existing plan that includes an access management component.</li> <li>→ <b>Non-Construction Roadway Impact:</b> Major impact to the traveling public including temporary road closures, detours and two-lane highways reduced to one-lane. High level of political and public interest.</li> </ul>
<p style="text-align: center;">LEVEL <b>5</b></p>	<p style="text-align: center;">4.1 - 5</p>	<p><b>Political implications associated with this study or project are considerable, with policy-level decision makers taking personal interest in project outcomes.</b> Corresponding agency interest is also high, with many government, agencies and special interest groups needing coordination and involvement. The project scope is large, with an extensive project or study area, and duration is likely to span years rather than months. Impacts may be heavy and of a long duration, ranging from extensive right-of-way acquisitions to severe lane restrictions and delay. Again, the likelihood for controversy is high, given the high stakeholder interest and potential for negative Department perceptions.</p> <ul style="list-style-type: none"> <li>→ <b>Environmental:</b> The environmental rigor for a project requiring this level of public involvement and outreach is likely an EIS or a complex EA.</li> <li>→ <b>Corridor Plan:</b> This is likely an original plan with an access management component although other factors can push a plan update to this level as well.</li> <li>→ <b>Non-Construction Roadway Impact:</b> Severe impact to the traveling public including extended road closures, detours and two-lane highways reduced to one-lane. Involvement of political leaders and special interest group expected.</li> </ul>