

## NEPA/404 Agency Review Procedures - Project Study Team

Procedures for the participation of Federal, state, and local agencies at key decision-making points in the development of transportation projects were developed after the environmental impact studies for the Greenville Southwest study began. These procedures, which allow appropriate agencies to "have a say" earlier in the transportation development and environmental study process, are being incorporated into the study. The NCDOT and the agencies will review, evaluate, and reach "[concurrence](#)" on all major project decisions, which may result in a significant effect on the human and natural environments. These procedures involve providing more refined information to the agencies, and the public, earlier in the project development processes. This may mean more time is required to complete the study process, but it also means less time is required later, during the environmental permit application process, prior to construction.

Four concurrence points are needed from a "project team" of agencies before the project can move forward. The "**project study team**" is comprised of representatives from:

[US Army Corps of Engineers](#)

[US Environmental Protection Agency](#)

[US Fish and Wildlife Service](#)

[US National Marine Fisheries Service](#)

[NC Division of Marine Fisheries](#)

[NC State Historic Preservation Office](#)

[NC Wildlife Resources Commission](#)

[NC Division of Water Quality](#)

[Greenville Urban Area Metropolitan Planning Organization \(MPO\)](#)

[NCDOT](#)

### Concurrence Points

<b>Concurrence Point 1:</b>	The Purpose and Need for the project needed to be approved by the "project team" before this project could proceed. This concurrence point for the project was received in February 2001.
<b>Concurrence Point 2:</b>	After approval of the Purpose and Need, potential alternatives are determined. Field studies are conducted to determine the environmental, social, and economic impacts. The corridors are refined or eliminated to minimize negative impacts. Concurrence Point 2, Alternates Selected for Detailed Study, was obtained at a meeting held February 2005.
<b>Concurrence Point 2A:</b>	After Alternatives Selected for Detailed Study are chosen, decisions about bridge locations and approximate lengths of bridges are agreed upon by the project team.
<b>Concurrence Point 3:</b>	After the selection of Alternatives for detailed study is complete, detailed engineering and environmental studies are performed for each remaining corridor. Technical reports are published based on the findings of these studies, including the environmental document. The environmental document will be reviewed by the appropriate environmental and transportation agencies and comments will be provided. The public will be able to discuss and comment on the findings of these studies during the Pre-Hearing Open House and the Corridor Public Hearing. Selection of the Least Environmentally Damaging Practicable Alternative (LEDPA) will be based on these reports and public comments published in the Hearing Transcript.
<b>Concurrence Point 4A:</b>	The selected alternative (LEDPA) is further refined to ensure Avoidance and Minimization of Impacts. This must be achieved prior to the completion of the final environmental document. Following the approval of the final environmental document, the Record of Decision will be published.
<b>Concurrence Point 4B:</b>	The 30% complete hydraulic designs are reviewed by the project team. Decisions are made on hydraulic conveyances, stormwater design, need for ditches in wetlands and adherence to buffer rules.
<b>Concurrence Point 4C:</b>	The 100% complete hydraulic design and permit drawings are reviewed by the project team.