

Hello everyone. My name is Hope Gerstler and I am the National Transportation Liaison for the Coast Guard in the Office of Bridge Permitting and Policy.

I'd like to welcome everyone to today's Bridge Program Information Session.

Agenda



- General Overview
 - Bridge Program Roles and Responsibilities
 - Bridge Permitting Process
 - Post Permit Coordination
- Technical (detailed) Sessions
 - Navigation Impact Reports and Determinations -
 - Bridge Permit Application walk through "Admin and Navigation"
 - Bridge Permit Application walk through "Environmental"
 - Plan Sheet Overview
 - Project Timeline Development
 - Bridge Lighting
 - Drawbridge Regulations
 - Remote Bridge Operations
 - Construction
- Key Takeaways
- Q&A

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Today we will be starting off with a general overview. I'll talk about the bridge program and its responsibilities, and walk you through our permitting process touching on key elements of our Bridge Permit Application. I'll close out our general overview with post permit coordination such as bridge lighting and construction. We will then move on to our technical sessions, where we will go into more detail on Navigation Impact Reports and determinations. We will walk through our Bridge Permit Application Template covering our admin and navigation section as well as our environmental requirements. Next we will discuss our plan sheet requirements. We will talk about timeline development and where other cooperating agencies approvals or permits play a role in receiving a bridge permit. Finally, we'll circle back to some of our post-permit coordination activities and other Bridge Program missions, such as bridge lighting, draw bridge regulations, remote operations for drawbridges, and construction. We will end our information session today with some key takeaways of the permitting process and leave you with a set of best practices to consider when working with the Coast Guard on an application. We'll also have some time to discuss any questions and give an opportunity for you to provide feedback on your experience with bridge permitting. As we move throughout the presentations today, please feel free to add your questions to the Q&A feature.

Key Messages



Check with the Coast Guard to determine if a permit is required for your project if over a navigable waterway



Meet early with the Coast Guard to discuss application requirements



Use the Bridge Permit Application Guide, Application Template and plan sheet checklist on our website



Develop a project timeline that incorporates permits, reviews and authorizations from all applicable agencies



Complete the Navigation Impact Report prior to NEPA scoping so required clearances can be provided and inform alternatives



Communicate often with your District Bridge Office

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A few key messages for today: If you have a project over a waterway, check with the Coast Guard to see if a permit is needed. Some waterways, especially those far inland, may not appear navigable when they actually are.

Early on, meet with the appropriate Coast Guard District to discuss application requirements.

Please use the Bridge Program Application Guide, application template and the plan sheet checklist to build your application package. These documents are located on the Coast Guard Bridge Program public website.

Work with the Coast Guard District Bridge Office and others to collaboratively develop a project timeline. This timeline should include the permits, reviews, and authorizations required by all applicable agencies, not just the Coast Guard.

Prior to or in the early stages of NEPA scoping, compile navigation and waterway data into a Navigation Impact Report, when required, that will be used by the Coast Guard to determine required clearances. These clearances should then be used to develop and analyze alternatives.

Most importantly, communicate regularly with the appropriate District Bridge Office. Early and frequent engagement can prevent last minute headaches and mistakes.



The Coast Guard is divided into two geographic commands, the Atlantic Area and Pacific Area. The areas are further divided into nine district commands. The Atlantic area includes five districts commands. Because of the size, district 8 is split into two bridge offices with one located in New Orleans and the other located in St Louis. The Pacific area includes four district commands. In total, we have 53 employees split between 10 different offices.

Our Headquarters office is located in Washington DC and provides programmatic guidance to district bridge offices. For permit actions requiring Environmental Assessments and Environmental Impact Statements, Headquarters issues the bridge permit.

District bridge offices, also known as the DBO, do the bulk of the bridge permitting and administration work. They issue the bridge permit if the project is a Categorical Exclusion. District Bridge offices work with applicants and local stakeholders including state level departments of transportation. The district also monitors construction efforts and coordinate emergency response with appropriate Sector Command Centers. District Bridge Offices are also the first point of contact regarding any proposed changes to operating regulations for movable bridges.



Bridge Program Roles and Responsibilities

- Jurisdiction over 20,000 bridges across navigable waters established by:
 - Bridge Act of 1894, 33 U.S.C. § 499
 - Section 9 of the Rivers and Harbors Appropriations Act of March 3, 1899, as amended, 33 U.S.C. § 401
 - The Act of March 23, 1906, as amended, 33 U.S.C. § 491
 - The General Bridge Act of 1946, as amended, 33 U.S.C. § 525
 - The International Bridge Act of 1972, 33 U.S.C. § 535
- 33 CFR part 2.36
 - Territorial Seas of the United States
 - Internal waters of the United States subject to tidal influence
 - Non-tidal waters that have or could be used as highways for interstate or foreign commerce

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The bridge program has jurisdiction over more than 20,000 bridges across navigable waters as established by the following Acts:

- Bridge Act of 1894, 33 U.S.C. § 499
 - Section 9 of the Rivers and Harbors Appropriations Act of March 3, 1899, as amended, 33 U.S.C. § 401
 - The Act of March 23, 1906, as amended, 33 U.S.C. § 491
 - The General Bridge Act of 1946, as amended, 33 U.S.C. § 525
 - The International Bridge Act of 1972, 33 U.S.C. § 535
- Section 9 of the Rivers and Harbors Act of 1899, the General Bridge Act of 1946 and the Act of March 23, 1906, as amended.

As I mentioned on our key messages slide, you want to check with the Coast Guard to determine whether a permit is required for your bridge across a navigable waterway. Navigable waters of the United States for Coast Guard bridge permitting purposes are defined by 33 CFR part 2.36 as [(a) Territorial Seas of the United States; (b) Internal waters of the United States subject to tidal influence; and (c) internal waters of the United States not subject to tidal influence that either have or could be used as highways for substantial interstate or foreign commerce or could be improved to do so at a reasonable cost.

Bridge Program Roles and Responsibilities

- Provides for the safe and reasonably unobstructed passage of vessels under bridges
- Conducts or oversees bridge permitting, drawbridge operations, construction monitoring, bridge lighting and alteration of unreasonably obstructive bridges



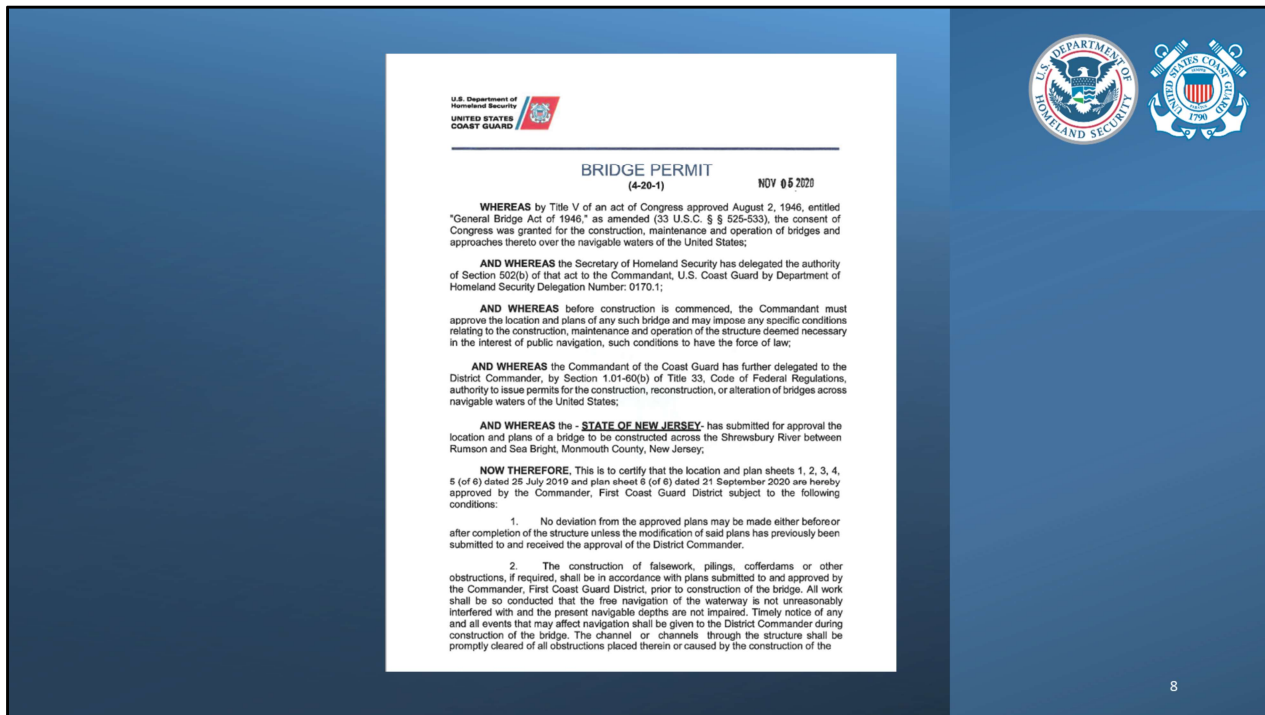
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Coast Guard's policy is to ensure that bridges crossing navigable waters of the U.S. do not obstruct the reasonable needs of navigation including during rehabilitation, repair, maintenance, and construction activities. The Coast Guard monitors bridges to ensure bridge lighting, temporary structures, clearance gauges, and bridge protective systems are also in compliance. The Coast Guard is also responsible for permitting bridges, prescribing drawbridge operating schedules and managing the alteration of unreasonable obstructive bridges. The focus of this specific information session will mostly be on permitting.



Bridge Permitting Process

Now I'm going to introduce you to our permitting process and highlight the applicant's responsibilities.



This is the first page of a bridge permit—the end goal of the Coast Guard bridge permitting process. It authorizes an applicant to construct or modify a bridge over a navigable waterway. Any individual, partnership, corporation, or local, state or federal legislative body planning to construct or modify a bridge must apply for a bridge permit. This includes all temporary bridges used for construction access or traffic detour.

Most repairs do not require a bridge permit from the Coast Guard unless the repair affects the approved navigation clearances or approved configuration of the bridge. Temporary repairs or replacement of severely deteriorated or damaged bridges or construction of new temporary bridges to meet emergency land transportation requirements may be authorized without a Coast Guard bridge permit. This authorization is limited to the minimum period of time required for the bridge to return to normal operation. Permanent retention of any temporary bridge, or construction of a new permanent bridge, will be subject to a Coast Guard bridge permit.

Bridge Permitting Process: Responsibilities of the Applicant



- Meet early with the CG to determine if your bridge project requires a permit
- Request that the CG walk you through application requirements documented in the BPAG
- Submit a project initiation request
- Provide Navigation Data to the CG in the form of a Navigation Impact Report
- Obtain a Preliminary Navigation Clearance Determination (PNCD) from the CG

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So, what are the applicant's responsibilities to obtain a bridge permit? First, reach out to the district bridge office to confirm the waterway is navigable and that a bridge permit is necessary. The District Bridge Office will review the Bridge Program Application Guide and discuss application requirements as they relate to your specific project. If the project requires a bridge permit, the applicant then submits a project initiation request as outlined in the application guide.

Next, you compile navigation data and create a navigation impact report. Your DBO will work with you on what's required in this report. The Coast Guard will use the data in the Navigation Impact Report to develop and issue a Preliminary Navigation Clearance Determination. This provides the minimum horizontal and vertical clearances required for proposed permanent and temporary bridges to support maritime commerce. These clearance requirements should be determined during the NEPA scoping process and are used to inform NEPA alternatives when selecting a preferred alternative for the project.

Bridge Permitting Process: Responsibilities of the Applicant



- Submit application and supporting materials to the CG
- Provide sufficient documents to the CG to support publishing a Public Notice
- Ensure that all documents provided to the CG meet BPAG requirements. If so, you will receive a statement from the CG that your application is complete
- Await a permit decision from the CG

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When sufficient information is available regarding the proposed bridge replacement, construction or modification, submit the application to the Coast Guard. This is the initial application and may not include all required information, but has enough to cover the basics and start the process. Information should continue to be provided by the applicant. Once sufficient information is received that addresses navigation and environmental issues, the Coast Guard will release a public notice seeking comment on the project. The comment period typically lasts for 30 days. A public notice may also be released to gather navigation-related information from waterway users and stakeholders. The Coast Guard will provide notification that an application is deemed complete when all required application materials have been received. This includes everything listed in the Coast Guard Bridge Permit Application Guide including, but not limited to suitable plan sheets, NEPA documentation, Water Quality Certification, Coastal Zone Management Consistency determinations, Endangered Species Act and Section 106 consultations, and other applicable requirements.

The final step, receiving a Coast Guard permit decision, is typically provided within 90 days of deeming the application complete. There are a lot of moving parts to issuing a bridge permit and each step is dependent on another—early and regular communication with the Coast Guard is key for success.



Overview of the Bridge Permitting Application Guide (BPAG)

Before we begin the overview of our Bridge Permitting Application Guide, we will take a moment to address any questions that may have been submitted into the q&a feature and please submit any additional questions you may have.

Now I'm going to provide an overview of our Bridge Permit Application Guide, which lays out all of the requirements needed for a complete bridge permit.

In 2016, we developed the Bridge Permit Application Guide to assist applicants through the bridge permitting process. This document lays out all of the requirements and is continuously updated. It is to be used with the Bridge Permit application template, which is a fillable word-based document. You can find both of these resources on our public bridge website by googling the search terms: Coast Guard Bridge Permit. The screen on the left is what should come up. On the public website, you will also find other documents including the plan sheet job aid, which we will go into detail on in our technical session, you will find a glossary of bridge terms, the 144c permit exemption decision tool which can be used when there are title 23 funds involved with a project. If you have any questions specifically about 144c, please take my contact information at the end and we can provide a separate session on 144c. If you are unsure of who your district bridge manager is, you will also find their contact information here as well.

Navigation Impact Report (NIR)

- Required by the Coast Guard/DOT MOU for all DOT funded projects, highly encouraged for all other projects
- Developed by the applicant and serves to inform the District Bridge Office's navigation evaluation and preliminary/final navigational determination
- Examines historic, present and prospective future navigation on the waterway
- Helps determine if proposed bridge will unreasonably obstruct navigation.



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The Navigation Impact Report, or also referred to as the NIR, is required by a Memorandum of Understanding between the Coast Guard and the Department of Transportation for DOT funded projects. It is also highly encouraged for all other projects to facilitate the permit application process. Appendix A of the BPAG outlines the waterway data content typically included in the NIR. Due to the unique nature of each project, the specific format and content of the NIR is at the discretion of the local Coast Guard District Bridge Office. They will identify for the applicant what details must be included in the document. The NIR is developed by the applicant or their contractor, not the Coast Guard. It documents past, present, and future waterway users and stakeholders—such as those who navigate or support navigation on the waterway. The report serves as the basis for the District Bridge Office's navigational evaluation and preliminary navigation clearance determination. The NIR is needed shortly after project initiation and helps to make the case that the proposed bridge will not unreasonably obstruct navigation. Because each bridge project is different, and the Coast Guard has greater navigational data needs for some waterways compared to others, there is no standard template for these reports.

Appendix A of the Bridge Program Application Guide



- Physical Characteristics of the waterway
- Vessel Types, including their air draft
- Vessel Traffic/activity at proposed bridge site
- Navigation channel information
- Existing commercial and recreational users
- Impacts to vessel owner ability to transit waterway if bridge is built
- Bridges upstream and downstream from proposed site

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You can find a full list of the waterway data requirements in Appendix A of the BPAG. The same list of required information is also at the end of the Applicant Template.

Here are just a few examples of the types of data we are looking for:

physical characteristics of the waterway,

vessel types and their air draft (or the clearance needed between the water and bridge bottom),

vessel activity at the proposed bridge site,

navigation channel information,

existing commercial and recreational users,

impacts to vessel owner ability to transit waterway if bridge is built,

bridges and other over-water structures upstream and downstream from proposed bridge site

If the project is over a federally maintained waterway, please speak with the Army Corps. They often have information on waterway improvement projects that should be included in the NIR.

Navigation Impact Report – Not Required



- The District Bridge Office (DBO) already has the required information for that waterway
- A bridge permit has recently been issued for a bridge in the vicinity of the proposed bridge project
- The proposed project is between two existing bridges with similar clearances
- Modification or replacement with similar clearances as the existing bridge with no waterway usage changes that warrant a NIR

Note: Only the DBO determines if a previous navigation evaluations are sufficient for current use

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There are a few occasions where an NIR might not be needed such as when the Coast Guard already has enough waterway usage data due to other bridge projects on the waterway. Or if the proposed bridge is a modification or replacement and maintains the same clearances as the existing bridge. Only the District Bridge Office determines if previous navigation evaluations are sufficient for current use.

Preliminary Navigation Clearance Determination

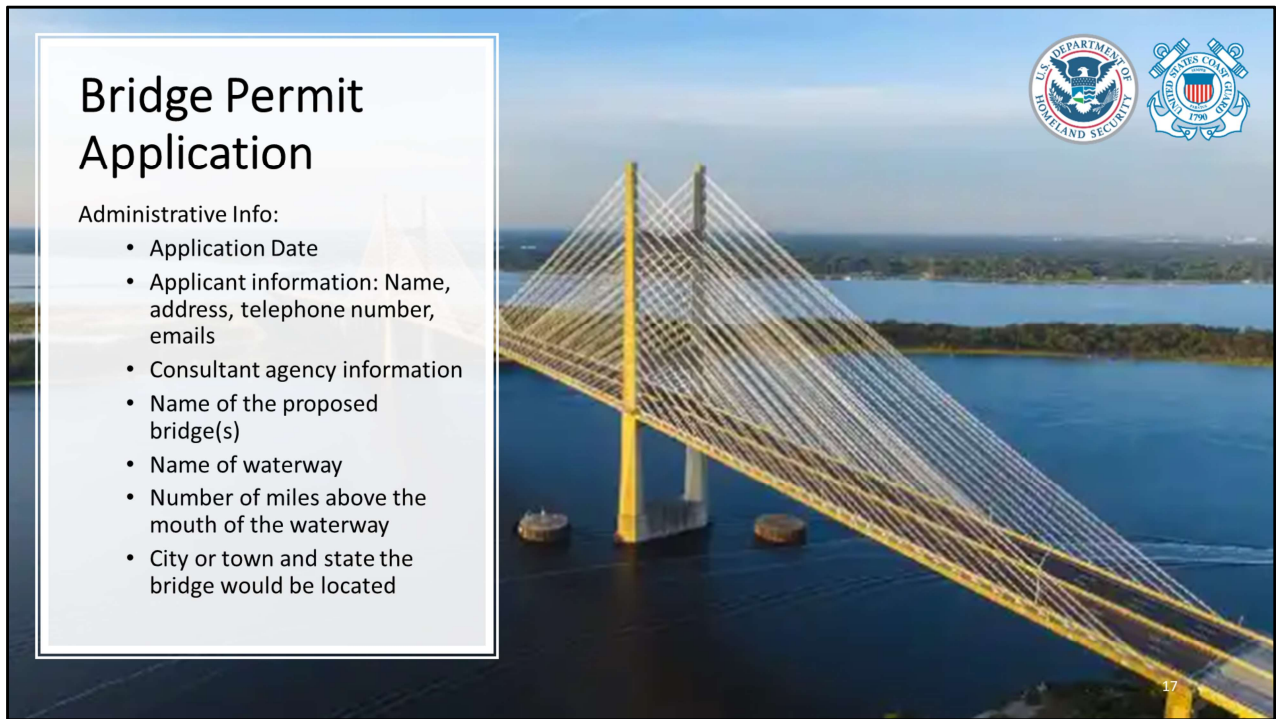


- District Bridge Office (DBO) reviews the NIR, conducts a navigation evaluation, then issues a Preliminary Navigation Clearance Determination (PNCD)
- Defines the minimum clearances favorable to meet the reasonable needs of navigation
- Used by the applicant in the development of the NEPA alternatives
- PNCD is valid for 3 years

The permit and approved plan sheets serve as the Final Navigation Clearance Determination.

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After the District Bridge Office has received and reviewed the NIR, the district will conduct a navigation evaluation. The evaluation is the analysis of the project's impact on waterway users. Once complete, the district will then develop a preliminary navigation clearance determination. This defines the horizontal and vertical clearances that have a high likelihood of being permitted. These clearances are then used by the contractor/applicant in the development of NEPA alternatives. It's imperative that you complete this step in conjunction with NEPA scoping and prior to developing alternatives for analysis. The PNCD is valid for 3 years. The the permit and plan sheets serve as the final Navigation Clearance Determination.



The image shows an aerial view of a cable-stayed bridge with two yellow towers and numerous white cables. The bridge spans a wide body of water. In the top right corner, there are two circular logos: the U.S. Department of Homeland Security logo and the U.S. Coast Guard logo. The U.S. Coast Guard logo includes the year 1790.

Bridge Permit Application

Administrative Info:

- Application Date
- Applicant information: Name, address, telephone number, emails
- Consultant agency information
- Name of the proposed bridge(s)
- Name of waterway
- Number of miles above the mouth of the waterway
- City or town and state the bridge would be located

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let's talk about the Bridge Permit Application itself. As mentioned before, the template can be downloaded from the BRG website. The application captures information about the project that we need to make a permit decision. It first asks for administrative information including: submission date, Applicant contact information such as name, address and phone numbers, consultant agency information. Then it goes on to request the name of the proposed bridge, name of the waterway, mile point and the city or town and state the bridge would be located.

Bridge Permit Application



- Brief description of the project to include type of bridge(s) proposed
- Applicable drawbridge regulation, if any
- Date and number of plan sheets
- Project cost and source of funding
- Proposed timeline
- Other Federal actions
- Right to build
- Proposed and any temporary dimensions – vertical/horizontal clearance, length overall, out-to-out width
- Existing bridge info – name, type, location, dimensions, owner
- Construction methodology, maintenance of land traffic, removal extent and demolition method

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Next, we ask for a description of what the bridge project entails—is it new construction, a replacement, or modification, what type of bridge it is such as movable or fixed, and what it is for—a roadway, train, pedestrian, is it highway, a pipeline, railroad or zip-line? A few other things you’ll describe or identify include any governing drawbridge regulations, the number and date of the plan sheets, how much the project costs and where the funding comes from, the timeline, other Federal actions, and the right to build, which is a particularly important issue for private bridges. We ask if there are any temporary bridges or work platforms, and we ask information on the existing bridge such as—what the primary dimensions for the horizontal and vertical clearance, overall length, and out-to-out width. Please describe the planned construction and demolition methodology, as well as the maintenance of land traffic.



I'd like to take a moment here to address any questions in the q&a.

The next big topic documented in the permit application is Environmental Compliance and we'll start with the National Environmental Policy Act.

National Environmental Policy Act

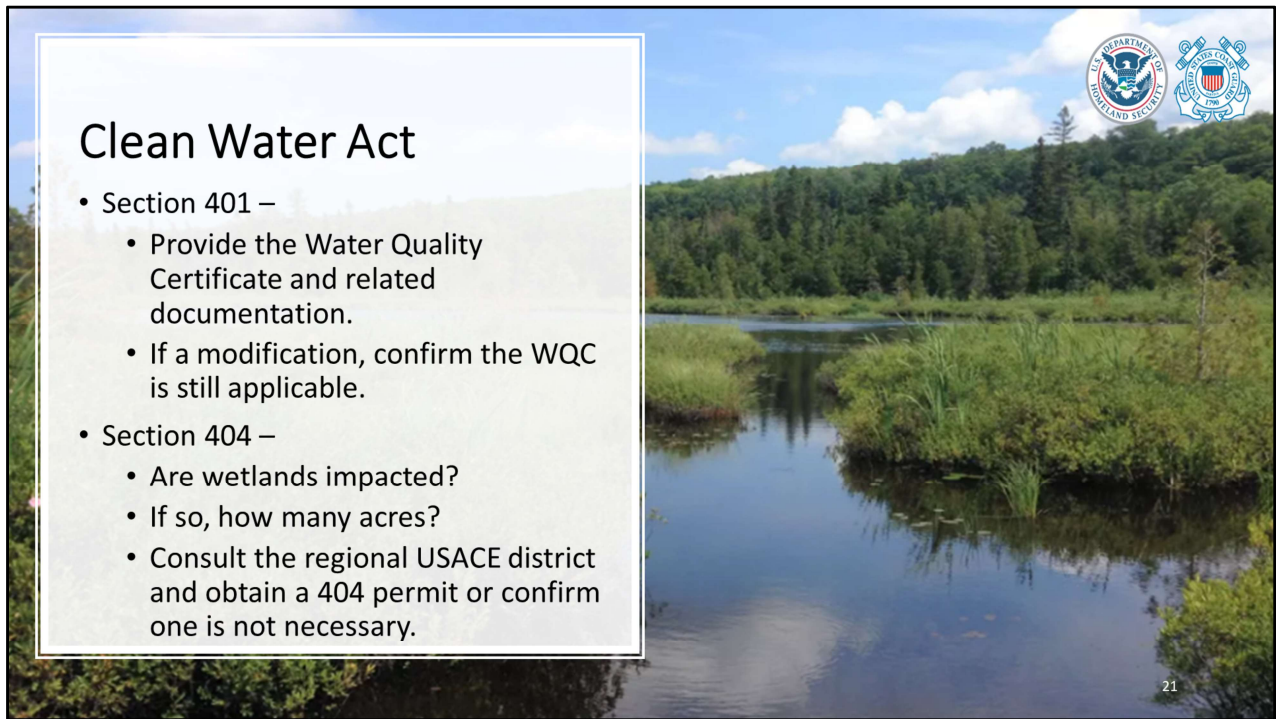


- Who is the lead Federal agency for NEPA?
- Who are cooperating agencies?
- What is the level of NEPA documentation—CE, EA/FONSI, or EIS/ROD?
- What are the date(s) of NEPA documentation and have they been modified?

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The issuance of a bridge permit is a federal action and triggers NEPA. To confirm compliance, we need documentation on who the lead Federal agency is, any cooperating agencies, the level of NEPA – is it a CE and EA or an EIS? We request the date of the NEPA documents and if they’ve been modified. Typically for bridge projects, the Coast Guard acts as a cooperating agency however there are some cases when we do take the lead agency role. It’s important to start working with the Coast Guard and other agencies early in the NEPA scoping process. The more complex or large the project, the more important early engagement is and it would be valuable to develop a Coordinated Project Plan. Such engagement and plan development fosters more efficient interagency coordination, understanding of dependencies, and alignment of timelines. Earlier in the application we asked about other Federal actions because a bridge permit application isn’t complete until other actions are complete. A complete application depends on those other licenses and/or permits.

Over the next few slides I will discuss a few environmental control laws we comply with and later in the technical sessions, Jim will cover the environmental section of our application template in detail.



Clean Water Act

- Section 401 –
 - Provide the Water Quality Certificate and related documentation.
 - If a modification, confirm the WQC is still applicable.
- Section 404 –
 - Are wetlands impacted?
 - If so, how many acres?
 - Consult the regional USACE district and obtain a 404 permit or confirm one is not necessary.

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To comply with section 401 of the Clean Water Act, the applicant must apply to the applicable certifying authority and either obtain a water quality certificate, a waiver, or confirmation that a WQC is not necessary. Please note that for bridges between two states, two WQCs may be necessary. Ensure the WQC covers the scope of the project. If the WQC is granted under a nationwide permit, include the date of the nationwide permit and type of NWP in your application.

When wetlands are affected by a bridge project, the applicant is responsible for obtaining a CWA Section 404 permit from the USACE. The USACE may issue an individual or nationwide section 404 permit. Section 404 is not always applicable, but when there is a potential to impact wetlands, the applicant must comply with the provisions of section 404.

Coastal Zone Management Act

- Is the bridge within an area with a Federally approved CZM plan?
- If not excluded from the state's plan, include the state's CZM concurrence with the applicant's consistency determination.
- Not required for every state.



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Many coastal states have an approved Coastal Zone Management Act Plan. When the bridge is located within an area covered by a CZM plan, consult the applicable state office to confirm compliance and receive a consistency certification. Some bridge activities may be excluded depending on the state's plan.

Endangered Species Act

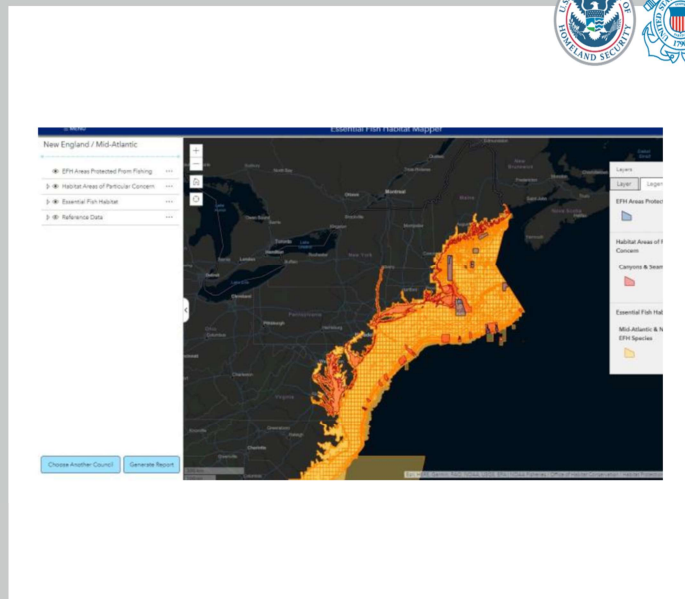
- The applicant conducts consultation with USFWS and NMFS and prepares a Biological Assessment if necessary
- Provide documentation including:
 - Informal and formal consultations
 - Biological Assessment (BA)
 - Biological Opinion (BO)



Most bridge projects will be located within a critical habitat or impact a protected species under the Endangered Species Act. The Coast Guard requires compliance with the act. ESA documentation must be provided as part of your application. Such documentation typically includes informal consultation conducted by email, formal consultation correspondence, and any biological assessments or opinions. If the Services (National Marine Fisheries Service or Fish and Wildlife Service) concur that the bridge project is not likely to adversely affect listed species or that a species is not likely to be present, no further consultation is necessary. If protected resources might be present in the proposed project area, greater consultation and documentation in the form of a biological assessment may be necessary. If a biological assessment is needed, please include the BA in your application. If the project is highly likely to have an adverse impact to a species present, formal consultation would be conducted and a biological opinion provided by the Services.

Magnuson-Stevens Fishery Conservation and Management Act

- Provide the EFH assessment, impacted species list, relevant correspondence with NMFS, and any proposed mitigation
- NMFS often addresses EFH in ESA correspondence



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If the project is likely to affect designed essential fish habitats, provide your assessment, the tools you used, as well as any correspondence with NMFS. Your assessment should include the list of impacted species, including an analysis of the effects of the bridge project on EFH, the managed species and associated species by life-history state, NMFS's view regarding the effects on EFH and all proposed applicable mitigation. Often as a matter of efficiency, NMFS will address EFH in their correspondence related to the Endangered Species Act.

Section 106 – National Historic Preservation Act

- All projects will require some form of section 106 consultation
- Include correspondence with the State Historic Preservation Office and the Tribal Historic Preservation Office(s), as applicable
- Provide any Programmatic Agreement or MOA developed



Section 106 of the National Historic Preservation Act of 1966 requires federal agencies take into account the effects of their undertaking on sites listed in the National Register of Historic Places. This includes submerged abandoned shipwrecks. This is separate, but concurrent to the NEPA process. It starts with determining the area of potential effect and contacting the State Historic Preservation Officer and interested Tribal Historic Preservation Officers. Include documentation of NHPA consultation. The applicant should also involve and gather information from other such as local governments, historical organizations, and tribes. Consider the requests of individuals and organizations to participate as consulting parties. If a Programmatic Agreement or MOA is developed, include it as part of your application.

Other Environmental Control Laws

- Floodplains Management Act
- Environmental Effects Abroad
- Coastal Barrier Resources Act
- Land and Water Conservation Fund Act
- National Marine Sanctuaries Act
- Environmental Effects Abroad
- Wild and Scenic Rivers
- Marine Protected Areas
- Fish and Wildlife Coordination Act
- Marine Mammal Protection Act
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act
- Invasive Species
- Clean Air Act
- Environmental Justice
- CERCLA and RCRA



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As I mentioned earlier, those were just a few examples of environmental control laws. Here is a list of others that must be addressed in the application. Some of these topics may be not applicable and you can note so in the application.



Alright, plan sheet overview. Let's talk plan sheets

Where do the plan sheet requirements come from?



- 33 CFR 115.50
 - Title 33 – Navigation and Navigable waters
 - Chapter I – Coast Guard, Department of Homeland Security
 - Subchapter J – Bridges
 - Part 115 – Bridge Locations and Clearances, Administrative Procedures
 - 115.50 – Application for bridges
- [33 CFR § 115.50 - Application for bridge permits. | CFR | US Law | LII / Legal Information Institute \(cornell.edu\)](#)

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So where do our plan sheet requirements come from? They come from 33 CFR part 115.50. This is where the bridge permitting application process is codified. The purpose of the plan sheets is to schematically document the characteristics of the bridge that are approved by the permit. We have compiled and further interpreted the requirements in a plan sheet checklist that is posted on the BRG website.

Plan Sheet Job Aid



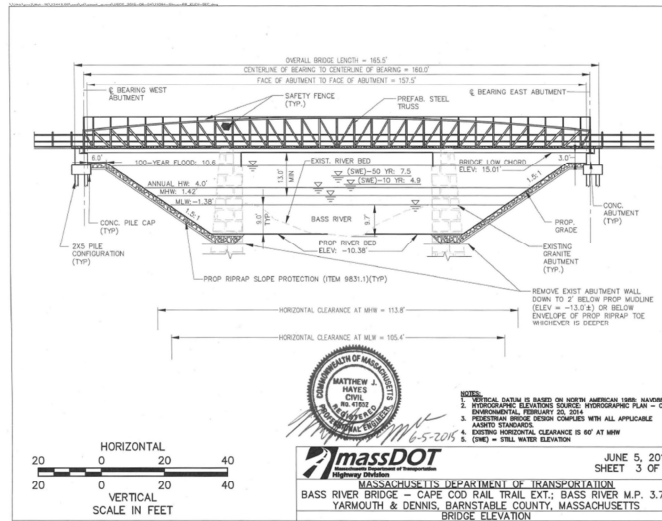
- Plan Sheet Job Aid Template
- Provide plans as standard 8 ½ X 11 size
- Provide the least amount of plan sheets as possible.
- Plan sheets should be written so that the general public can understand them
- All plan sheets must bear the date and signature of a professional engineer for final permitting.
- All navigation lighting plans should be submitted separately from the bridge permitting plans.

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That checklist, referred to as the plan sheet job aid, is available as a fillable template for download from our bridge program website. It can also be provided to you by the district bridge office. Our job aid template is a more up to date list of requirements than what's found in the BPAG. Plan sheets should be provided electronically in standard 8.5 x 11 size and provide the least amount of plan sheets possible. Plan sheets should be written so the general public can understand them. Plain language that everyone can understand. Plan sheets are not blue prints. For final permitting, all plan sheets must bear the date and signature of a professional engineer. Please submit all navigation lighting plans separately from bridge permitting plans.



Plan Sheets



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Here is an example of what we are looking for with it comes to plan sheets. As you can see here, this sheet shows the navigational clearances above the appropriate water surface elevations and the 100-year flood elevation. You can see the graphic bar scale and the title block showing sheet 3 of 4. These are just a few things listed on our plan sheet job aid, and Allen will dig deeper into plan sheets as well as the job aid later on today.

Design Build



Once a project is considered for design-build, the Coast Guard should be contacted to be part of the planning/scoping and project development process



Coast Guard bridge permit requirements should be documented in the RFP



Changes to design and NEPA documentation should be shared with your local District Bridge Office as early as practicable



Frequent communication with your local DBO can mitigate permitting issues down the line

And when it comes to plan sheets and design build, once a project is considered for design build, reach out to your local district bridge office. The Coast Guard's bridge permit requirements and navigation requirements should be documented in the request for proposal. The reason we are requesting this is to make sure we involved from cradle to grave. We want for contractors bidding on these proposals to be aware of the Coast Guard's permit requirements, including our navigational clearances for plan sheets. Changes to design and nepa documentation should be shared with the DBO as soon as possible.

What is a Complete Bridge Permit Application?



All the documentation listed in the BPAG provided to the District Bridge Office.

Including, but not limited to:

- Filled in application template
- Final NEPA documents
- Completed consultations (MMPA, Migratory Bird, ESA, CZMA, NHPA, etc.)
- USACE final permit(s)/permissions (Section 404, Section 10, 408)
- WQC or waiver issued by certifying authority
- Coast Guard approved plan sheets stamped and dated by a professional engineer

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With that we covered the important parts of a bridge permit application and I want to highlight that an application is considered complete if all the BPAG required materials have all been provided including a completed application template, all NEPA documentation, other required environmental documentation and consultations, and suitable plan sheets. Once the application is deemed complete, a permit decision will likely be made within 90 days. The signed permit and approved plan sheets will be provided to you by the District Bridge Office.



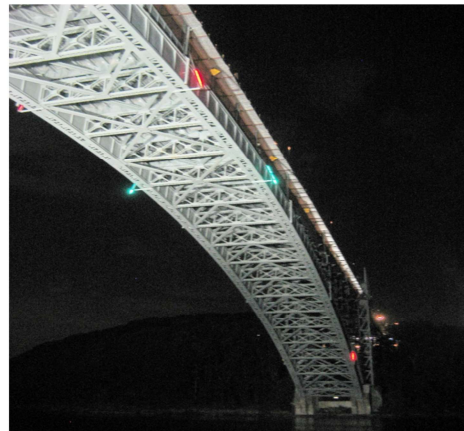
Post-Permit Coordination

Now we will talk about topics that usually follow the permit process

Bridge Lighting



- Coast Guard has authority to ensure that all bridges are properly marked and lighted to facilitate safe passage of vessels
- Decorative lighting cannot interfere or obstruct the display or visibility of navigation lighting



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The CG also has the authority, that all bridges, that are required to do so, are properly marked and lighted to facilitate safe passage of vessels

Prior to installation of any decorative lighting on a bridge, coordinate with your local District Office.

Decorative lighting or any of its appurtenance's cannot interfere or obstruct the display or visibility of the required navigational lighting or extend into vertical or horizontal clearances of the bridge navigation opening. We will briefly be discussing bridge lighting in the technical sessions.

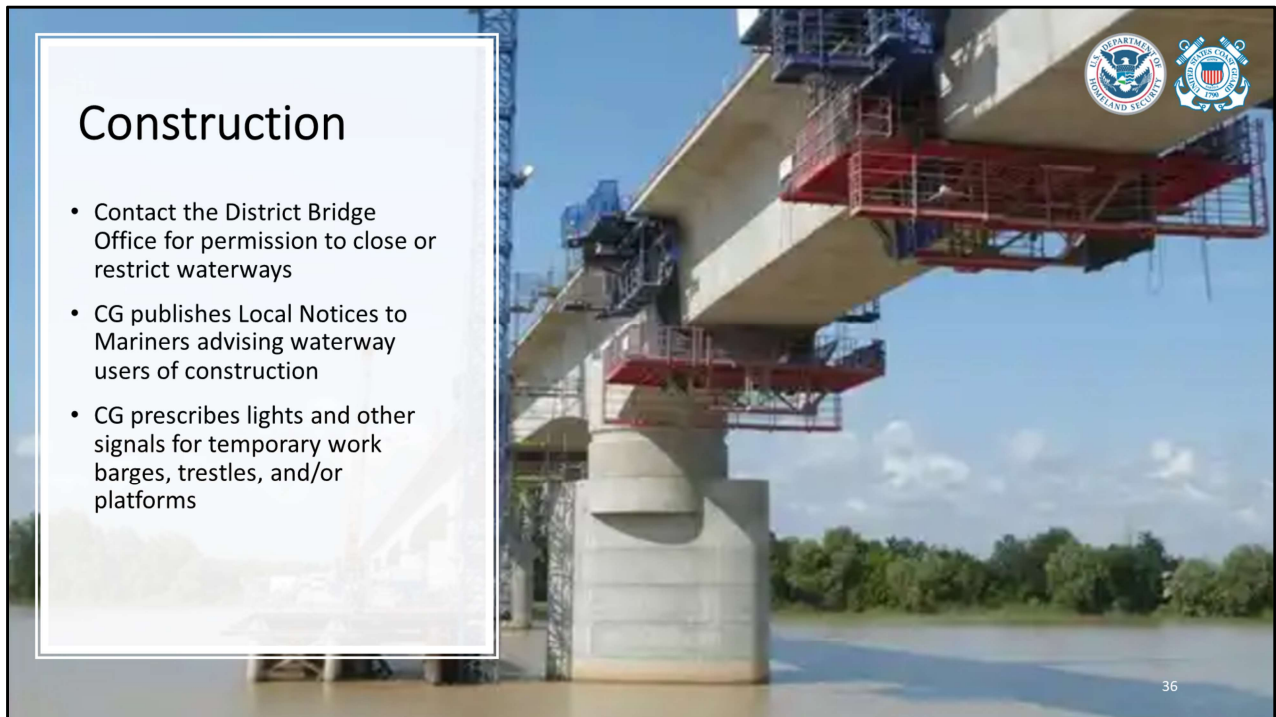
Remote Bridge Operations

- Bridge owners desiring to operate movable bridges remotely require USCG approval per 33 CFR 117.42
- Requests must be submitted to the DBO. If a request is approved, a description of the full operation of the remotely operated drawbridge will be added to subpart B of 33 CFR 117.



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If you would like to operate movable bridges remotely, please reach out to the local district bridge office. Approval from the Coast Guard is required per 33 CFR 117.42. If a request is approved, a description of the full operation of the remotely operated drawbridge will be added to subpart B of 33 CFR 117. Chris will be talking about this later on as well



Construction

- Contact the District Bridge Office for permission to close or restrict waterways
- CG publishes Local Notices to Mariners advising waterway users of construction
- CG prescribes lights and other signals for temporary work barges, trestles, and/or platforms

The Coast Guard, including the District Bridge Office and local Sectors, monitors bridge construction and its impact on maritime traffic to ensure navigation channels remain open. If your project includes a waterside construction component or requires waterway closures or restrictions, contact the District Bridge Office who will help coordinate Captain of the Port permission for such activities. The local district bridge office will also publish bridge construction information in the local notice mariners. These notices will advise mariners of the type of construction, location, mile marker, the dates of construction and any waterway closures. Those doing construction need to work with the district bridge office to coordinate waterway restrictions, any temporary lighting requirements, and closures of the waterway due to construction.



If you have a question that you did not submit in advance or during the presentation, feel free to ask them now.