



Hello. My name is Jamie Scholzen and I'm in the Coast Guard Bridge Program Permit and Policy Division. The purpose of this presentation is to walk through the Bridge Permit Application Template. I'll start and cover the administrative and navigation sections. Then Jim Moore will cover the environmental section. Here we go.

BRIDGE PERMIT APPLICATION WALKTHROUGH

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BRIDGE PERMIT APPLICATION WALKTHROUGH

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- LAWS & REGULATIONS
- BRIDGE PERMITS**
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- RADIOTELEPHONES
- BRIDGE LIGHTING MANUAL
- PUBLIC NOTICES
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Bridge Permits

The following has been prepared to assist Federal, State and local agencies, as well as members of the general public, when applying for a Coast Guard permit to construct a new bridge or causeway, or reconstruct or modify an existing bridge or causeway, across the navigable waters of the United States.

- Coast Guard Bridge Permitting
- Bridge Permit Application Guide (BPAG)
- BPAG Applicant Template**
- Plan Sheet Job Aid
- Permit Exemption Decision Tool (23 USC § 144(c)(2))
- 2015 Red Book: Synchronizing Environmental Reviews for Transportation and Other Infrastructure Projects
- MOU between USCG, FHWA, FTA, FRA to Coordinate and Improve Bridge Planning and Permitting
- MOA between USCG and FHWA to Coordinate and Improve Bridge Planning and Permitting
- Glossary of Bridge Terms

Visit the E-Reading Room for Coast Guard Lead Projects and other posted documents

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/>

The application template can be found on the Coast Guard Office of Bridge Program’s website. To find the site, use the search terms Coast Guard Bridge Permit. The first result should lead you to what you see here. Next scroll down to the BPAG Applicant Template. BPAG stands for the Bridge Program Application Guide, which is a document that governs the overall bridge permitting process. The BPAG Applicant Template hyperlink should take you to a fillable word document. Save the template document to someplace memorable. As a best practice, we recommend starting cases with a newly downloaded template.



Coast Guard Permit Application Template (3/17)

This template has been developed to be used in conjunction with the Coast Guard Bridge Permit Application Guide (BPAG), COMDTPUB P16591.3(series), to complete the application material required by Section 3 of the BPAG for an application for a Coast Guard bridge permit or permit amendment. It is permissible to copy and paste this template onto letterhead before submitting to the Coast Guard. Please do not delete any language from the template. Double clicking on a box allows you to check/uncheck it.

Salutation (i.e. Dear Sir/Ma'am):

Application is hereby made for a Coast Guard bridge permit (or permit amendment).

A. ADMINISTRATIVE AND NAVIGATION INFORMATION

1. Application Date:
 - a. Applicant information:
 - 1) Name:
 - 2) Address:
 - 3) Telephone number:
 - 4) Email address:

3

This is the beginning of what you will see when you open the BPAG Applicant Template or what we refer to as the application. The template covers our application requirements as set forth in the Bridge Permit Application Guide. It is the primary means for providing us, the Coast Guard, the information we need to support a Coast Guard bridge permit decision.

This is a straight forward word template and we ask that you simply add to the document. Please do not delete any sections, rather for those sections that do not apply, mark them as non-applicable or N/A. If you happen to delete a section that turns out to be necessary or don't provide sufficient detail, well, that will likely result in the need for back and forth correspondence that could delay the permit decision. After completing the application template, feel free to convert it to a .pdf file. Then, please return it to the District Bridge Office via email, ideally with a cover letter and associated support documentation that is logically named and numbered to match the enclosures referenced within the application. If you have support documents that are too large to email, contact the district bridge office for an alternate means of transmission. They can coordinate large file transfer via the DOD SAFE or Intelink SAFE.



A. ADMINISTRATIVE AND NAVIGATION INFORMATION

1. Application Date: 10 May 2022
 - a. Applicant information: *[An answer is not always needed after each colon. Often, more specific information is requested below. Duplication of the same information in the same section is not necessary.]*
 - 1) Name: State Department of Transportation, Imma Lead
 - 2) Address: 1234 Someplace Street, Smalltown, US, 11111
 - 3) Telephone number: 202-555-1234
 - 4) Email address: mail@server.gov
 - b. Consultant/Agent information (if employed):
 - 1) Name (company or individual): Support Consultants, Inc., R. D. Best
 - 2) Address: 456 Terrace Way, Bigtown, US, 22222
 - 3) Telephone number: 212-555-4321
 - 4) Email address: email@supportconsultants.com
 - 5) Letter authorizing a consultant/agent to obtain permits on behalf of the applicant included: Yes No *[Provide an authorizing letter, if the consultant will be acting on behalf of the applicant. Electronic documentation is preferred.]*

4

Just like you might for a bridge project, I've pulled a template from the Bridge Program Permits website and have filled it out with representative, yet predominantly fictitious information. Each bridge case is unique and I'm sure you can appreciate that there isn't any one bridge scenario that is representative of all possibilities. The information I added is in red and sometimes I included a couple different variations. When you fill out this information, it is helpful, but not necessary to use a different colored font. I do, however, recommend providing more detail rather than less.

So moving into the template... we start with the administrative bits and bobs—please date the application.

Of the standard who, what, when, where, why, and how questions, we will start with the who. Fill in who the applicant is, including the lead person's name and contact information. We understand that bridge projects can span years—let us know if the POC changes and we'll add the new information to the case's admin record.

If there is a consultant working on behalf of the bridge permit applicant, provide that information next. And please include a letter (electronic preferred) that authorizes the consultant to work on behalf of the applicant. To put an X in the box, double click on the box and then select "checked".



- c. Name of Proposed Bridge(s): **Honorary Person Bridge and/or US15/SR73**
- 1) Name of the waterway that the bridge(s) would cross: **Some River or Ye Ole Bay**
 - 2) Number of miles above the mouth of the waterway where the bridge(s) would be located and provide latitude and longitude coordinates (degree/minute/second) at centerline of navigation channel (contact the local Coast Guard Bridge Office for guidance): **3.33 [in statute miles], DD° MM' SS"N, DD° MM' SS"W**
 - 3) City or town, county/parish, and state where the bridge(s) would be located at, near, or between: **Between This City, County, ST and That Town, County, ST**
[use "at" when it is in one city/town; use "near" to name the nearest city/town; use "between" when it goes between two municipalities.]
 - 4) Brief description of project to include type of bridge(s) proposed [fixed or movable (drawbridge, bascule, vertical lift, swing span, pontoon), highway, railway, pedestrian, pipeline] and existing bridge(s) at project site, if applicable: **This project proposes replacing the existing fixed highway bridge with a fixed 3 span suspension bridge. The bridge will include 4 travels lanes plus a bike/pedestrian path.**
 - 5) Drawbridge Regulations (if applicable): **33 CFR 117, [101-1107] [In the CFR, drawbridge regulations are broken down first by state, then by waterway.]**
 - 6) Date of plans and number of plan sheets: **Enclosure 1, plans dated 30 Feb 2022, 5 of 5 sheets.**

5

Next let's move to the where and what. We ask for the name of the proposed bridge, the waterway that it crosses or is over, the mile point of that waterway, and the coordinates of the center of the structure. The latitude and longitude can be in decimal degrees or degrees/minutes/seconds, so long as it's accurate and we can cut/paste it into a mapping program. Now, let's talk about mile point real quick – generally, that's measured from the mouth of the waterway to the location of the bridge measured in statute, not nautical, miles. Don't hesitate to contact the District Bridge Office to verify the mile point or to ask questions about how determine it.

We also want to document the city or cities the bridge is at, near or between and associated counties/states. Be as specific as possible with these pieces of information. It's critical that the locations, name, and milepoint be correct. Note that we make sure it aligns with what is in the plan sheet title blocks and on the permit—that legal document that this is all working up to. That specificity and consistency is especially important when there are multiple bridges in a row on a particular waterway.

Up next is a description of the project—what is being built, modified, and/or demolished. Think like a maritime user. Detail what crosses the bridge such as a highway, railroad, mixed use path, pipelines, etc. Is the bridge fixed or does it open to let tall boats through? If it opens, is it a bascule, double bascule, vertical lift or swing bridge? Generally speaking, why does the structure need to be built or replaced?

If it's a drawbridge, note what regulation applies to the existing bridge. Will that same regulation transfer to the new bridge?

What is the date of the plan sheets and how many are there? Plan sheets are important because they provide a visual representation of the bridge characteristics. And they will accompany the permit, which is valid for the life of the bridge—that is until it is modified, replaced or removed.



- 7) Estimated cost of bridge(s) and approaches:
 - a) Provide the estimated cost of the bridge(s) as proposed, with vertical and horizontal navigational clearances: **\$123,450,000**
 - b) Provide the estimated cost of a low-level bridge(s) on the same alignment with only sufficient clearance to pass high water while meeting the intended purpose and need: **\$34,500 or N/A, not considered**
- 8) Type and source of project funding (federal, state, private, etc.): **70% FHWA, 20% State DOT, 10% private**
- 9) Proposed project timeline: **Overall construction and demolition estimated to take two years. Preparation and pier construction to begin in Sep 2022. Spans to be added beginning Jul 2023. Open to traffic on Jan 2024. Demolition to begin Feb 2024 and complete Aug 2024.**
- 10) Other Federal actions (e.g., permits, approvals, funding, etc.) associated with the proposal: **Water Quality Certificate if from EPA; Section 404 and 408 from USACE; Section 106 Consultation; ESA/EFH/MBTA/MMPA consultations with NOAA NMFS and USFWS; etc.**

6

Then, what is the estimated cost of the bridge? If it's available, include the cost of a low level bridge on the same alignment. That is one that clears high water, but may not be conducive to maritime vessel traffic.

Where do funds come from? List the applicable local, state, federal sources. This is important for us to know because the Coast Guard will generally not act as the lead federal agency for the purposes of ensuring its conformity with applicable environmental control laws if another federal agency is funding the project. If there is no federal money being spent, however, then the Coast Guard will generally step in as the lead federal agency.

We've covered the basics of the who, what, and where with a bonus how much. Next we hit the when and ask for the proposed timeline. How long will it take to complete NEPA, initiate and complete construction, open the bridge to traffic, remove existing structures? If the project will be broken into different phases, please note them and the major components of each phase. In a future session, Matt Robertson will dive deeper into the Bridge Permitting-specific Milestones that relate to each permit and, larger projects may even be included on the Federal Permitting Dashboard.

Next up is Other Federal Actions – Here, we're looking for a list of other required agency actions such as Section 401 Water Quality Certificate if issued by EPA, species take permits, Section 106 adverse impact determinations, or a Section 404 permit and/or Section 408 permission from the US Army Corps.



d. Legal authority for proposed action:

- 1) Cite appropriate Bridge Act: **General Bridge Act of 1946** [*If modification (vice replacement) to an older bridge, this act might not apply. Check with the DBO*]
- 2) If not the owner of the existing bridge(s) that is being replaced or modified, include a signed statement from the bridge owner authorizing the removal or modification work and cite its location: **N/A or Enclosure 2, letter dated 30 Feb 2022 from [owner]**.

- 3) For privately owned bridges, cite authorization for right to build (e.g. deed or easement from the property owner authorizing the proposed construction or modification work): **N/A, owned by [municipality] or Enclosure 3, Easement per county deed [identify deed, property parcel]**.

e. International bridges (if applicable): **N/A** [*if not an international bridge*]

- 1) Cite the International Bridge Act of 1972, or a copy of the Special Act of Congress if constructed prior to 1972, as the legislative authority for international bridge construction: **International Bridge Act of 1972**
- 2) For permits issued under the International Bridge Act of 1972, cite Presidential approval, via the State Department, included with the application as required: **Enclosure 4, State Department letter dated 31 June 2022.**

NOTE: Please include a copy of State Department approval for international bridges in the application package for a Coast Guard bridge permit.

7

Now for a bit of legal-eze. What Bridge Act governs this project? Typically for new construction and complete replacements, it will be the General Bridge Act of 1946. If the project involves modifying an existing bridge and you don't have a copy of the existing bridge's permit, check with the District Bridge Office.

If the applicant is NOT the owner, we do ask for a signed statement from the owner authorizing the removal or modification.

For privately owned bridges, we ask for proof of ownership such as a copy of a deed or easement from the owner.

International bridges are a bit special in that they fall under the International Bridge Act of 1972 or a Special Act of Congress. They also require coordination with the Department of State.



f. Dimensions of the proposed bridge(s):

- 1) Vertical clearance as indicated on plan sheets: **205.0 feet** [*if a drawbridge, note clearance in both open and closed positions (e.g., Open: unlimited; closed: 25 feet)*]

[vertical clearance is measured between low member and mean or ordinary high water or normal pool elevation (if no high water)]

- 2) Horizontal clearance as indicated on plan sheets: **300 feet normal to the axis of the channel.** [*note that the channel and horizontal clearance may not always be perpendicular to the waterway*]

- 3) Length of bridge(s) project: **1234 feet** [*measured abutment to abutment*]

If no prior permit exists, and this is a modification or replacement project, is the length the same as the old bridge:

If not, what is the difference: **N/A or 198 feet less than the existing bridge**

- 4) Width of bridge(s) project: **46 feet**

If no prior permit exists, and this is a modification or replacement project, is the width the same as the old bridge:

- ▲ If not, what is the difference: **N/A or 12 feet less/more than the existing bridge**

8

Alright, next we're going to dive into the proposed structure's characteristics. The dimensions we care about include Vertical and Horizontal clearances, overall length and out-to-out width of the bridge. Vertical clearance is measured between low steel or low member elevation and mean or ordinary high water. If there is no high water such as between locks, then it's to normal pool elevation. For movable bridges, list the clearances for both the open and closed positions. Some vessels will need an opening and some may not.



5) Depth of the waterway at project site at MHW if tidal or OHW if non-tidal, using the appropriate elevation and datum (e.g., NGVD 1929, NAVD 1988, etc.): **25 feet, NAVD 1988**

6) Width of waterway at project site at MHW if tidal or OHW if non-tidal: **1034 feet bank to bank**

7) Significant effect on flood heights and associated drift, if any, that could cause a navigation hazard: **None or During severe flooding events, drift may accumulate on bridge components increase flood effects.**

g. Temporary Bridge(s) dimensions (vertical clearance, horizontal clearance, length and width), if applicable: **N/A or Vertical clearance: 45 feet; horizontal clearance: 100 feet; length 1100 feet; out to out width 40 feet**

[Note that a temporary work bridge crosses a navigational channel. A work platform

h. [Include the following language, if applicable] Enclosed are the waterway data requirements as determined by the Coast Guard District Bridge Office. If a navigation impact report was conducted please cite location(s) in the case file, list title and date of document as appropriate: **Navigation Impact Report dated 31 Sep 2021**

9

Up next, we ask for the waterway's depth. Feel free to show a few depths via a table and be sure to include the datum used.

Then, how wide is the waterway at the project site?

Will the proposed structure have an impact on flood heights and the stuff (flotsam & jetsam or drift) that flows down the waterway during a flood?

Now we move further into the details. Will there be a temporary bridge? That is one used to support construction, demolition, or to reroute traffic. Note that there is a difference between a temporary bridge and a temporary work structure. A bridge crosses the navigational channel and a temporary work structure does not. For a temporary work bridge, we ask for the same types of dimensions as for the proposed bridge, including vertical and horizontal clearances, length, width, etc.

After that, note any waterway data requirements that were deemed necessary by the Coast Guard such as if there was a Navigation Impact Report produced, its date and enclosure number.



i. Existing bridge(s) if applicable: *N/A or...*

- 1) Name of bridge(s): *Old Nostalgic Bridge*
- 2) Type of bridge(s) and number of lanes (e.g., fixed or moveable (drawbridge, bascule, vertical lift, swing span, pontoon, etc.); highway, railway, pedestrian, pipeline): *Fixed [Swing, Bascule, Lift, etc.] railroad [highway, pedestrian, mixed use, etc.]*
- 3) For movable spans identify the existing drawbridge operating regulation governing the structure (e.g. 33 CFR 117.XXX, if applicable): *33 CFR 117.2222*

When applicable, identify if the local Coast Guard Bridge Office identified that modification of an existing drawbridge requires revision or removal of the existing regulation (e.g. if the bridge project involves replacing the existing drawbridge with a fixed bridge): *District [One/Five/Seven/Eight (New Orleans or St. Louis)/Eleven/Thirteen/Fourteen/Seventeen] advised removal [or revision]of regulation.*

NOTE: If the waterway is not already identified in 117 Subpart B, please note if an operating schedule other than open on demand is being considered.

- 4) Latitude and longitude coordinates (degree/minute/second) at centerline of the bridge(s): *DD° MM' SS"N, DD° MM' SS"W*

10

If there is an existing bridge or one that is being replaced or added onto, we'll take those specs next. Start with the name and description. Is it fixed, movable, a highway or rail bridge or something else?

If it's movable, note the applicable drawbridge operating regulation. This information will be used to start the regulation transfer or elimination process.

Then list the latitude and longitude coordinates of the center of the existing or to-be-replaced bridge.



- 5) Dimensions of the existing bridge(s):
 - a) Vertical clearance(s) as indicated on previous plan sheets (include both the open and closed-to-navigation clearances for movable spans). [The proposed and existing vertical clearances must be compared using the same datums. This may require surveying the existing bridge]: **Open: unlimited; closed: 25 feet, NAVD88**
 - b) Horizontal clearance as indicated on previous plan sheets: **280 feet normal to the axis of the channel.**
 - c) Length of existing bridge(s): **1432 feet**
 - d) Width of existing bridge(s): **34 feet**
- 6) Owner of the existing bridge(s): **State Department of Transportation**

11

Follow that with the vertical and horizontal clearances. Note that the same datum must be used for the existing clearances as for the proposed. Depending on the age of the existing bridge, that may require surveying the old bridge. Also include the length, width, and owner.



j. Discuss construction methodology, if known, and removal of existing bridge(s), as applicable:

1) Discuss proposed construction methodology and restrictions:

Construction is anticipated to commence on 31 Nov 2023 and last for three years. Construction of the new proposed bridge will take place prior to demolition of the existing bridge and parts are not being used in the new build.

or



The foundations will consist of driven HP16x101 capped with a reinforced concrete cap, poured concrete footings/foundations inside cofferdams. Piles will be driven with a crane positioned on the north side of the channel. No causeway or temporary work structure will be needed. The superstructure will be a prefabricated single span truss that will be lifted into place

or

Time of year traffic/fish patterns limit the reconstruction to between October through March. Time of year restrictions for fisheries restrict in-water work between March 1 and June 30. Prefabricated bridge elements are being utilized such as superstructure modules (pre-assembled steel beam units with a precast concrete deck with traffic barrier). A barge mounted crane will be utilized to erect the new superstructure modules. A separate material barge will be utilized for loading/unloading bridge materials and elements.

12

Next up, discuss the proposed construction methodology. When is construction anticipated to begin? What actions will take place first? Are there any anticipated or required in-water work restrictions? Will cofferdams be used? Poured concrete? More detail is appreciated vice less.

2) Discuss maintenance of land traffic during construction activities: **Land traffic will be maintained on the existing bridge until the new bridge is complete. Once complete traffic will be shifted to the new structure.**

or

Traffic from the bridge being reconstructed will be shifted to the opposite bridge for two-way traffic utilizing median crossovers already constructed.

or

Land traffic will remain on the existing bridge/road, and briefly on a temporary causeway, during construction.

3) Discuss extent of removal of existing bridge(s) (e.g. in its entirety, two feet below the mud line, down to or below the natural bottom of the waterway or to a specific elevation), time needed for removal, etc.: **The existing to-be-replaced bridge will be removed in its entirety.**

Or

Piers 3 and 4 located in the navigational channel will be removed to four feet below the mudline. All other portions of the existing to be replaced bridge will be removed to the mud line or natural ground line.

13

After talking about construction and possible restrictions, please discuss how land traffic will be maintained during constructions activities. Will traffic move to a temporary work bridge? Will one direction of traffic be switched over when half of the proposed bridge will be constructed? Will it be detoured to a completely different waterway crossing? We ask because we often use the bridge's opening to traffic as a point of reference for other completion activities. For example, a period of 90 days subsequent to the opening to traffic of the new bridge will be allowed for such removal and clearance of the existing to-be-replaced bridge.

And related to that permit language, we need language that discusses the extent of removal of any existing bridge or bridges or parts thereof. We prefer to see bridges removed in their entirety so that there is no chance the foundations will be uncovered by scour and threaten vessels. However, we also understand that that is not always feasible. What is important is that the removal elevations are in line with any other applicable permits, certifications, or permissions such as those issued by the Army Corps.



- 4) Discuss demolition methodology: Temporary protective shielding will be installed. A barge mounted crane will be utilized to lift and remove segments of the existing concrete deck and to remove the existing steel beams. A separate material barge will be utilized for unloading the existing bridge materials.

or

The causeway of the existing roadway will be removed once the new roadway and bridge are open to the public. As much of the existing roadway and underlying causeway will be removed as possible without resulting in excessive damage to the surrounding wetlands. The causeway will then be backfilled where required such that there are not depression areas lower than the adjacent wetlands. This effort is anticipated to take 6-months and will commence once traffic is diverted onto the new roadways/bridge.

NOTE: In the interest of navigational safety, the Coast Guard must make the final decision concerning the extent of bridge(s) removal.

- k. Other agencies with jurisdiction over the proposed project:
 - 1) Agency: USACE – Section 404, 408; State DEQ – Water Quality Certificate; State Coastal Zone Management Office – Coastal Zone Consistency Determination
 - 2) Permits or type of approvals required for the project: See above

14

With the removal extent established, next we ask for a description of how that will take place. In particular, how will removal impact the navigational channel. Will there need to be temporary closures? The details and necessary notifications will be worked out in the future, but it's good to have an idea of the general extent earlier in the process.

Lastly, what other agencies have jurisdiction over the proposed project? We ask so we can better coordinate together.



THAT'S A WRAP FOR ADMIN AND NAVIGATION

NEXT UP IS THE ENVIRONMENTAL SECTION



Having covered the who, what, where, why, when, and how brings us to the end of the Admin and Navigation section. Before delving into the rest of the application, are there any questions? Okay, then I pass the baton to Jim Moore who will cover the remaining portion of the application template.



B. ENVIRONMENTAL INFORMATION:

1. National Environmental Policy Act

Lead Federal Agency: *Federal Highway Administration or Federal Transit Administration or USACE or USCG or Federal Railroad Administration or State with NEPA Assignment Authority, etc.*

List Cooperating Agencies for project: *FHWA, FTA, USCG, USACE, NOAA NMFS, USFWS, DOI, EPA, etc.*

a. Type of environmental document.

Environmental Impact Statement/Record of Decision (EIS/ROD)

Cite location(s) in the application package: *Enclosure 5, EIS dated Feb 2017, ROD dated 30 Feb 2019.*

Environmental Assessment/Finding of No Significant Impact (EA/FONSI)

Cite location(s) in the application package:

Categorical Exclusion (CE)



Cite location(s) in the application package:

16

Howdy everybody, my name is Jim Moore and I work for the Coast Guard Bridge Program in DC. I'm going to cover the Environmental Section of the Bridge Permit Application, walking you through the template and giving a brief rundown on how compliance with each applicable environmental control law should be documented.

First things first, we need to know who's acting as the lead federal agency. This ideally will be settled fairly early in the coordination process. Depending on funding sources, the lead federal agency could be FHWA, FTA, the Corps of Engineers or the Coast Guard itself. We'll also need you to itemize all of the cooperating agencies. More often than not, particularly when we're dealing with a highway bridge, FHWA will be the lead federal agency while some of the usual suspects for cooperating agencies will likely include the Coast Guard, FTA, the Corps, NOAA, USFWS and on down the list.

Then of course we need to figure out what level of environmental review are we dealing with? Is this project going to require a full-blown Environmental Impact Statement or are we looking at an Environmental Assessment perhaps? Or, maybe we might be looking at a Categorical Exclusion. Either way, this is the block in which you'll answer up in terms of what we're going to be dealing with. If we're looking at an EIS, we'll also need the date of that environmental document as well as the Record of Decision. Same if it's an EA – we'll need the date of the Finding of No Significant Impact. So, using an EIS as an example, we've got the environmental document dated February 2017 and the ROD dated February 30, 2019 listed under enclosure 1. And yes, I'm aware that there was never a February 30th in 2019!



b. Has the environmental document been modified, reevaluated, supplemented or rescinded for the proposed action?

Yes No

If yes, cite location(s) in the application package: **Enclosure 6, EIS reevaluation dated 31 Feb 2022.**

2. **Environmental Effects Abroad**

a. Does the proposed project involve a bridge connection to Canada or Mexico?

Yes No

If yes, cite location(s) in NEPA document where environmental effects abroad are described: **Enclosure 7, FSEIS 2019-09.pdf, Section 3.J Summary of transboundary Impacts, pages 123 and 124. Enclosure 8, Feasibility Study 2018-05.pdf, pages 27-45.**

Enclosure 9, International Joint Commission Decision – received 4 December.

Enclosure 10, Department of State confirmation no Presidential Permit required, dated 31 June 2022.

17

Also, this is the spot where you'll note if the environmental documentation has been modified, re-evaluated or supplemented. If it has been, please list the date it was reevaluated and note the enclosure.

Environmental Effects Abroad

Okay, moving along now. Are we looking at an International Bridge that's going to connect the U.S. to either Canada or Mexico? If so, this is the spot wherein we'll discuss environmental effects abroad in accordance with the provisions of Executive Order 12114. Any applicable documentation from the Department of State will need to be noted here and included as an enclosure as well.



3. Clean Water Act

- a. Has a Water Quality Certification (WQC), waiver or statement that the WQC is not required been obtained from the appropriate federal, interstate, or state agency?

Yes No

If yes, cite location(s) in the application package: **Enclosure 11, WQC dated 31 May 2022.**

NOTE: The USCG will not accept an application package as complete if a WQC, waiver, or statement from the appropriate regulatory body has not been obtained.

- b. Name of the Federal, State or Tribal certifying agency and point of contact with phone and email address, if available: **State DEQ/DNR**
- c. If the WQC is granted under a Programmatic Agreement (e.g., U.S. Army Corps of Engineers (USACE) Nationwide Permit (NWP) include the date of the NWP, the type of NWP (14, 15, etc.) and the NWP number and title: **N/A or Enclosure 12, USACE NWP 14 (SPL-2010-00186-PHT) issued Dec 2021, expires 14 Mar 2026.**
- d. For permit amendment actions, include a new WQC or a written confirmation from the certifying agency that the existing WQC has been reissued/renewed or is still valid for the proposed action. **N/A or**

New WQC Attached

Written Confirmation of WQC validity attached

18

Clean Water Act

Okay, compliance with the Clean Water Act. Once you've received your Section 401 Water Quality Certification then this is the block where you'll note the date of the document as well as including it once again as an enclosure. Make especially certain that the Water Quality Certification covers the entire scope of the project and if it's granted under an Army Corps of Engineers Nationwide Permit, then include the type of NWP as well as the date. This one is pretty vital because the Coast Guard will not consider the application to be complete without a WQC and if the application is incomplete, then no permit is going to be issued.



4. Wetlands

- a. Is the proposed project located in or adjacent to a wetland?

Yes No

- b. If yes, what is the acreage of wetlands that will be permanently and temporarily impacted by the proposed project? **0.33 acres of wetland will be permanently impacted and 0.45 additional will be temporarily impacted during bridge construction.**

Include USACE permit (nationwide authorization or individual), if required, and cite where wetland mitigation measures are described in the application package:

Enclosure 13, USACE permit # SPL-2010-00186-PHT.

Enclosure 7, FSEIS 2019-08.pdf, Section 3.B.2.d Wetlands, pages 77 and 78.

Enclosure 8, Feasibility Study 2018-05.pdf, pages 34-36.

19

Wetlands

Okay, are we looking at a bridge project that's going to be either located in or positioned adjacent to a wetland? If that's the case, then we'll need to know the acreage of wetlands that are going to be permanently impacted. Provide the enclosure that details prescribed mitigation as well the permit from the Corps.



5. **Coastal Zone Management Act** - The Coastal Zone Management Act (CZMA) of 1972 (16 U.S.C. § 1451), as amended, and its implementing regulations (15 CFR Part 930), requires all projects located within the designated coastal zone of a state to be consistent with the State's federally approved CZM plan (CZMP).

a. Is the project located in a state that has an approved Coastal Zone Management Act Plan (CZMP)?

Yes No

b. If yes, is the project within an area included in the federally approved CZMP?

Yes No

c. If yes, has the State specifically excluded this activity from its federally approved CZMP?

Yes No

Include State CZM concurrence/with consistency certification and cite location(s) in the application package: [Enclosure 14, State Consistency Determination dated 32 July 2020](#). [Enclosure 8, Feasibility Study 2018-05.pdf, page 35](#).

Coastal Zone Management Act

For you folks who live along the coastlines, well, those states will have a Coastal Zone Management plan, meaning that western river states actually get a pass on this one. In order for the application to be considered complete, you'll need to secure concurrence from your state Coastal Zone Management agency if the project is going to pose any impacts to the coastal zone. Different states may have to approach different agencies; for example, Texas CZM concurrences are handled by the Texas General Land Office will Virginia DEQ handles, well, any CZM concurrences in Virginia. If you have questions, feel free to reach out and we can lend you a hand in terms of nailing down who you'll need to talk to.



6. **Floodplains**

- a. Is the proposed project located in the base floodplain? An encroachment into the base floodplain does not exist when only the piers, pilings, or pile bents are located in the floodplain.

Yes No

- b. Is there a significant encroachment (constituting a considerable probability of loss of human life; likely future damage associated with the encroachment that could be substantial in cost or extent; or a notable adverse impact on natural and beneficial floodplain values) into the floodplain?

Yes No

- c. If yes, provide documentation and cite location(s) in the application package:

The XX River typically floods in the spring due to the combination of heavy rainfall, snowmelt and ice...The preferred Bridge Alternative would impact less than 6,000 square feet within the 100-year floodplain of the river through the construction of bridge piers. The impacts from these piers on the flood plan of the XX River would not meet the criteria to be considered significant.

Enclosure 7, FSEIS 2019-08.pdf, Section 3.B.2.c Floodplains, page 76 and 77.

21

Floodplains

Moving right along, this is the spot where you'll note if the bridge project is located in a floodplain. If that's the case, then note the enclosure summarizing the floodplain information as well as any correspondence from the local floodplain agency. The example here notes the EIS as well as the specific page numbers in the document where we can read up on floodplain impacts and mitigation.



7. **Wild and Scenic Rivers**

a. Is the river involved in the proposed bridge project a designated Wild and Scenic River?

Yes No

b. If yes, attach correspondence with the river-administering agency and cite location(s) in the application package: **N/A**

8. **Coastal Barrier Resources Act**

a. Does the proposed project connect to a unit of the Coastal Barrier Resources System?

Yes No

b. If yes, and the project is federally funded, cite location of Section 6 exception in the application package and any correspondence with the FWS: **Enclosure 15, Exception and letters with FWS. Enclosure 16, Coastal Zone Map 2019-10-3.**

22

Wild and Scenic Rivers Act

Wild and Scenic Rivers. Pretty self-explanatory. More often than not this isn't going to be applicable, but if your proposed bridge does indeed cross a waterway listed in the National Scenic Rivers Inventory, then this is the spot where you'll note your consultations with the National Park Service as an enclosure.

Coast Barrier Resources System

If your proposed project is going to connect to a unit of a coastal barrier resource system, this is the place where you'll say so and furnish us the enclosure that discusses the impacts the proposed bridge would have. Provide the section 6 exception in the application package and any Fish and Wildlife Service correspondence. To find the Fish and Wildlife Services mapping tools, use the search term Coastal Barrier Resources mapper.



9. **Land and Water Conservation Fund Act**

- a. Does the proposed project involve a conversion of land or facilities funded under Section 6(f) of the Land and Water Conservation Fund Act?

Yes No

- b. If yes, include correspondence with the NPS and authorization from the Secretary of the Interior for that conversion and cite location(s) in the application package:
Enclosure 17, DOI letter of authorization dated 31 Oct 2021.

10. **National Marine Sanctuaries Act**

- a. Is the proposed project in or adjacent to a National Marine Sanctuary?

Yes No

- b. Is the proposed bridge(s) likely to destroy, cause loss of, or injure a resource of a National Marine Sanctuary? (If no, provide evidence)

Yes No

- c. If yes, include evidence of consultation with Office of National Marine Sanctuaries and the agency's findings/conditions and cite location(s) in the application package:
Project area not located within a National Marine Sanctuary, verified by ONMS Mapper Tool <https://sanctuaries.noaa.gov/about/maps.html>.

23

Land and Water Conservation Fund Act

If a proposed project involves a conversion of land or facilities funded Section 6(f) of the LWCF, check yes. Coordination with the National Park Service must be included as an enclosure along with the date of the letter of authorization.

National Marine Sanctuaries Act

Coordinate with NOAA regarding compliance with the applicable provisions of the National Marine Sanctuaries Act if applicable. You'll need to cite said coordination as well as the date it occurred. If you use a mapper tool, please include that information here as well.



11. **Marine Protected Areas**

- a. Is the proposed project in or adjacent to a Marine Protected Area (MPA) as defined in section 4(d) of Executive Order 13158?
- Yes No
- b. If yes, will the proposed project affect the natural or cultural resources that are protected by the MPA? (If no, provide evidence)
- Yes No
- c. If yes, include evidence of correspondence with MPA Center, if applicable, and cite location(s) in the application package: **The area is not located within a Marine Protected Area, verified by <https://noaa.maps.arcgis.com/home/item.html>**

24

Marine Protected Areas

If your bridge project may be constructed in or around a Marine Protected Area, then the law requires that efforts be undertaken to avoid to the extent possible harm to natural and cultural resources protected by the MPA. Luckily, it seems as if most bridge projects don't tread into MPA's, but if for some reason yours does, then we'll need all of the consultation included in the permit package as an enclosure for reference purposes.



12. Endangered Species Act

- a. Are there federally designated threatened or endangered species and/or critical habitat in the area that the proposed project is located? (If no, provide evidence)
 Yes No
- b. May the proposed project affect federally designated threatened or endangered species and/or critical habitat? (If no, provide evidence)
 Yes No
- c. If yes, was there formal or informal consultation with the United States Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS)?
 Formal consultation
 Informal consultation
- d. If formal, provide date(s) and attach biological assessment, biological opinion, and any other relevant correspondence and cite location(s) in application package:
- e. If informal, provide dates and include correspondence or documented phone conversations with and from USFWS/NMFS and cite location(s) in the application package: **Enclosure 18, Biological assessment dated 31 June 2021; Enclosure 19, NMFS concurrence 30 Jul 2021; Enclosure 20, USFWS concurrence 30 Jul 2021.**
- f. Include Biological Assessment/Biological Evaluation, as appropriate.

25

Endangered Species Act

More often than not, it seems as if the bulk of bridge projects we review are located either within a critical habitat or may pose impacts to a species protected under the auspices of the Endangered Species Act. The Coast Guard will of course seek to ensure compliance with the legislation and all documentation related to ESA must be included in the permit package as an enclosure. If we're dealing with an informal consultation, then we'll need the correspondence initiating said consultation with USFWS or NMFS. We'll also want to see a list noting those species that could be impacted by the project as well as the Biological Assessment and then the Biological Opinion. Include any other formal or informal consultation letters as enclosures.



13. **Fish and Wildlife Coordination Act**

- a. Include any correspondence with USFWS and the relevant state wildlife agency regarding Fish and Wildlife Coordination Act coordination and cite location(s) in the application package: **Enclosure 21, SFWS concurrence 30 Jul 2021. Enclosure 22, USFWS Species List 2019-03-15.**

14. **Magnuson-Stevens Fishery Conservation and Management Act**

- a. Will the proposed project likely adversely affect designated Essential Fish Habitats (EFH) as defined in the Magnuson-Stevens Act? (If no, provide evidence)

Yes No

- b. Identify location of EFH assessment and relevant correspondence with NMFS in the application package: **Enclosure 23, Biological assessment dated 31 June 2021; Enclosure 24, NMFS concurrence 30 Jul 2021.**

26

Fish and Wildlife Coordination Act

Consultation with the USFWS is usually accomplished as part and parcel of your ESA coordination, but in either case, this is the spot in which you'll ensure those same consultations are referred to as enclosures to this permit application. Of course include dates of consultation as appropriate.

Magnuson Stevens Fishery Conservation and Management Act

Magnuson-Stevens. You'll need to approach the National Marine Fisheries Service for an Essential Fish Habitat list. Again, this is usually done concurrently with your ESA coordination. The EFH assessment as well as all correspondence from NMFS will be included as enclosures that we can readily consult when reviewing your permit application.



15. **Marine Mammal Protection Act**

a. Does the proposed project involve a “take” of marine mammals as defined in the Marine Mammal Protection Act?

Yes No

b. If yes, include the incidental harassment authorization or letter of authorization from NMFS and any relevant correspondence and cite location(s) in the application package: **Enclosure 25, Biological assessment dated 31 June 2021; enclosure 26, NMFS concurrence 30 Jul 2021; Enclosure 27, letter of incidental harassment authorization dated 31 Nov 2021.**

16. **Migratory Bird Treaty Act**

a. Does the proposed project involve a potential take of migratory birds as defined in the Migratory Bird Treaty Act? (If no, provide evidence)

Yes No

b. If yes, is a permit required?

Yes No

c. If a permit is required, include it and any correspondence with USFWS and cite location(s) in the application package: **Enclosure 28, Letters with and permit issued by USFWS dated 31 Nov 2021. Enclosure 7, FSEIS 2019-08 Section 3.B.2.e Migratory Birds, pages 80-84.**

MMPA

The Marine Mammal Protection Act ensures, well, protection for a wide variety of species including seals, sea lions, whales, dolphins and porpoises, all of which are overseen and enforced by NMFS. Meanwhile, polar bears, the Pacific Walrus, Northern Sea Otters and the West Indian Manatee are protected under the same legislation, but under the management of the USFWS. If your bridge project has the potential to impact any marine mammal species, then you’ll need to initiate coordination with either NMFS, the USFWS or perhaps even both. The level of coordination, either formal or informal, will be contingent upon the anticipated level of impact. Ultimately, if you’re issued an Incidental Harassment Authorization or a Letter of Authorization, you’ll need to include all of that documentation as an enclosure which should be noted in this block.

Migratory Bird Treaty Act

And when it comes to anticipated impacts to migratory bird species, you’ll summarize the same in this section. List any enclosures and dates of enclosures and if a permit is involved, include correspondence and the permit with dates.



17. Bald and Golden Eagle Protection Act

- a. May the proposed project take or disturb bald or golden eagles (including nests) as defined in the Bald and Golden Eagle Protection Act? (If no, provide evidence)
- Yes No
- b. If yes, is a permit required?
- Yes No
- c. If a permit is required, include it and any correspondence with USFWS and cite location(s) in the application package. **Enclosure 29, Letters with and permit issued by USFWS dated 31 Nov 2021. Enclosure 30, USFWS Bald Eagle Screening Map.**

18. Invasive Species

- a. Does the proposed project have potential to introduce or foster the spread of invasive species?
- Yes No
- b. If yes, cite the document that describes measures that will be taken to minimize this risk and location(s) in the application package: **Enclosure 5, EIS dated Feb 2017, Section 5, page 156. Enclosure 11, State WQC. Enclosure 31, State Erosion and Sediment BMPs 2016-10.**

28

Bald and Golden Eagle Protection Act

Okay, we're getting there. Bald and Golden Eagle Protection Act. Again, this may or may not be applicable depending on where your bridge project may be located, but if there are going to be any impacts to either Bald and/or Golden Eagles, this is the spot where you'll summarize those impacts and note coordination. Generally, most of this information will be noted in the environmental document, so let us know here what section we can find that amplifying information for reference purposes. Also attach any nest surveys along with the dates that they were conducted.

Invasive Species

Invasive species. Okay then, does your proposed bridge project pose the potential for the introduction of an invasive species into the local ecosystem? If so, this is the spot where you'll need to discuss those impacts, which will also be detailed in the environmental document, as well as prescribed mitigation efforts. For example, the document may site something like "All off-road equipment and vehicles shall be cleaned prior to entering the construction site to remove all soil, seeds, vegetation, or other debris that could contain seeds or reproductive portions of plants." Include any enclosures here as well.



19. **Section 106**

- a. Does the proposed project have potential to impact properties (including submerged abandoned shipwrecks) listed in or eligible for inclusion in the National Register of Historic Places?
- Yes No
- b. If yes, provide evidence of consultation with the State Historic Preservation Officer (and the Advisory Council on Historic Preservation, if applicable) and cite location (s) in the application package. Include:
- Copies of the correspondence **Enclosure 32, Emails with (State) SHPO; Enclosure 33, Emails with THPO.**
- Memorandum of Agreement **Enclosure 34, MOA dated 31 Sep 2021.**
- No effect determination
- c. For projects involving Federal lands only provide:
- Archeological clearances **N/A or Enclosure 35**
- Archeological reports **N/A or Enclosure 36**

29

Section 106

Okay, Section 106 consultation. You'll be talking with the SHPO and, depending on circumstances, the THPO as well in order to determine the Area of Potential Effect as well as cataloguing any properties within that zone that are either listed or eligible for listing in the National Register of Historic Places. Same with protocols for discover for archeological remains. If an MOA is drafted, you'll need to include that as an enclosure as well as copies of your correspondence with the SHPO. Again, the faster we can find the information we need, the easier the review process will be.



20. Clean Air Act

- a. Does the proposed project occur in an area of nonattainment or maintenance for any criteria pollutant?
- Yes No
- b. If project occurs in a nonattainment or maintenance area, do the transportation or general conformity regulations, or both, apply? **N/A**
- General Transportation
- c. Is the project exempt from a transportation conformity analysis for any of the reasons listed in 40 CFR § 93.126? Which reason?
- Yes No Reason: **Enclosure 7, FSEIS 2019-08.pdf, Section 3.C.2 Air Quality.**
- d. Is the project exempt from a general conformity analysis for any of the reasons listed in 40 CFR § 93.153(c)?
- Yes No
- e. If general conformity applies, is the project listed in a conforming State Implementation Plan (SIP)?
- Yes No **Enclosure 37, SIP dated 30 Feb 2018.**

30

Clean Air Act

All bridge projects must conform to the provisions of an approved federal implementation plan or state implementation plan (SIP). If a general conformity applies, list the date SIP here and the attached enclosure.



- f. If a general conformity determination was prepared, include the draft and final determinations and any relevant correspondence and cite their location(s) in the application package: **Enclosure 38, General conformity determination dated 31 Feb 2019.**

- g. If transportation conformity applies, is the project listed in a conforming SIP, Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), or Federal Implementation Plan (FIP)?
 Yes No N/A

- h. If yes, cite location of information regarding listing in the application package: **N/A or add name/date of document and enclosure number.**

- i. If transportation conformity applies, does the project contribute to any new localized CO, PM₁₀, or PM_{2.5} violations or increase the frequency or severity or any existing violations of the same?
 Yes No

- j. If yes, cite location of information in the application package:

And as you can see, we go into further detail in this section, discussing transportation conformity determinations as well as discussing the potential for increased emissions of particulate matter, carbon dioxide or any other pollutants.



21. **Actions to Address Environmental Justice in Minority or Low-Income Populations**

- a. Does the proposed project involve disproportionate adverse impacts to minority and/or low-income populations as defined in Executive Order 12898?
 Yes No
- b. If yes, include the analysis describing the impacts and cite location(s) in the application package: **Enclosure 39, EJ Report dated 31 Sep 2019. Enclosure 5, EIS dated Feb 2017, Section 8, page 233.**
- c. If yes, cite the location in the application package that describes measures to be taken to reduce those impacts: **Enclosure 40, Section 3.4, EJ Report dated 31 Sep 2019.**

32

Environmental Justice

This is an area of increasing importance and visibility. If your bridge project poses any possibility of impacting minority of low-income populations, then you'll need to include as an enclosure the analysis describing those same impacts.



22. **Hazardous Materials, Substances or Wastes**

- a. Does the proposed project involve or is it located near a Superfund site or any site regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA) or State law regulating hazardous materials, substances or wastes?

Yes No

- b. If yes, cite the location(s) in the NEPA document where hazardous materials, substances or wastes are discussed: **Enclosure 5, EIS dated Feb 2017, Section 6.4, page 156.**

33

HAZMAT

Almost there. If your proposed bridge project is located near a Superfund site or any sites regulated under the Comprehensive Environmental Response, Compensation and Liability Act or the Resource Conservation and Recovery Act, cite where we can find any impacts, mitigation and coordination within the environmental document. Additionally, discuss any EPA or state environmental quality agency that may require monitoring of the project site.

And that wraps up our walk through of the bridge permit applicant template. If nobody has any questions, might be a good time for a quick break!



QUESTIONS??

SEARCH TERMS: COAST GUARD BRIDGE PERMIT APPLICATION
[HTTPS://WWW.DCO.USCG.MIL/OFFICE-OF-BRIDGE-PROGRAMS/](https://www.dco.uscg.mil/office-of-bridge-programs/)





10 MINUTE BREAK