



Shortly we will step through the Bridge Permit Application Template to promote familiarity with the document, its required content, and provide an opportunity for questions. I'll start with the admin and navigation sections. Then we'll pause for a breath and finish with the environmental section. If you have any questions, please raise them. Oh, and beware, I will also ask some questions.

BRIDGE PERMIT APPLICATION WALKTHROUGH

UNITED STATES COAST GUARD
U.S. DEPARTMENT OF HOMELAND SECURITY

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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 permitting website. To find the site you can use the search terms Coast Guard Bridge Permit in any browser or use the QR code displayed here. Once you’re on this page, scroll down to the BPAG Applicant Template. BPAG stands for the Bridge Program Application Guide, which is the document that describes the overall bridge permitting process and a good document to review if you are contemplating a bridge permit, or if you’re already in the permitting process.

Clicking on the BPAG Applicant Template will open a fillable word file. As a best practice, we recommend starting each permit project with a freshly downloaded template. We do have an update to the Application Guide and the Application Template in the works. When the update is promulgated, we’ll update this webpage and push a notification via our email subscription service. You can sign up for the emails at the bottom of the menu on our website.



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:



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This is the beginning of what you will see when you open the application template. It is the primary means for providing us, the Coast Guard, the who what where when and how information that we need to support a Coast Guard bridge permit decision and to confirm compliance with NEPA and other environmental laws, regulations, and orders.

This document is unlocked, and we ask that you simply add to it and not delete any sections. If there are sections that do not apply to your project please mark them as non-applicable or N/A. If you delete sections that may turn out to be necessary or don't provide enough detail for necessary sections, it may result in the need for additional back-and-forth correspondence.

After completely filling in the application template, feel free to convert it to a .pdf file and then return it to the District Bridge Office via email, ideally with associated support documents that are logically named. If you have support documents that are too large to email, please contact your USCG District Bridge Office for an alternative method. District offices can coordinate large file transfer via the DOD SAFE. Please note that it is also okay to submit an incomplete application—that is before receiving all the final supporting documentation. We understand that some permits/approvals/or consultations like water quality certificates, take permits, or biological opinions may take longer to process. Providing the application with most of the information filled in gives the District Office the

opportunity to begin processing the case. And don't worry, we'll let you know what's missing before we can deem the application complete. Once all information and support documents are provided, we'll then deem the application complete and do our best to finalize a permit decision within 90 days.

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.]*


Now let's start walking through a permit that includes example information. The added fictitious project-specific information is in red. When you fill in the sections, it is helpful to use a different colored font and please fill out as much information as possible, more detail is better. To start, date the application and enter who the applicant is, including both the agency or organization plus the lead person's name and contact information. If there is a consultant working on behalf of the bridge permit applicant, we also need their information and a letter that authorizes the consultant to work on behalf of the applicant agency.

We also understand that bridge projects can span years. If anything changes with the points of contact, the schedule or related documents, please provide the updated info to the designated project officer from the District Bridge Office. To put an X in any of the boxes like you see there at the very bottom of the slide (number 5), simply 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.**

What

Where

What

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Next, 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 mile point, or sometimes river mile, is measured from the mouth of the waterway to the center of the bridge and is in statute or road miles, not nautical miles. Please contact the District Office to verify the mile point or if you have questions about how to determine it. For the center of the structure, the latitude and longitude should be in decimal degrees out to five decimal places. We'll also accept degrees, minute, seconds, so long as we can successfully cut/paste it into a mapping program. Please note that WGS84 horizontal datum is the preferred reference coordinate system for latitude and longitude.






Then, list the city or cities the bridge is at, near or between and the associated counties or parishes and states. Be as specific as possible with these pieces of information. It's critical that the locations, name, and mile point be correct and consistent throughout all the documents. Note that we will make sure it aligns with what is in the plan sheet title blocks and on the Final Bridge Permit. Detailed information regarding location and mile point is especially important when there are multiple bridges in a row on the same waterway.

The next requirement is a description of the project. What is it that is being built, modified, and/or demolished. Is it a bridge for a highway, railroad, mixed use path, pedestrian trail, pipeline, zipline or causeway? Is the bridge fixed in place or is it a drawbridge that opens to

let boats through? If it opens, is it a bascule, vertical lift or swing bridge? Generally speaking, why does the structure need to be built or replaced? Also note if it is a design build project as this will impact the conditions in the permit.

If the proposed structure is a drawbridge, note what regulation applies to the existing movable bridge. Will that same regulation transfer to the new bridge?

Lastly, 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's characteristics—particularly those that are most important to the maritime community. And note, these plans will accompany the permit, which is valid for the full life of the bridge.

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.

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Next, we will ask for the legal authorities. What Bridge Act governs this project? Please note that we do not refer to Section 9 of the Rivers and Harbors Act nor do we call CG permits Section 9 permits. Rather for new construction and complete bridge replacements, the Coast Guard permit will be issued under the General Bridge Act of 1946. For older bridges that are being modified, these projects might fall under other Acts as described in the existing structure's permit. If the project involves modifying an existing bridge, say adding a lane or protective system, and you don't have a copy of the existing bridge's Coast Guard permit, please reach out to the District Office. Tangentially, causeways are typically authorized under a specific act of Congress.

Continuing on... If the applicant is NOT the owner, we do ask for a signed statement from the owner authorizing the removal or modification. If not applicable used N/A, and if it applies, cite and provide the signed statement.

For privately owned bridges, we do ask for proof of ownership such as a copy of a deed or easement from the owner, use N/A or cite the appropriate document whichever applies. We don't ask for deeds, easements, or ownership documents if the bridge is owned by a government agency.

Lastly, International bridges are a bit special as they fall under the International Bridge Act

of 1972 or a Special Act of Congress and also require coordination with the Department of State. However, this shouldn't be an issue for any bridges in Maryland.

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.**

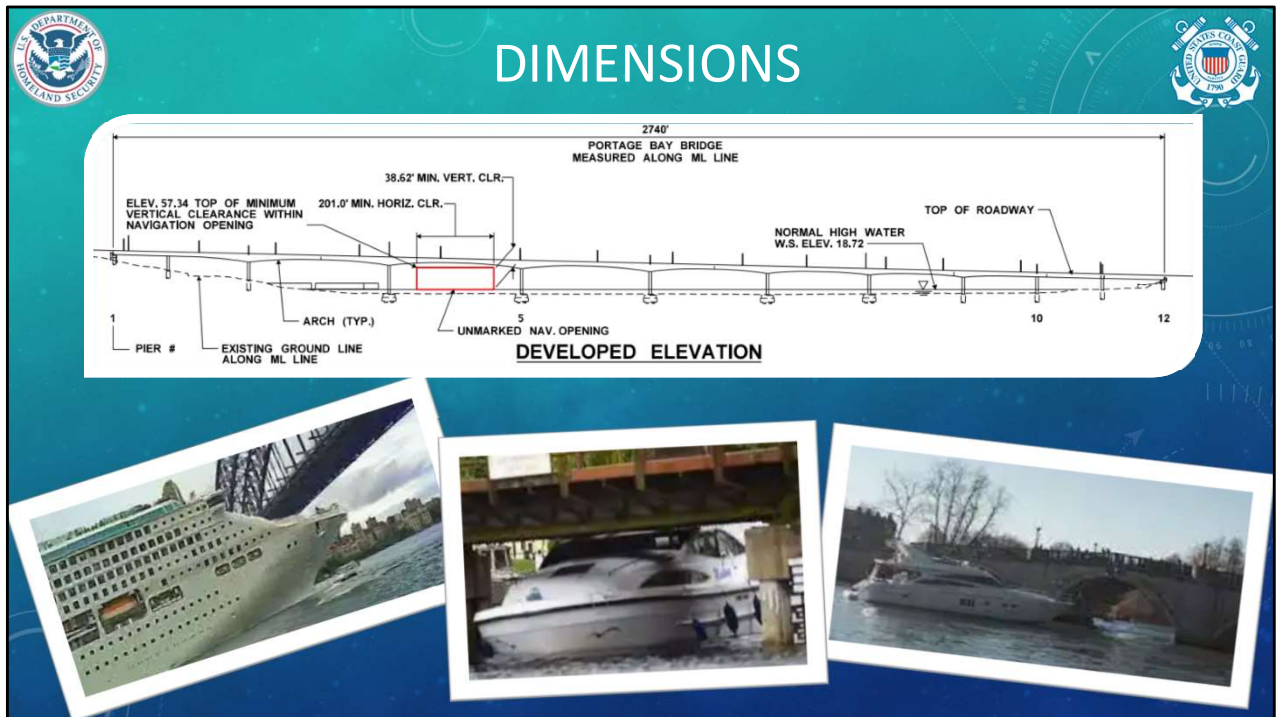
Moving right along... What is the estimated cost of the bridge? We do keep track of bridge costs for reporting purposes. If it's available, also include the cost of a low-level bridge on the same alignment. That is one that clears high water but might not facilitate maritime vessel traffic. However, don't worry if that low-level estimate is not available.

The next request is about the funding source--where do project funds come from? List the local, state, and/or federal sources. We ask for this because it clues us in to who will be the lead federal agency for the purposes of ensuring its conformity with applicable environmental requirements. If another federal agency is funding the project, the Coast Guard will generally not act as the lead federal agency. If there is no federal money being spent, however, then the Coast Guard may step up as the lead federal agency for completing NEPA and NHPA Section 106 requirements.

Then, we ask for the proposed timeline. How long will it take to complete NEPA, complete the design, request bids, award the contract, initiate and complete construction, open the bridge to traffic, remove existing structures? If the project will be broken into different phases, please describe the major components of each phase.

Finally, please provide a list of other required Federal agency actions such as Section 401 Water Quality Certification if issued by EPA, species take permits, Section 106 adverse

impact determinations for Preservation of Historic Properties, and/or a Section 404 permit and/or Section 408 permission from the US Army Corps. Basically, what other Federal actions are required?



Next we're going to ask for the proposed structure's characteristics. One of the Coast Guard's multiple missions is facilitating Marine Transportation. We in the Office of Bridge Programs do that by ensuring that bridges are built high enough and wide enough to allow vessel traffic to transit under them—preventing maritime accidents like the possible ones you see here. The dimensions we particularly tune into include Vertical and Horizontal clearances, the overall length of a bridge and the out-to-out width of the bridge. The plan sheets will visually depict these dimensions. And a presentation going into detailed plan sheet requirements will follow later today.



What

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**



In the permit application and on the plans, please provide the dimensions in decimal feet--not feet and inches. First up is vertical clearance, which 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 may be measured to normal pool elevation or 2% flowline. Check with the District Bridge Officer for confirmation. Horizontal clearance follows. Note that the horizontal clearance should be measured normal to the axis of the channel. That is perpendicular to the channel. Some bridges, such as the one pictured here, may cross a channel at an angle that is not 90 degrees. In that case, the measure the horizontal clearance perpendicular to the waterway as represented by the shorter red line. For movable bridges, we ask that you list the clearances for both the open and closed positions as some vessels may need an opening, and some may not. If a bridge is being replaced or modified, please note if the overall length (from abutment to abutment) is the same or what the difference in length will be. Same for the out-to-out width—will the new bridge be wider or narrower?

What

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 does not cross the channel.]

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**

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Following that, we ask for the waterway’s depth. How deep is the water under the bridge? Provide the depth at the center of the channel and note what vertical datum was used. Typically, that’s NAVD88. Then answer the question: How wide is the waterway at the project site from bank to bank? Also note if the proposed structure will have an impact on flood heights or the debris that drifts down the waterway during a flood.

Next, will there be a temporary bridge? That is, one crossing the nav channel that is only there to support construction, demolition, or to reroute traffic? Please be aware that we recognize a difference between a temporary bridge and a temporary work structure or falsework. A bridge completely crosses the navigational channel and a temporary work structure does not. Which do you think we're more concerned about? [Those that impact the navigational channel.] For a temporary work bridge, which crosses a waterway, we ask for the same types of dimensions as for the proposed bridge, including vertical and horizontal clearances, overall length, and out-to-out width. The temporary bridge will also be authorized in the permit. If a temporary work structure or falsework will impede the nav channel, please enter that here or coming up in the construction methodology section.

Wrap up this application section by noting any additional waterway data requirements that were deemed necessary by the Coast Guard such as a Navigation Impact Report. Include the name and date of the report.



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*

What

Where



If there is an existing bridge, one that is being replaced or added onto, we ask for those details in this section. If there is no existing bridge, insert N/A. If there is, fill in the name and description. Is it fixed or movable? A highway, rail, pedestrian or other kind of bridge? If it is movable like a swing or bascule bridge, note the associated drawbridge operating regulation and if the regulation will be retained, amended or removed. This information will be used to start the regulation transfer or removal process. Then list the latitude and longitude coordinates of the center of the existing to-be-replaced bridge. The position should be in Decimal Degrees out to 5 places but may be in Degrees/Min/Sec.



- 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**

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Follow that with the existing bridge's vertical and horizontal clearances. Note that the same datum must be used for the existing bridge's clearances as for the proposed structure. Depending on the age of the existing bridge and its plan sheets, surveying the old bridge might be required to ensure that valid dimensions are available using the same datum. Then also include the existing bridge's length, out-to-out width, and owner.

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

1) Discuss proposed construction methodology and restrictions:

How

When


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.







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Next, discuss the proposed construction methodology for the project and if there are any restrictions. When is construction anticipated to begin? What actions will take place first? When/where will falsework be placed? Are there any anticipated or required in-water work restrictions such as those put in place to avoid harming fish resources? Will cofferdams be used? Poured concrete? Barges? The more detail here the better. Aspects of this information may be reflected in various permit conditions. It also provides us with an idea of future coordination necessary to make notifications to waterway users. Please note that the three sample responses shown here are a little light on detail, please provide a more thorough description of the anticipated construction—the how and when of what’s anticipated. We’re not looking for pages and pages, but rather a clear and concise description that notes the key points, steps, phases and any restrictions.



- 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.

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After talking about construction and possible restrictions, please discuss how land traffic will be maintained during the construction activities. Will traffic move to a temporary work bridge? Will one direction of traffic be switched over when half of the proposed bridge has been constructed? Will traffic be detoured to a completely different waterway crossing? We ask this because we often use the bridge's "opening to traffic" as a point of reference for other completion activities. For example, a permit condition may state the applicant has 90 days after the newly constructed bridge opens for traffic, to remove the old bridge and clear the waterway of construction activities.

And related to permit language, particularly for the removal condition, we need input that discusses the extent of removal of any existing bridge, bridges or parts thereof. We prefer to see bridges removed in their entirety so that there is no chance the foundations become hazards to navigation for transiting 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 permits, certifications, or permissions such as those issued by the Army Corps.

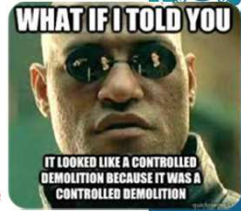


- 4) Discuss demolition methodology: Temporary protective shielding will be installed. A barge mounted crane will be utilized to lift and remove segments of the existing concrete deck and to remove the existing steel beams. A separate material barge will be utilized for unloading the existing bridge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

How

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:

Who

- 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

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With the extent of removal established, we then ask for a description of how that removal will take place. In particular, how will removal impact the navigational channel? Will there need to be temporary closures? The specific 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 this proposed project? We ask this so we can better coordinate together.





THAT'S A WRAP FOR ADMIN AND NAVIGATION

NEXT UP IS THE ENVIRONMENTAL SECTION



Ok, so who's snoozing? If this is representative of what you all feel like, I have sympathy. Bear with us, as there is more to come. So, having covered the who, what, where, when, and how brings us to the end of the Administrative and Navigation section. Before diving into the rest of the application, are there any other questions? Then take an intentional breath and maybe a sip of coffee/tea/water. Oh and beware, I will be asking more questions and requesting answers from attendees.

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:



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Now we'll dig into the Environmental Section and give a brief rundown on how to address each environmental requirement that might apply.

First things first is the National Environmental Policy Act or NEPA—for Lord of the Rings fans, it's the one ring that rules them all, or the umbrella under which so many other policies are covered. Starting off, we need to know who's acting as the lead federal agency. This ideally will be settled fairly early in the project coordination process. Depending on funding sources, the lead Federal agency could be Federal Highway Administration, Federal Transit Administration, the Army Corps of Engineers or even the Coast Guard. We'll also ask you to list 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 include the Coast Guard, Federal Transit, 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? Or maybe it's simply a Categorical Exclusion. Either way, this is the block to note the associated NEPA level and name the documents. If we're looking at an EIS, we'll need the EIS date as well as the date of the Record of Decision. For an Environmental Assessment—we'll also need the date of the Finding of No Significant Impact. So, for this example, Enclosure 5 is both the EIS dated February 2017 and the ROD dated February 30, 2019. Whether it's an EIS, EA, or CE, we need electronic copies of and do review the environmental documents, as well as the other

requested documents from the admin section.

NEPA

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.





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Continuing on, this is the spot where you'll note if the environmental documentation has been modified, re-evaluated or supplemented. If it has, please provide the document and list the date it was reevaluated. Okay, moving right along we'll hit each of the other environmental topics that must be addressed, and we understand that not all may apply.

Environmental Effects Abroad

Are we looking at an International Bridge that's going to connect the U.S. to either Canada or Mexico? Depending on your location that might apply or not. If not, mark no and move on. If yes, this is where you'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 a support document. Can you tell, we like receiving support documentation.



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



CWA
401





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Clean Water Act

Next up is compliance with the Clean Water Act, a pertinent portion of which was just updated at the end of 2023. In accordance with that update, please note that water quality certifications are required for each permit not the overarching project. In the spirit of efficiency, when you're applying for the project's water quality certification, include the Coast Guard in any coordination activities such as the pre-filing meeting and determining the reasonable period of time. Also, on the WQC application be sure to list all the federal permits or actions so that they can be covered by the same WQC. Once you've received your Section 401 Water Quality Certification, do provide a copy and note the date of the document in this section. Besides covering all Federal permits and approvals, also make especially certain that the Water Quality Certification covers the entire scope of the bridge project. If the WQC is granted under an Army Corps of Engineers Nationwide Permit (NWP), that only covers the Army Corps permit. However, we advise asking the certifying authority if the NWP could also apply to the CG permit or if a separate WQC must be requested. It's possible, they'll allow the NWP WQC to cover, but only the state certifying authority can make that determination. And, if they do, then we need a copy of the NWP as well as the date and confirmation from the certifying authority. This section is vital

because the Coast Guard will not consider the application to be complete without a WQC or suitable justification that a WQC is not needed. And if the application is incomplete, then no permit is going to be issued. The only time a WQC may not be needed is when a bridge clear spans a waterway. But even in that case, confirmation that a WQC is not needed needs to come from the certifying authority. Speaking of certifying authorities, who is it for your location?



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.



**CWA
404**

Wetlands

Are we looking at a bridge project that's going to be either located in or positioned adjacent to a wetland? We're talking more than just marsh areas. When you're looking at this question, really ask yourself if there will be work in the water or in wet areas? If there is, then we'll need to know the acreage of wetlands that are going to be permanently impacted. Section 404 of the Clean Water Act also requires a permit from the US Army Corps of Engineers for the discharge of dredge materials or fill into waters of the US including, rivers, streams, and wetlands. Please provide the 404 permit from the Corps and any other documents that detail wetlands mitigation. Which Army Corps Districts do you typically deal with?

<https://www.usace.army.mil/Missions/Locations/>



CZMA

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

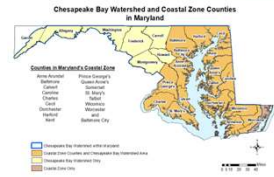
b. If yes, is the project within an area included in the federally approved CZMP?

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 projects that might pose any impacts to the coastal zone, you'll need to secure concurrence from your state Coastal Zone Management agency. As a state with a lot of coast, this is something to consider particularly for projects in the orange counties. If required, provide the District Bridge Office with a copy of the consistency determination. What agency conducts the Coastal Consistency Review for your state? If your state is landlocked and this Act does not apply, mark no, state there's no program and move on. Different states may have different agencies in charge of CZM, who is it for yours?

<https://coast.noaa.gov/czm/consistency/>

6. **Floodplains**

Flood

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.







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Floodplains

Flowing right along into Floodplains, this is where you'll note if the bridge project is located in a floodplain. What are the chances that the bridge is in a floodplain? [pretty high considering bridges are over waterways that may flood.] So, note the website or document summarizing the floodplain information as well as any correspondence from the local floodplain agency. The example here notes the EIS including the specific page numbers in the document where we can read up on floodplain impacts and mitigation. You can also pull useful information from FEMA's Flood Map Service Center in the form of the Flood Insurance Rate Map for a specific area.


<https://msc.fema.gov/portal/advanceSearch>

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

CBRA

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.**

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Wild and Scenic Rivers Act

More often than not, this isn't going to apply, 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 and related documents. Check the Inventory, mark the appropriate box and either state no Wild or Scenic River impacts or provide documents confirming consultation.


www.rivers.gov/map.php

Coast Barrier Resources System

We ask applicants to check the Fish and Wildlife Coastal Barrier Resources System Mapper for coastal barrier impacts. To find the Fish and Wildlife Services mapping tools, use the search term Coastal Barrier Resources mapper. If your proposed project is going to connect to a unit of a coastal barrier resource system, here's where you say so and furnish the document that discusses the impacts the proposed bridge would have. If the project is in a CBRS unit—those yellow areas on the lower left picture or pink and green shaded areas on the lower right picture--mark yes and provide the section 6 exception as part of the application package plus any Fish and Wildlife Service correspondence. Most project will be outside the units or otherwise protected areas, so mark the No box,

state the project is outside the areas, and move on.

www.fws.gov/program/coastal-barrier-resources-act/maps-and-data



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**

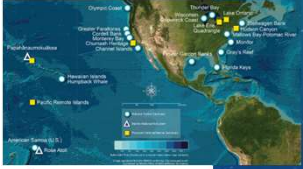


a. Is the proposed project in or adjacent to a National Marine Sanctuary?

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>.

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Land and Water Conservation Fund Act

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

National Marine Sanctuaries Act

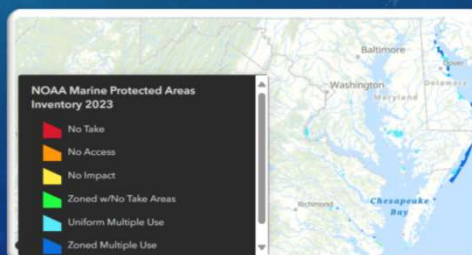
Is the project in a National Marine Sanctuary? Highly unlikely but check NOAA's sanctuary website before marking no and noting that the bridge is not located in a National Marine Sanctuary. If your bridge project does occur in a sanctuary, coordinate with NOAA regarding compliance with the applicable provisions of the National Marine Sanctuaries Act. You'll need to cite said coordination as well as the date it occurred. If you use a mapper tool for this or other Acts, please include that information or a screen shot, as well.



MPA


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>**




Marine Protected Areas

Check NOAA's Marine Protected Area Interactive Map to see if your bridge project is to be constructed in or around a Marine Protected Area. If so, 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 most bridge projects don't typically extend into MPA's, but if for some reason yours does, then, as you'd expect, we'll need the consultation documents for reference purposes.






ESA



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.







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Endangered Species Act

More often than not, it seems as if the bulk of bridge projects 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 the Endangered Species Act must be enclosed in the permit package. If we're dealing with an informal consultation, then we'll need the correspondence for that consultation with USFWS or NMFS. We'll also want to see a list noting those species that could be impacted by the project. While NMFS's process is a little more old school, the USFWS has a handy Information for Planning and Consultation (IPaC) tool and a Consultation Package Builder that streamlines the FWS environmental review process. If developed, we request any Biological Assessments and Biological Opinions. Also please reference and provide any formal or informal consultation letters.

<https://ipac.ecosphere.fws.gov> IPaC Home

FWCA

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.**




EFH

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.**


Fish and Wildlife Coordination Act (FWCA)

Consultation with the USFWS for compliance with the Fish and Wildlife Coordination Act is usually included as part of your ESA coordination. This is the spot to note so and reference any provided documents, as well as the dates of consultation as appropriate.


Magnuson Stevens Fishery Conservation and Management Act

For the Magnuson Stevens Fishery Conservation and Management Act, check the Essential Fish Habitat mapper and engage with the National Marine Fisheries Service for an Essential Fish Habitat list. Similar to the FWCA above, when it applies this is usually covered concurrently with your ESA coordination. Provide the EFH assessment as well as all your correspondence from NMFS as support documents that we can readily review when processing your application.

www.habitat.noaa.gov/apps/efhmapper/



MMPA




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.**



MBTA



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.**

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MMPA

The Marine Mammal Protection Act ensures protection for a wide variety of mammals. National Marine Fisheries Service, NMFS, covers seals, sea lions, whales, dolphins and porpoises. Meanwhile, US Fish and Wildlife Service manages polar bears, the Pacific Walrus, Northern Sea Otters and the West Indian Manatee. If your bridge project has the potential to impact any of these 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. Please provide confirmation of consultation. And, if you’re issued an Incidental Harassment Authorization or a Letter of Authorization, please provide that as support documentation and note it in this section.



Migratory Bird Treaty Act

When it comes to anticipated impacts to migratory bird species, you’ll summarize that in this section. Birds are fairly ubiquitous, so don’t fly by this one too fast. We recommend reviewing USFWS’s handy Migratory Bird Permitting Handbook. You can also use the Rapid Avian Information Locator to identify possible species in your project area. Note yes or no if your project will or will not involve a potential take of a migratory bird

species. List any support documents and their dates, including any take permits, if issued.

https://www.fws.gov/sites/default/files/policy/files/migratory_bird_permitting_handbook_2024.pdf

Rapid Avian Information Locator (RAIL)

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.**



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Bald and Golden Eagle Protection Act

Bald and Golden Eagle Protection Act may or may not apply depending on where your bridge project is located and who is nesting nearby. The USFWS has a website dedicated to Eagle Management. We recommend checking it out. If there are going to be any impacts to either Golden or, more likely, Bald Eagles, this is where you'll note those impacts and coordination. Generally, most of this information will be noted in the environmental document, so let us know here where we can find that information by page or section number. Also, if completed, share any nest surveys and take permits with their dates.

<https://www.fws.gov/program/eagle-management>

Invasive Species

Invasive species are a big deal. Does your proposed bridge project pose the potential for the introduction of an invasive species into the local ecosystem or are you implementing best practices to prevent that? If so, this is the spot where you'll need to discuss those impacts or prescribed mitigation efforts. Like above, this may be detailed in the environmental document. 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.” Cite and include any support documents. What are some of the invasive species that you’ve had to deal with and typical mitigation methods?



NHPA

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**



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Section 106

Since bridges are built to last several decades or more and if you are replacing or modifying an existing bridge, then you'll likely have to deal with Section 106 of the National Historic Preservation Act. You'll likely be talking with State Historic Preservation Officers (SHPOs) and, possibly, Tribal Historic Preservation Officers (THPO), in order to determine the Area of Potential Effect as well as to catalogue any properties within that zone that are either listed or eligible for listing in the National Register of Historic Places. Same with protocols for discovery of archeological remains. We request copies confirming SHPO/THPO correspondence regarding affect or no affect determinations. If a Memorandum of Agreement or programmatic agreement is drafted, provide that document and note its date. Again, the more comprehensive the information you provide and the faster we can find the information we need, the easier the review process will be.



20. Clean Air Act

CAA

- 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.**



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Clean Air Act

Clean Air is important to us all and here we ask about compliance with the Clean Air Act. Is the project in an area of nonattainment or maintenance? Note so. Is the project exempt from a transportation or general conformity analysis, note that too. If a general conformity applies, list the SIP, the State Implementation Plan, and date here and provide it as a support document.



CAA





- 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:



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And as you can see, we request further detail regarding the Clean Air Act. If appropriate, please discuss transportation conformity determinations as well as the potential for increased emissions of particulate matter, carbon dioxide or any other pollutants. As has been the mantra throughout, include and reference supporting documentation.






HAZMAT

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.**



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The end is in site as we wrap up with **HAZMAT**. 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 discussed within the environmental or other reference 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.



Remember you can bring up the CG Bridge Program website by searching for CG Bridge Permit or using these QR codes. There you can find the application template, points of contact, and other reference material including a generalized version of this presentation. I'll also put in a plug for the Coast Guard Bridge Program's email subscription service. We only send maybe one email every other quarter or so. It's a good way to hear about updates to our material.

Thanks and have a great day!