

Designer Note: There is a fill-in for the title of correspondence going to the Coast Guard the designer will fill in. Use on Projects over the Illinois River. This special provision may require revision on a project-by-project basis depending on the Coast Guard's response to the final plans. The manned vessel requirement is at the Department's discretion. It is not a Coast Guard requirement.

## **MAINTENANCE OF NAVIGATION**

Effective: August 1, 2022      Revised: October 1, 2022

This work shall consist of setting up work procedures, methods of protection, and scheduling work so as to maintain navigation during construction to the satisfaction of the United States Coast Guard (USCG) and the Engineer.

The Contractor shall submit four (4) weeks prior to start of work, a "PLAN of OPERATIONS" that will be forwarded to the USCG by the Engineer. The "PLAN of OPERATIONS" shall be reviewed and approved by the USCG before work associated with their jurisdiction begins.

The PLAN OF OPERATIONS (the PLAN) shall outline all of the operations affecting the waterway, including but not limited to, Contractor activities to facilitate bridge rehabilitation, which may include replacing or repairing existing structural and non-structural items, cleaning and painting of the existing superstructure, repair of the existing substructure elements, installation of scour countermeasures, and navigation lighting work. The use of falsework, other obstructions or other temporary construction activities, which will encroach upon navigation clearances, must be approved by the USCG.

The Contractor shall conduct work so that the free navigation of the waterway shall not be interfered with at any time; that the present navigation depths shall not be impaired; and that the channel through the structure shall be promptly cleared of any obstructions placed therein or caused by the bridge rehabilitation work, to the satisfaction of the USCG. The PLAN shall also include details of all floating equipment and/or vessels that will be utilized, including size (dimensions), location, and length of time, including calendar dates that such equipment will be on the waterway. Location shall be interpreted to mean the positioning of any and all vessels or temporary obstructions in the waterway with respect to the bridge and the navigable channel. Method of anchorage or stabilization of all floating equipment, and location of mooring sites if applicable, shall be specified in the PLAN OF OPERATIONS.

A manned safety vessel shall be in the river near the structure during work hours when any work is being performed over the river. The operator must have a VHF marine radio at all times and continually monitor the channel(s) designated by the U.S. Coast Guard for vessel contact during work hours. The operator must also have a cell phone at all times.

All correspondence with the USCG shall be coordinated through the Engineer who will forward the material to the United States Coast Guard. Contact person: Peter Sambor, M.P.A., USCG Bridge Management Specialist, 1222 Spruce Street, Suite 2.102D, St. Louis, MO 63103; Telephone number: (314) 269-2380.

All correspondence should reference the construction site as " \_\_\_\_\_ " .

Activities in the Navigation Channel: Channel traffic at this location cannot be detoured to another span. The amount of time allowed for work in the navigation channel for the Contractor's activities will be determined by the USCG after their review of the PLAN OF OPERATIONS. If the USCG requires revisions or additional information to the PLAN, the Engineer will direct the Contractor to furnish the additional information for re-submittal (by the Engineer) to the USCG. Notification of Commencement of Work: The Contractor shall notify the Coast Guard two weeks prior to commencing any work that includes any of the activities in the PLAN OF OPERATIONS approved by the USCG. Upon notification of schedule of work, the USCG will issue a NAVIGATIONAL ALERT for the \_\_\_\_\_ over the Illinois River. The USCG and the Engineer must be notified immediately of any change in anticipated means and methods or work schedules. The USCG and the Engineer shall be promptly notified when work described in the PLAN is completed and all equipment has been withdrawn from the waterway.

The PLAN OF OPERATIONS for the execution of work over the Illinois River should comply with the following United States Coast Guard Requirements:

- a. Work shall be conducted in a manner that does not interfere with the free flow of navigation. No temporary construction will be permitted within the clear navigation channel without USCG approval.
- b. The existing navigational clearances shall be maintained at all times, unless otherwise approved by the USCG.
- c. Navigable depths shall not be impaired at any time. The channel or channels through the structure shall be promptly cleared of all falsework or all other obstructions placed therein or caused by the construction of the bridge.
- d. Safety measures shall be implemented and exercised at all times to prevent accidental dropping of spark producing and/or flame producing particles or objects onto barges and vessels. All welding, flame cutting, and any other tasks having spark-producing potential shall cease when vessels are passing beneath the bridge.
- e. A contingency plan in the event of personnel absences or failure of equipment, and provisions for back up equipment and qualified personnel to operate the equipment shall be included when requested by the USCG.
- f. Radio communication shall be provided to assure coordination and adjustment of work activities with the approach and passing of commercial vessels, and any other maritime vessels.
- g. The Contractor shall furnish and display such lights and danger signals upon all of his floating plant, buoys, and temporary construction as may be required for guiding and warning boats.
- h. Floating equipment must yield the right of way to commercial vessels. Floating equipment shall display lights and signals as specified by INLAND NAVIGATIONAL RULES of 1980, copies of which are available from the United States Coast Guard.
- i. The Coast Guard shall be notified two weeks prior to the proposed navigation lighting system going active.

In addition to the above listed requirements the Contractor should comply with any other project-specific requirements as set forth by the USCG.

This item, including the preparation, submittal and review process of the PLAN OF OPERATIONS and including the manned safety vessel, will not be paid for separately but shall be considered included in the cost of the various structure-related pay items in the plans.