



**SPECIAL PROVISIONS  
FOR  
MAINTENANCE OF NAVIGATION**

**Allamakee County  
STP-009-9(84)--2C-03**

**Effective Date  
August 1, 2023**

**THE STANDARD SPECIFICATIONS, SERIES 2015, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE SPECIAL PROVISIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.**

**159007.01 DESCRIPTION.**

This work shall consist of providing assist boat(s) for all passing commercial tows requesting assistance, setting up work procedures, methods of protection, and scheduling work so as to maintain navigation through the bridge site to the approval of the United States Coast Guard (USCG) as detailed in the Plan of Operations.

**159007.02 MATERIALS.**

All lights, signs, and day markers shall conform to the applicable USCG regulations.

**159007.03 CONSTRUCTION.**

**A. Plan of Operations.**

The Contractor shall submit within 4 weeks of award, a Plan of Operations that will be forwarded to the USCG by the Engineer. The Plan of Operations shall include a detailed schedule of construction activities.

Before the Contractor begins work in the waterway the Plan of Operations must be approved by the USCG. The Plan of Operations shall outline all of the operations affecting the waterway, including but not limited to, Contractor activities to facilitate pier construction; cofferdam and waterline footing installation maintenance and removal; temporary causeway installation maintenance and removal; truss erection; use of falsework; other obstructions or other temporary construction activities; navigation light work; painting; concrete placement; any activity which will encroach upon navigation clearances.

The Plan of Operations shall also include details of all floating equipment and/or vessels that will be utilized, including size (dimensions), location, and length of time, including planned 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 causeway 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.

The USCG will review the plan and provide comment to the Engineer within 30 days of receipt of the Plan of Operations. The Engineer shall have 14 days subsequently to review and forward the USCG's comments to the Contractor. If the USCG requires revisions or additional information, the Engineer will direct the Contractor to furnish the additional information for resubmittal of the Plan of Operations (by the Engineer) to the USCG.

The Contractor shall provide an updated Plan of Operations to the Engineer whenever changes to the construction schedule or the Contractor's operations affects the Plan of Operations. Changes to the Plan of Operations will require USCG rereview and approval.

All correspondence with the USCG shall be coordinated through the Engineer who will forward the material to the following Coast Guard office:

District Commander  
Attention: Eric Washburn, Bridge Administrator  
1222 Spruce Street, Room 2.102D  
St. Louis, MO 63103-2832  
Staff Symbol: dwb  
Phone: (314) 269-2378  
Fax: (314) 269-2737  
Email: [Eric.Washburn@uscg.mil](mailto:Eric.Washburn@uscg.mil)

All correspondence shall reference the construction site as "Proposed IA 9 Bridge Replacement."

**B. Activities in the Navigation Channel.**

The amount of time allowed for work in, or closure of, the navigation channel for the Contractor's activities in the waterway and navigation channel will be determined by the USCG after USCG review of the Plan of Operations. River traffic cannot be detoured to another span

**C. Notification of Commencement of Work.**

The Contractor shall notify the USCG 2 weeks prior to commencing any work that includes any of the activities in the Plan of Operations approved by the USCG.

The Contractor shall notify the USCG when construction work has reached a point where Contractor construction activities in the Plan of Operations are complete, but in no case, later than 90 days after the bridge has been opened to highway traffic. If removal of the existing bridge is not completed within 90 days after the bridge has been opened to highway traffic then the Contractor shall also notify the USCG when removal of the existing bridge is complete.

The purpose of this clause is to provide advanced warning to commercial and other vessels utilizing the Waterway. Upon notification of schedule of work, the USCG will issue a Navigational Alert for the Waterway. The USCG and the Engineer must be notified immediately of any change in anticipated work schedules. The USCG and the Engineer shall be promptly notified when work is completed, and all floating equipment has been withdrawn from the waterway.

**D. Execution of Work over a Navigable Waterway – USCG Requirements.**

1. Work shall be conducted in a manner that does not interfere with the free flow of navigation other than allowed for in the Plan of Operations. For purposes of bidding, Contractor may assume the daily work windows in the navigation channel are per the tables below when Contractor’s work prevents river traffic. With agreement with the USCG longer work hours may be permitted.

During Cantilever Erection	
Months	Work Window (hours)
December – February	12
March – May	8
June – August	10
September – November	6

During Center Span Lift	
Months	Work Window (hours)
December – February	80
March - May	18
June – August	36
September – November	18

2. The navigational clearances meeting the approval of the USCG shall be maintained at all times. As a minimum, the existing navigational clearances shall be maintained at all times, except as provided for in Article 159007.03, D, 10, or otherwise approved by the USCG through the Plan of Operations.
3. Navigable depths shall not be impaired when navigation channel is open to navigation. The channel through the structure shall be promptly cleared of all falsework, piling, or all other obstructions placed therein or caused by the Contractor’s operations. The Contractor shall continually work in a diligent manner to meet these requirements until obstructions are cleared. The Contractor shall cooperate with the USCG and other agencies including the U.S. Army Corps of Engineers in meeting the requirements to sweep the channel clean of construction debris. No temporary construction will be permitted within the existing 640 foot wide clear navigation channel without USCG approval.
4. Safety measures shall be implemented and always exercised 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.
5. 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 in the Plan of Operations when requested by the USCG.
6. Contractor shall provide a continuous means of radio communication with commercial and maritime vessels for coordination and adjustment of work activities with the approach and passing of such vessels. This communication is required regardless of if the Contractor is impinging upon the navigation channel or not.
7. The Contractor shall furnish and display such lights and danger signals upon all of their floating plant, buoys, and temporary and permanent construction as may be required for guiding and warning boats. The Contractor shall in addition, comply with all applicable regulations of the USCG. While the existing or new navigation lights on the bridge are

inoperative, the Contractor shall display suitable temporary navigation lights in accordance with the Plan of Operations. The Contractor is responsible for supplying any electrical power necessary for temporary lights and signals during construction. The Contractor shall verify that all navigational lights are functional and unobstructed at the completion of each workday.

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 USCG.

8. A Project Information Record document shall be executed by the Contractor at the Preconstruction Meeting and a copy thereof shall be immediately submitted to the USCG office listed above. The USCG and the Engineer shall be promptly notified of any subsequent changes in the information provided thereon. A copy of the Project Information Record document is included in these special provisions.
9. The Contractor will be allowed to install temporary falsework and/or temporary trestle from the left descending bank up to the eastern limit of the existing 640 foot clear navigation channel. These works shall not reduce the existing 640 foot clear navigation channel.
10. Contractor may install a fixed work platform near new Pier 1 that has a maximum encroachment of 75 feet into the navigation channel from the right descending bank. This is considered fowling the navigation channel.
11. Whenever the contractor is fowling the navigation channel and the local river gauge is at 10 feet or more the Contractor shall furnish a crewed (including an appropriately licensed pilot) 1200 HP (minimum) Assist Boat to aid the passing commercial tows upon request through the work zone. Requests for an Assist Boat are at the discretion of the commercial tow pilot transiting under the bridge. For purposes of bidding, Contractor may assume the requests for Assist Boat shall be made no less than 2 hours before passage of the commercial tow. When not servicing the transiting commercial tows, the Assist Boat may be used for other construction activities but shall be made available when requested by the Commercial Pilot. The Assist Boat service will not be required when locks upstream and downstream have been shut down for the winter season.
12. Included in the Plan of Operations the Contractor shall submit for approval the Chain of Communication by which the Commercial Industry will contact the Contractor's Assist Boat Pilot for requesting assistance in transiting the bridge site. Approximately two months prior to the first instance of work requiring an Assist Boat, the Contractor shall participate in a meeting with the Department, the USCG, and representatives of the commercial towing industry for the purpose of advance coordination and safety preparation

**159007.04 METHOD OF MEASUREMENT.**

Lump sum. No method of measurement.

**159007.05 BASIS OF PAYMENT.**

The Contractor will be paid the contract lump sum price for Maintenance of Navigation, which price shall be considered as full payment for all costs incurred by the Contractor in connection with the work as described herein. Fifty percent of the lump sum amount will be paid after the first 30 calendar days of assist boat service with the remaining balance being paid in equal monthly amounts over the remaining duration of the Contractor's approved schedule.

PROMPTLY COMPLETE AND RETURN TO:

District Commander  
Attention: Eric Washburn, Bridge Administrator  
1222 Spruce Street, Room 2.102D  
St. Louis, MO 63103-2832  
Staff Symbol: dwb  
Phone: (314)269-2378 Fax: (314)269-2737  
Email: Eric.Washburn@uscg.mil

**PROJECT INFORMATION RECORD**

NAME OF BRIDGE: IA 9 Over the Mississippi River RIVER/MILE: 663.4

PROJECT: Remove and Replace IA 9 Bridge

PERMITEE: IOWA DEPARTMENT OF TRANSPORTATION

RESIDENT ENGINEER OR INSPECTOR: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE: \_\_\_\_\_  
(Office) (Cell)

CONTRACTOR'S PERSON-IN-CHARGE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE: \_\_\_\_\_  
(Office) (Cell)

SUBCONTRACTOR: \_\_\_\_\_

SUBCONTRACTOR'S PERSON-IN-CHARGE: \_\_\_\_\_

ALTERNATES: \_\_\_\_\_

START DATE: \_\_\_\_\_ EXPECTED COMPLETION DATE: \_\_\_\_\_

NAME OF WORK BOAT ON JOB: \_\_\_\_\_

RADIO CALL SIGN AND FREQUENCIES: \_\_\_\_\_

HOURS/DAYS OF OPERATION: \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE