

U. S. Coast Guard Bridge Administration

GENERAL CONSTRUCTION REQUIREMENTS

1. All bridge closures, or bridge operating schedule changes, must be requested in writing, 30 days in advance, from the Northeast Coast Guard District, Bridge Branch Office. No channel restrictions, or vertical clearance reductions may be made without written approval from the above office.
2. Waterway closures/restrictions, barge placement or safety zones must also be requested a **minimum** of 90-days in advance. Please contact USCG Sector Northern New England, Waterways Management Division, 259 High Street, South Portland, ME 04106-2028. Ph: (207) 899-6291.
3. All submissions to the Coast Guard for review and approval must first be approved by the owner of the bridge or their authorized agent. All submission of plans, scope of work, and schedules of operation must be sent to the Northeast Coast Guard District, Bridge Branch Office.
4. At least 30 days prior to commencement of any work, we must have for our review, a copy of the construction plans, contractor schedule, preferably depicted in a timeline graphic format, and the contractor's daily hours of operation. The construction plan package must include the following: (1) a plan of the entire waterway area in the vicinity of the project; (2) the location of work barges during working and off-hours; (3) a drawing, if applicable, depicting scaffolding or containment used and the location of any reduction of vertical or horizontal clearance. All vertical clearance reductions below low steel or concrete under the bridge as a result of scaffolding must be detailed on the drawings shown in total feet; and (4) emergency 24-hour telephone numbers for individuals responsible for this project.
5. Scaffolding used under any span of the bridge must be lighted with constant burning red lights every 50 feet and on all corners. The placement of scaffolding must not interfere with the ability of a moveable bridge to open for vessel traffic. Moveable bridges must continue to operate according to their normal schedule unless special drawbridge operation regulation changes have been requested. Warning signs must be posted on both sides of the bridge, visible for a 1-mile range, to warn mariners of the vertical clearance reduction. The signs shall face upstream and downstream to draw the mariner's attention to the fact that the clearance has been reduced.
6. All barges placed in the waterway must be lit with constant burning white lights on all four corners of the barge. The contractor is required to comply with all provisions of the Navigation Rules International-Inland, regarding the use of work barges or floating equipment in the waterway. www.navcen.uscg.gov.
7. Placement of construction barges in the navigable channel shall be done to provide a minimum horizontal clearance reduction. Only one navigation channel of a swing bridge may be blocked by work equipment at any time. Barges must be moved out of the navigable channel after working hours unless approved in writing by the USCG.

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8. Barges held in place by anchor lines must be marked by anchor buoys, which should be lighted.
9. The vertical and horizontal clearances through the navigable channel of the completed structure (as-built clearances) shall be certified in writing to this office by a responsible official of the permittee, a licensed surveyor or a registered professional engineer upon completion of bridge work. As built clearances consist of: vertical clearance in the navigational channel measured from mean high and mean low water to the lowest point of the superstructure; horizontal clearance through the navigational channel between piers or fenders measured normal to the axis of the channel. Documentation shall state the horizontal and vertical datum (e.g., NAVD88) used for all measurements. Please contact this office if there are questions regarding the required clearance data for specific bridge types, i.e. fixed or movable.
10. The on-scene contractor must have a VHF-FM marine radio set to the bridge communication channels 16/13 or the designated channel for the bridge. Additional marine radios monitoring the above channels must also be maintained at the main control of any floating equipment or barges on station.
11. Preventive measures must be taken to prevent any hot work, debris, or construction material from entering the waterway. This includes sandblasting material, paint, and any concrete work by-products. Welding and burning must cease upon approach of a vessel and shall not start again until the vessel has passed the bridge.
12. If permanent bridge navigational lighting cannot be maintained operational during any phase of this project, temporary battery/power lights must be installed at the same locations. These temporary lights must be visible for a distance of 2,000 yards on 90% of the nights of the year. Generally, a lamp of (50 candela) will meet these requirements. Plans for temporary lighting shall be submitted to this office for written approval. Deviations from the approved temporary lighting shall be permitted only upon written authorization from this office.
13. All newly constructed bridge piers, or those in the process of demolition, must be lighted with either red or white flashing (60 flashes per minute) lights. All cofferdams used during construction must also be lighted with red or white flashing (60 flashes per minute) on all four corners.
14. Bridge protective fenders shall not be constructed or rebuilt with any metal surfaces on the rubbing face of the fender system. All bolts, spikes, or other metal fastening devices must be countersunk. Metal splicing plates, if used, shall be mounted on back of outer wales.
15. All piles including those previously damaged or broken that are not being used in the new or repaired fender shall be extracted rather than cut off at the mud line. Upon completion of all fender repairs a bottom sweep is required to determine if any piles or debris are present in the waterway. A wire-drag sweep or side-scan sonar is the preferred method.

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16. It is the owners' responsibility to ensure that channel depths are not affected by this work. Any material, machinery or equipment lost, dumped, thrown into, or otherwise entering the waterway must be removed immediately. If immediate removal is impractical and the object entering the waterway could possibly obstruct or hazard navigation, the object must be marked immediately to protect navigation and the Coast Guard shall be notified as soon as possible. Such notification shall give the location and type of obstruction and the navigational markings installed.
17. Spillage of oil and hazardous substances is specifically prohibited by Section 311 of the Clean Water Act, as amended. Measures including properly maintaining construction equipment, designating fuel/hazardous substances handling areas to allow spills to be contained before reaching the waterway, instructing personnel not to dispose of oil/hazardous substances into drains or into the waterway directly, and other necessary procedures should be implemented to prevent spillage. If oil/hazardous substances are spilled into the waterway despite such planning, the Coast Guard is to be notified immediately at 800-424-8802. An adequate supply of absorbent material should be readily accessible to soak up any possible spillage pending Coast Guard arrival. The use of chemical dispersing agents and emulsifiers are not authorized without prior, specific, federal approval.
18. The bridge owner/contractor shall provide any and all necessary equipment and personnel to determine the presence of obstructions in the waterway at any time during or following bridge construction or demolition operations.
19. The owner or registered professional engineer shall certify that the waterway depths have not been impaired and that the waterway is clear of materials or debris resulting from bridge construction or demolition.
20. This approval may be revoked and/or civil penalties imposed for failure to ensure that the above listed stipulations are adhered to or if work is determined to hazard or impair navigation.
21. This bridge work authorization does not relieve the project proponent of the responsibility to comply with applicable state, local or other federal requirements for this project.