

203.8, across Newport River in Morehead City, NC. This bridge is presently maintained in the open position except when closure is necessary for train crossings. This deviation allows the bridge to remain closed to navigation from 9 a.m. to noon and again from 1 p.m. to 3 p.m. every day, from November 3 through November 7, 2014, so that necessary maintenance may be made.

DATES: This deviation is effective from 9 a.m., on Monday, November 3, 2014 until 3 p.m., on Friday, November 7, 2014.

ADDRESSES: The docket for this deviation [USCG–2014–0890] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH”. Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Terrance Knowles, Environmental Protection Specialist, Coast Guard; telephone 757–398–6587, email Terrance.A.Knowles@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, at 202–366–9826.

SUPPLEMENTARY INFORMATION: The North Carolina Department of Transportation, who owns and operates this bascule-type railroad drawbridge, has requested a temporary deviation from the current operating regulations to facilitate the maintenance and steel work on the structure. The Carolina Coastal Railroad Bridge, at AICW mile 203.8, across Newport River in Morehead City, NC, has a vertical clearance in the closed to navigation position of 4 feet above mean high water.

The current regulations, under the general requirements set out at 33 CFR 117.5, require that the drawbridge shall open promptly and fully for the passage of vessels when a request to open is given. However, the drawbridge is currently maintained in the open to navigation position at all times and closes for passing trains.

Under this temporary deviation, the bridge will be closed-to-navigation for maintenance and steel work on the structure, from 9 a.m. to noon, and again from 1 p.m. to 3 p.m., every day from November 3 through November 7, 2014.

Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open, from noon to 1 p.m., each day to accommodate vessel traffic during the deviation period. Also, the bridge can be opened for emergencies and there is an alternate route for vessels through Beaufort Channel with no additional travel time.

The Coast Guard will inform the users of the waterway through Local and Broadcast Notice to Mariners of the temporary deviation in operating schedule for the bridge so that vessels can arrange their transit plans accordingly. Vessel traffic along this part of the Atlantic Intracoastal Waterway consists of commercial and pleasure craft including sail boats, fishing boats, and tug and barge traffic, that transit mainly during the daylight hours with the occasional tug and barge traffic at night. Waterway traffic consists of fishing boats, recreational boats, tugs, and barges.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: October 6, 2014.

Waverly W. Gregory, Jr.,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2014–24774 Filed 10–16–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2014–0877]

Drawbridge Operation Regulation; Atlantic Intracoastal Waterway (AIWW), Chesapeake, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the I–64 (High Rise) Bridge across the AIWW, South Branch of the Elizabeth River, mile 7.1, at Chesapeake, VA. This deviation is necessary to facilitate maintenance work on the movable spans drive machinery. This temporary deviation allows the drawbridge to remain in the closed to navigation position.

DATES: This deviation is effective from 12:01 a.m. on November 1, 2014 to noon on November 2, 2014.

ADDRESSES: The docket for this deviation, [USCG–2014–0877] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mrs. Kashanda Booker, Bridge Administration Branch Fifth District, Coast Guard; telephone (757) 398–6227, email Kashanda.l.booker@uscg.mil. If you have questions on reviewing the docket, call Cheryl Collins, Program Manager, Docket Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION: The Virginia Department of Transportation, who owns and operates this bridge, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.997(e), to facilitate maintenance of the moveable spans on the structure.

The current operating schedule for the bridge is set out in 33 CFR 117.997(e) which requires the bridge open on signal if at least 24 hours notice is given. The High Rise Bridge has vertical clearances in the closed position of 65 feet above mean high water.

Under this temporary deviation, the drawbridge will be closed to navigation from 12:01 a.m. on November 1, 2014 to noon on November 2, 2014. Emergency openings cannot be provided.

Vessels able to pass under the bridge in the closed position may do so at any time and are advised to proceed with caution. There are currently no alternate routes. The Coast Guard will also inform additional waterway users through our Local and Broadcast Notices to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: October 6, 2014.

Waverly W. Gregory, Jr.

Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2014-24772 Filed 10-16-14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2014-0215]

RIN 1625-AA11

Regulated Navigation Area; Bridge 1 Structural Repairs at Portsmouth Naval Shipyard, Kittery, ME

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a Regulated Navigation Area (RNA) on the navigable waters of the Piscataqua River surrounding Bridge 1 between Kittery, ME, and Seavey Island, ME. This RNA allows the Coast Guard to enforce speed and wake restrictions and limit vessel traffic through the RNA during operations involving bridge structural repairs, both planned and unforeseen, which could pose an imminent hazard to persons and vessels operating in the area. This rule is necessary to provide for the safety of life on the navigable waters during bridge structural repair operations.

DATES: This rule is effective from October 17, 2014 until April 30, 2017. This rule has been enforced with actual notice from September 30, 2014 to October 17, 2014.

ADDRESSES: Documents mentioned in this preamble are part of docket [USCG-2014-0215]. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call Lieutenant Junior Grade David B. Bourbeau, Waterways Management Division Chief at Coast Guard Sector Northern New England, at 207-347-

5015 or email at David.T.Bourbeau@uscg.mil. If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR Federal Register

A. Regulatory History and Information

On September 11, 2013, Sector Northern New England received notice of potential bridge work being conducted on Bridge 1 between Kittery, ME, and the Portsmouth Naval Shipyard on Seavey Island from September 1, 2014 through April 30, 2017. Construction will commence October 1, 2014.

On February 26, 2014, the U. S. Navy posted a notice in the Portsmouth Herald advising the public of the intent to file applications for approval of structural repairs to be made to Bridge 1. No comments or requests for public meeting were made.

On July 25, 2014, the Coast Guard published a Notice of Proposed Rulemaking (NPRM) with respect to this rule (79 FR 43335) entitled "Regulated Navigation Area; Bridge 1 Structural Repairs at Portsmouth Naval Shipyard, Kittery, ME." No comments were received.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Waiting 30 days for this rule to become effective is unnecessary and impracticable. The bridge construction begins on October 1, 2014 and delaying this rule's effective date would inhibit the Coast Guard's ability to protect the boating public from the hazards associated with a dangerous maritime construction site. The Coast Guard did not have all of the details about the bridge construction project that the Coast Guard needed in order to publish the final rule more than thirty days in advance of the effective date. Furthermore, the policy goal of providing the public with enough time to prepare for compliance is largely met by the Coast Guard and Navy's public outreach efforts and publication of the NPRM.

B. Basis and Purpose

Under the Ports and Waterways Safety Act, the Coast Guard has the authority to establish RNAs in defined water areas that are determined to have hazardous conditions and in which vessel traffic can be regulated in the interest of safety.

See 33 U.S.C. 1231 and Department of Homeland Security Delegation No. 0170.1.

The Portsmouth Naval Shipyard is the bridge owner and is contracting the structural repairs to be completed. The existing bridge is a steel girder structure approximately 300 feet long and 50 feet 7 inches wide. Existing vertical clearance will remain the same at 7 feet at MLW. Horizontal clearance is currently 57 feet and the new clearance will be 56 feet 6 inches. Existing granite block and steel reinforced abutments and piers will remain in place but will be reinforced with cladding around the abutments. As a result, the horizontal clearance will be reduced by six inches. The start of construction operations has been changed from the originally advertised September 1, 2014 to October 1, 2014. This change is reflected in the regulatory text below.

The Coast Guard First District Commander has determined that this construction project poses dangers to the maritime public and this rule is necessary to ensure the safe transit of vessels in the area, and to protect all persons, vessels, and the marine environment.

C. Discussion of Comments, Changes and the Final Rule

For the reasons discussed above, the Coast Guard is establishing a RNA on the navigable waters of the Piscataqua River surrounding Bridge 1 which spans from Kittery, ME, to Seavey Island, ME from October 1, 2014 to April 30, 2017.

In order to mitigate the inherent risks involved in construction, it is necessary to control vessel movement through the area, therefore, the Coast Guard is establishing an RNA on the navigable waters of Piscataqua River surrounding Bridge 1 which spans from Kittery, ME, to Seavey Island, ME. Construction operations are sensitive to water movement, and wake from passing vessels could pose significant risk of injury or death to construction workers. In order to minimize such unexpected or uncontrolled movement of water, the RNA will limit vessel speed and wake of all vessels operating in the vicinity of the bridge construction zone. This will be achieved by implementing a five (5) knot speed limit and "NO WAKE" zone in the vicinity of the construction as well as providing a means to suspend all vessel traffic for emergent situations that pose imminent threat to waterway users in the area. The RNA will also protect vessels desiring to transit the area by ensuring that vessels are only permitted to transit when it is safe to do so.