

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 or email Mr. Judy Leung-Yee, Project Officer, First Coast Guard District, judy.k.leung-ye@uscg.mil, or telephone (212) 668-7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION: The Amtrak Pelham Bay Railroad Bridge, across the Hutchinson River at mile 0.5, at the Bronx, New York, has a vertical clearance in the closed position of 8 feet at mean high water and 15 feet at mean low water. The drawbridge operation regulations are listed at 33 CFR 117.5 and 33 CFR 117.793.

The waterway users are mostly commercial operators. The owner of the bridge, National Railroad Passenger Company (Amtrak), requested a temporary deviation from the regulations to facilitate scheduled maintenance, replace pinion shaft bushings, at the bridge.

Under this temporary deviation the Amtrak Pelham Bay Railroad Bridge may remain in the closed position from 10 p.m. on December 2, 2011 through 4 a.m. on December 5, 2011. In the event of inclement weather the bridge closure rain date will be from 10 p.m. on December 9, 2011 through 4 a.m. on December 12, 2011.

The commercial users were notified. No objections were received.

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

Dated: November 16, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011-31329 Filed 12-6-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2011-1053]

Drawbridge Operation Regulation; Old Brazos River, Freeport, Brazoria County, TX

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Union Pacific Railroad Swing Span Bridge across the Old Brazos River, mile 4.4, at Freeport, Brazoria County, Texas. This deviation allows the bridge to remain closed to navigation for four days to replace lift cables.

DATES: This deviation is effective from 6 a.m. December 16 through 6 p.m. December 19, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2011-1053 and are available online by going to <http://www.regulations.gov>, inserting USCG-2011-1053 in the "Keyword" box and then clicking "Search". They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 or email Jim Wetherington, Bridge Management Specialist, Eighth Coast Guard District, Bridge Administration Branch, telephone (504) 671-2128, email: james.r.wetherington@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION: The Union Pacific Railroad Company has requested a temporary deviation from the published regulation for the Union Pacific Railroad Bridge across the Old Brazos River in 33 CFR 117.975 which states: The draw of the Union Pacific railroad bridge, mile 4.4 at Freeport, shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

The requested deviation will allow the bridge to remain closed to marine traffic from 6 a.m. December 16 through 6 p.m. December 19, 2011. The clearance in the closed-to-navigation position is 10.67 feet above mean sea level (MSL).

This deviation will allow the lift span of the bridge to remain in the closed-to-navigation position in order for the cables to be replaced and re-tensioned. This work is necessary due to an ongoing bridge modification project, authorized by Coast Guard Bridge Permit Amendment P (7a-09-8) dated

September 14, 2010. The project involves the replacement of the old swing span with the current vertical lift span.

Vessel traffic at the bridge site consists of commercial fishing vessels, commercial dive boats and recreational boats. There are no alternate routes. During the closure times, the process for tensioning the cables will allow the bridge to be able to open for emergencies and occasionally for the passage of vessels once the new cables are in place and being tensioned. Current waterway users above the bridge are aware of the closure and have not objected to this time period. Vessels that do not require an opening can pass at any time.

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

Dated: November 21, 2011.

David M. Frank,

Bridge Administrator.

[FR Doc. 2011-31331 Filed 12-6-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2011-1071]

Drawbridge Operation Regulations; New Rochelle Harbor, New Rochelle, NY

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Glen Island Bridge, mile 0.8, across New Rochelle Harbor at New Rochelle, New York. The deviation is necessary to facilitate bridge rehabilitation repairs. This deviation allows the bridge to remain in the closed position to facilitate bridge rehabilitation.

DATES: This deviation is effective from December 5, 2011 through March 30, 2012.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2011-1071 and are available online at <http://www.regulations.gov>, inserting USCG-2011-1071 in the "Keyword"

and then clicking "Search". They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 or email Ms. Judy Leung-Yee, Project Officer, First Coast Guard District, judy.k.leung-yee@uscg.mil, or telephone (212) 668-7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

The Glen Island Bridge, across New Rochelle Harbor, mile 0.8, at New Rochelle, New York, has a vertical clearance in the closed position of 13 feet at mean high water and 20 feet at mean low water. The drawbridge operation regulations are listed at 33 CFR 117.802.

The waterway users are recreational vessels of various sizes. During the winter months the bridge rarely opens since the recreational vessels that transit this waterway are normally in winter storage.

The owner of the bridge, Westchester County, requested a temporary deviation from the regulations to help facilitate rehabilitation repairs at the bridge.

Under this temporary deviation the Glen Island Bridge may remain in the closed position from December 5, 2011 through March 30, 2012. Vessels that can pass under the bridge in the closed position may do so at any time.

The Coast Guard believes that this temporary deviation should meet the reasonable needs of navigation because the recreational users that normally use this bridge are recreational vessels that do not operate during the winter months when this deviation will be in effect.

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

Dated: November 23, 2011.

Gary Kassof,
Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011-31332 Filed 12-6-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2011-1073]

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

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the I64 Bridge across the Atlantic Intracoastal Waterway, South Branch of the Elizabeth River, mile 7.1, at Chesapeake, VA. The deviation is necessary for bridge rehabilitation and maintenance work. This deviation allows the bridge to remain in the closed-to-navigation position.

DATES: This deviation is effective from 7 a.m. on December 11, 2011 to 7 p.m. on December 18, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2011-1073 and are available online by going to <http://www.regulations.gov>, inserting USCG-2011-1073 in the "Keyword" box and then clicking "Search". They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 or email Lindsey Middleton, Bridge Management Specialist, Coast Guard; telephone (757) 398-6629, email Lindsey.R.Middleton@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION: Virginia Department of Transportation (VDOT) has requested a temporary deviation from the current operating regulations of the I64 Bridge across the AIWW, South Branch of the Elizabeth River, mile 7.1 at Chesapeake, VA. The requested deviation is to accommodate the rehabilitation of the mechanical systems of the bridge and will allow the bridge to remain in the closed-to-navigation position throughout the week. The

vertical clearance of this bridge is 65 feet at mean high water (MHW) in the closed-to-navigation position and unlimited in the open position. During this closure period, the vertical clearance in the closed position will remain at 65 feet at MHW and vessels able to pass under the bridge may do so at any time. The bridge will not be able to open for emergencies and there are no alternate routes available to vessels.

The current operating schedule for the bridge is set out in 33 CFR 117.997(e) which requires the bridge to open on signal if at least 24 hours notice is given.

VDOT has reached out to the main waterway user requiring bridge openings and schedules have been worked out accordingly. The majority of vessel traffic utilizing this waterway is tugs and tows. The Coast Guard will inform all other users of the waterway through our Local and Broadcast Notices to Mariners which will allow mariners to arrange their transits to minimize delay.

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

Dated: November 22, 2011.

Waverly W. Gregory, Jr.,
Bridge Program Manager, by direction of the Commander, Fifth Coast Guard District.

[FR Doc. 2011-31330 Filed 12-6-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 155

[Docket No. USCG-2011-0576]

RIN 1625-AB75

Higher Volume Port Area—State of Washington

AGENCY: Coast Guard, DHS.

ACTION: Notice of intent.

SUMMARY: The Coast Guard announces that it intends to comply with recent legislation that would expand an existing higher volume port area (HVPA) for Puget Sound and the Strait of Juan de Fuca. The expansion would add Pacific Ocean waters, under U.S. jurisdiction and within a 50-mile arc measured from Cape Flattery, Washington, to the HVPA. Higher volume port areas require certain tankers to plan for faster response times following a spill of the tanker's cargo.