



U.S. Department of Homeland Security
United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 9

Week: 01/20

Issued by: Commander (dpw)
Ninth Coast Guard District
1240 East Ninth Street,
Cleveland, OH 44199-2060
Telephone: (216) 902-6069

Direct questions about this LNM to the above address.

All distances in this publication are STATUTE MILES unless otherwise noted.

District Nine Internet Address https://www.atlanticarea.uscg.mil/Our-Organization/District-9/

District Nine Local Notice to Mariners email Address D09-DG-District-D9-LocalNoticetoMariners@uscg.mil

** Navigation Information Service watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** https://www.navcen.uscg.gov/

Light List Reference: Commandant Publication P16502.7, VOL VII, 2019 Edition

Coast Pilot Reference: 2019 U.S. Coast Pilot 6 Great Lakes 46th Edition

Coast Pilots, along with corrections are available at: https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html

The Local Notice to Mariners is available on the Internet at https://www.navcen.uscg.gov/?pageName=lnmMain You will also have links to other government agencies- web pages including the US Army Corps of Engineers and the National Ocean Service.

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Sector offices for their areas of responsibility issue a BROADCAST NOTICE TO MARINERS.

The following Broadcast Notice to Mariners have been incorporated into this week's Local Notice to Mariners:

Sector Buffalo, NY - B216-19 through B216-19

Ninth District - C202-19 through C005-20

Sector Detroit, MI - D091-19 through D001-20

Sector Lake Michigan, WI - M531-19 through M006-20

Sector Sault Ste Marie, MI - S199-19 through S001-20

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS and DGPS. The

NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: https://cgls.uscg.mil/mailman/listinfo/nanu. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or AIS service. Users are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mail to: webmaster@smtp.navcen.uscg.mil, or on the internet at: https://www.navcen.uscg.gov

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River

DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

LIB - Lighted Ice Buoy

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids to navigation with varying degrees of reliability. Prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid to navigation. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of the practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying length of chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits which often occur more than a year apart. Due to the forces of nature, the position of the buoy body can be expected to shift inside and outside the charted symbol. The mariner is also cautioned that buoys may be extinguished or sound signals may not function as the result of ice, running ice, or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction that the buoy marks.

LNM: 06/14

IMPORTANT SAFETY NOTICE ABOUT THE RELIABLE OPERATION OF ECDIS

Following an announcement by the International Maritime Organization (IMO) concerning potential display anomalies in some ECDIS systems, the International Hydrographic Organization (IHO) issued an ENC Data Presentation and Performance Check in October 2011. This check is intended to assist mariners and to help determine the extent of the anomalies. IHO has received reports from mariners confirming that a number of ECDIS fail to display some significant underwater features in the "Standard" display mode. For all significant objects to be visible to the mariner, these ECDIS must be operated in "Full display" or "All display" mode until a software upgrade is made available from the manufacturer. Mariners are strongly encouraged to use the IHO ENC Data Presentation and Performance Check issued through ENC service providers and also available directly from the IHO website (www.iho.int) to check the operation of their ECDIS and to determine whether their system is affected. IHO Circular Letter 33/2012 is available on the Coast Guard's Navigation Center website (<https://www.navcen.uscg.gov>) under the heading News and Notices.

LNM: 12/12

RANGE STRUCTURES

The U.S. Coast Guard has become aware that Coast Guard information used to depict a rangeline on NOAA Electronic Navigational Charts (ENC) may not be of sufficient accuracy to accurately portray the rangeline on the ENC. Mariners are cautioned that the position of a rangeline as shown on an ENC may not reflect its true position.

LNM: 04/11

USACE NOTICE TO NAVIGATION INTERESTS

Current Federal Channel conditions, shoaling, and the most recent channel surveys are available at the following Army Corps of Engineers web sites:

Buffalo: <http://www.lrb.usace.army.mil/>
Detroit: <http://www.lre.usace.army.mil/>
Chicago: <http://www.lrc.usace.army.mil/>
Rock Island: <http://www.mvr.usace.army.mil/>

LNM: 28/12

GREAT LAKES - Great Lakes Water Levels

The expected water levels on the Great Lakes for Jan 10, 2020. Connecting Channels and the St. Lawrence River, given in inches above (+) or below (-) Low Water Datum (LWD). LWD is a plane of reference used on a navigation chart. It is also known as chart datum.

Great Lakes:

Lake Ontario +34, Lake Erie +47, Lake St. Clair +48, Lake Michigan-Huron +48, Lake Superior +19.

St Lawrence River:

Above Long Sault Dam +47, Above Iroquois Dam +52, Ogdensburg +29, Alexandria Bay +43. Head of River at Cape Vincent +34.

Detroit River:

Lake Erie at Pelee Passage +47 Mouth of River at Gibraltar +48, Fort Wayne +52. Head of River above Belle Isle +49.

St. Clair River:

Mouth of River at St. Clair Flats +48, Algonac +53, St. Clair +48, Blue Water Bridge +52, Head of River at Fort Gratiot +50, Lake Huron Approach Channel +48.

St. Marys River:

Mouth of River at Detour +48, West and Middle Neebish +44, Head of Little Rapids +43, U.S. Slip +42, Above Locks +23, Head of River at Point Iroquois +19.

Available water depth is determined for a location by adding (if +) or subtracting (if -) the amount from the above to the water depth shown on National Oceanic and Atmospheric Administration (NOAA) navigational charts. Caution: Depths so determined are representative of a still water surface elevation, disturbed by neither wind nor other causes. Depth, however, may be reduced or increased as much as several feet for short periods of time due to these disturbances, or when sections of channels develop shoals. Vessel masters should refer to the Local Notice to Mariners for extent of shoaling and scattered bedrock projections in all channels. For further information direct inquiries to: Department of the Army, Detroit District Corps of Engineers P. O. Box 1027, Detroit, MI 48231, (313) 226-6443. Additional information can be found on the U.S. Army Corps of Engineers Information Center website at

<http://www.lre.usace.army.mil/Missions/GreatLakesInformation/GreatLakesWaterLevels/WaterLevelForecast/ConnectingChannelsForecast.asp>.

LNM: 01/20

Lake Superior, St Mary's river, straits of Mackinac and Lake Michigan

Commander Coast Guard Sector Sault Ste Marie commenced operation Taconite. At the start of each voyage or transit, to enhance the coordination of Ice breaking resources, COTP Sault Ste Marie directs all shipping companies to provide an estimated time of arrival for their vessels downbound to Whitefish point, upbound to Detour Reef LT, eastbound to Lansing shoal LT, Westbound to Round Island, or arriving or departing from any of the western Superior ports and terminals. Similarly, for vessels operating in Lake Michigan in the presence of ice, All shipping companies should provide an estimated time of arrival for Vessels entering the Sturgeon Bay Ship Canal, Rock Island Passage or when Arriving or departing Escanaba, Green Bay, Marinette or any other ports and Terminals within Green Bay. Estimated time of arrivals must be received six hours prior to a vessels Arrival to any of these points or once a day by 1000 (eastern). Position Reports may be filed with "Sault traffic" either by landline (906.635.3232), Fax (906.635.3238), or email (sootfc at uscg.mil). A vessels ETA must be updated whenever the arrival time changes by more than six hours. Mariners are asked to establish vhf radio contact with the servicing Icebreaker on VHF-FM channel 16 approximately one hour before reaching the appropriate service area.

LNM: 52/19

LAKE ERIE – NY – Buffalo Ship Canal – Chart 14833

There is a steel I-beam protruding out of the water in approximate position 42-51.985N 078-52.170W. The steel I-beam is marked with a temporary white buoy FL W 4s.

LNM: 17/16

LAKE ERIE - BUFFALO HARBOR - Chart 14833

North Entrance Light "7" (LLNR 2720) The light has been temporarily discontinued due to construction on the breakwater. A temporary light

without day marks and lowered focal plane has been established in position 42-52'50.220"N / 078-53'45.474"W. The characteristic is FL G 2.5s. Another lantern was mounted on the Northwest end of the breakwater in position 42-53'04.590"N / 078-54'05.880"W. The characteristic of this light is QW. There are "DANGER" day marks located on each side of the breakwater where it is washed out and submerged.

LNM: 51/19

SAGINAW BAY - MI - Saginaw, MI - Chart 14863

Unmarked submerged vessel. A 18' vessel is submerged at 43-44.310N 083-48.420W in approximately 11' of water. The vessel is not in the navigational channel. Mariners are advised to transit the area with caution.

LNM: 48/19

STRAITS OF MACKINAC - DE TOUR TO WAUGOSHANCE POINT - Chart

North Graham Shoal Lighted Bell Buoy "3" (LLNR 12605) The unlighted can winter mark will not be set. The buoys position is enhanced with Virtual AIS Port Hand Mark.

LNM: 51/19

LAKE MICHIGAN - MANITOWOC AND SHEBOYGAN - Chart 14922

Manitowoc South Breakwater Light "3" (LLNR 20855) The light tower has been destroyed by weather and is missing from its assigned position on the breakwater. The remains of the structure have been located and removed from the southern edge of the channel. An AIS ATON has been established to mark the Light List assigned position of Manitowoc South Breakwater Light "3" (LLNR 20855).

AIS ATON TYPE: Synthetic
eATON Type: Beacon Port
eATON Name LT 3
MMSI: 993682614

LNM: 05/19

LAKE MICHIGAN - RACINE HARBOR - Chart 14925

Racine Reef Light (LLNR 20480) the light tower and supporting foundation has become unstable. Mariners should stay more than 300 feet from the structure.

Racine Reef Lighted Buoy 18 (LLNR 20483) has been established in position 42-43-40.338N / 087-44-01.614W to mark the damaged light structure. The buoy is red in color and has a light characteristic of FI R 2.5s with a range of 5 statute miles. The buoy will be removed and winter marked with an unlighted nun buoy from December 1 to April 21.

LNM: 42/17

ST. MARYS RIVER - DETOUR PASSAGE TO MUNUSCONG LAKE - Chart 14882

The following aids are being broadcast as AIS ATON:

Lime Island Coal Dock Passage Light (LLNR 12930) Physical
Lime Island Traffic Buoy (LLNR 12915) Synthetic
Pipe Island Shoal Lighted Buoy "1" (LLNR 12865) Synthetic
Hay Point Reef Lighted Buoy "18A" (LLNR 12955) Synthetic
Point Aux Frenes Lighted Buoy "22" (LLNR 12980) Synthetic

LNM: 35/19

ST. MARYS RIVER - MUNUSCONG LAKE TO SAULT STE. MARIE - Chart 14883

The following aids are being broadcast as AIS ATON:

Middle Neebish Light "62" (LLNR 13375) Physical
Munuscong Lake Junction (LLNR 13030) Physical
Munuscong Channel Lighted Buoy "9" (LLNR 13070) Synthetic
Munuscong Channel Lighted Buoy "21" (LLNR 13125) Synthetic
Munuscong Channel Lighted Buoy "29" (LLNR 13217) Synthetic
Munuscong Channel Lighted Buoy "35" (LLNR 13245) Synthetic
Moon Island Lighted Buoy "13" (LLNR 13695) Synthetic
Sailors Encampment Lighted Buoy "21" (LLNR 13125) Synthetic
Middle Neebish Lighted Buoy "43" (LLNR 13285) Synthetic
Middle Neebish Lighted Buoy "59" (LLNR 13345) Synthetic
Lake Nicolet Lighted Buoy "89" (LLNR 14030) Synthetic
Lake Nicolet Lighted Buoy "65" (LLNR 13390) Synthetic

LAKE SUPERIOR - REDRIDGE TO SAXON HARBOR - Chart 14965

Ontonagon Harbor East Breakwater Light (LLNR 15220) A Virtual AIS ATON has been established to mark the end of the Ontonagon Harbor East Breakwater. Position 46-52-47.040N / 089-19-47.786W. The physical lighted structure was damaged by ice and is missing.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1690	Carleton Island South Channel Buoy 3	BUOY DMGD	14767		38/19	
9995	Fort Gratiot Range Front Passing Light	LT EXT	14852		01/20	
11325	Harrisville East Breakwater Light 3	LT IMCH	14864		01/20	
12845	Drummond Island Shoal Buoy 8	MISSING	14882		37/19	
13500	West Neebish Channel (Downbound) Lighted Buoy 50	OFF STA	14887		52/19	
14390	Brush Point Range Front Light	LT EXT	14884		51/19	
16963	Driftwood Point Light	LT EXT			37/19	
18420	Portage Lake South Pierhead Light	LT EXT	14939		51/19	
18980	Grand Haven North Pierhead Light 1	LT EXT	14933		01/20	
19525	St. Joseph South Pierhead Light	LT EXT	14930		01/20	
20855	Manitowoc South Breakwater Light 3	STRUCT DEST/LT EXT	14922		02/19	
20860	Manitowoc Breakwater Light	REDUCED INT	14922		25/19	
21825	Eagle Bluff Light	REDUCED INT	14909		29/18	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3160	Tonawanda Channel Buoy 31	WATCHING PROPERLY	14832		45/19	01/20
3190	Tonawanda Channel Buoy 35	WATCHING PROPERLY	14832		45/19	01/20
15905	Duluth Harbor Basin Lighted Buoy 5	RELIGHTED	14975		01/20	01/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9840	Recors Point Dock Lower Light	LT EXT	14853		30/19	
9850	Recors Point Dock Upper Light	LT EXT	14853		30/19	
15945	Interstate Fishing Pier East Light	LT EXT	14975		29/19	
15950	Interstate Fishing Pier West Light	LT EXT	14975		29/19	
16500	Two Harbors Light	LT EXT	14966		51/19	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2105	Oswego Harbor West Channel Light 2	TRLB	14813		17/19	
2720	Buffalo Harbor North Entrance Light 7	DISCONTINUED	14833		33/19	
12140	Crooked Lake Daybeacon 81	TRUB	14886		28/19	
15220	Ontonagon Harbor East Breakwater Light	DISCONTINUED	14965		11/18	
15260	Gull Island Light	Reduced Intensity	14973	S085-16	39/16	
18340	North Manitou Shoal Light	Reduced Intensity	14912		51/17	
20480	Racine Reef Light	DISCONTINUED	14925		42/17	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

None

SECTION IV - CHART CORRECTIONS

None

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

None

Advance Notice(s)

LAKE ST. CLAIR - Chart 14850

Establish Synthetic AIS for the following aids:

- Lake St. Clair Lighted Buoy "7" (LLNR 8445)
- Lake St. Clair Lighted Buoy "13" (LLNR 8475)
- Lake St. Clair Lighted Buoy "17" (LLNR 8495)
- Lake St. Clair Lighted Buoy "18" (LLNR 8500)

LNM: 41/19

STRAITS OF MACKINAC - DE TOUR PASSAGE TO WAUGOSHANCE POINT - Chart 14881

Change the following fog signal operation to user activated on the following lights. The fog signal would be energized when the mariner keys the microphone five times in VHF-FM radio channel 83A five times.

Poe Reef Light (LLNR 11750)
Fourteen Foot Shoal Light (LLNR 11765)

LNM: 20/19

LAKE MICHIGAN - WAUGOSHANCE POINT TO SEUL CHOIX POINT - Chart

Change the following fog signal operation to user activated on the following lights. The fog signal would be energized when the mariner keys the microphone five times in VHF-FM radio channel 83A five times.

White Shoal Light (LLNR 17750)
Grays Reef Light (LLNR 17775)
Lansing Shoal Light (21535)

LNM: 20/19

LAKE MICHIGAN - PLATTE BAY TO LELAND - Chart 14912

North Manitou Shoal Light (LLNR 18340) Permanently discontinue the RACON morse code characteristic "N". Establish a Synthetic AIS ATON on the position of the aid.

LNM: 20/19

ST. MARYS RIVER -MUNUSCONG LAKE TO SAULT STE. MARIE - Chart 14833 - Munuscong

West Neebish Channel (Downbound) Light "26" (LLNR 13625) Relocate to position 46-15.9135N / 084-11.3678W
West Neebish Channel (Downbound) Light "25" (LLNR 13630) Relocate to position 46-15.8830 / 084-11.4533W

LNM: 42/19

LAKE SUPERIOR - DULUTH - SUPERIOR HARBOR - Chart 14975

Duluth Harbor South Breakwater Outer Light (LLNR 15845) change the fog signal operation to a user activated system. The mariner can energize the fog signal by keying the microphone five times on VHF-FM channel 83A.

LNM: 29/17

LAKE SUPERIOR - DULUTH - SUPERIOR HARBOR - Chart 14975

Duluth Harbor South Breakwater Outer Light (LLNR 15845) discontinue the standby light.

LNM: 04/18

LAKE SUPERIOR - GRAND MARAIS TO BIG BAY POINT - Chart 14963

Big Bay Point Light (LLNR 14705) Change the operation of the light from a Federal Aid to Navigation to a Privately owner operated light. Change the characteristic from FI W 6s and 12 statute mile range to FI W 5s with a 20 statute mile range.

LNM: 23/19

LAKE SUPERIOR - APOSTLE ISLANDS - Chart 14973

Gull Island Light (LLNR 15260) Reduce the range of the light from 7 statute miles to 6 statute miles. Lower the focal plane of the light from 56 feet to 12 feet.

LNM: 22/19

LAKE SUPERIOR - BIG BAY POINT TO REDRIDGE - CHART 14964

Manitou Island Light (LLNR 15170) permanently reduce the range of the light from 12 statute miles to 10 statute miles

LNM: 22/19

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

Closing

Docket No.

Ref. LNM

None

Proposed Change Notice(s)

LAKE HURON - SAGINAW BAY - Chart 14867

Saginaw Bay Channel Buoy "7" (LLNR 10610) Change the buoy from permanent year round to seasonal from April 21 to Dec 7.
Saginaw Bay Channel Buoy "8" (LLNR 10615) Change the buoy from permanent year round to seasonal from April 21 to Dec 7.

LNM: 43/19

STRAITS OF MACKINAC - DE TOUR PASSAGE TO WAUGOSHANCE POINT - Chart 14881

Cheboygan Traffic Lighted Buoy (LLNR 12180) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

Mackinac Bridge Lighted Bell Buoy "1" (LLNR 12625) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

Mackinac Bridge Lighted Gong Buoy "2" (LLNR 12630) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

Mackinac Bridge Lighted Bell Buoy "3" (LLNR 12645) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

Mackinac Bridge Lighted Gong Buoy "4" (LLNR 12650) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

ST. MARY'S RIVER - DE TOUR PASSAGE TO MUNUSCONG LAKE - Chart 14882

Lime Island Traffic Lighted Buoy (LLNR 12915) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

LNM: 39/19

LAKE HURON - HARRISVILLE TO FORTY MILE POINT - Chart 14864

Presque Isle Light (LLNR 11550) Reduce the range of the light from 22 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - WAUGOSHANCE POINT TO CHOIX POINT - Chart 14911

Grays Reef Light (LLNR 17775) Permanently discontinue the RACON Morse code "G". Establish Synthetic AIS ATON on the position of the aid.

LNM: 41/19

LAKE MICHIGAN - MANITOWOC AND SHEBOYGAN - Chart 14922

Manitowoc Buoy "9" (LLNR 20876) Permanently discontinue the buoy

LNM: 38/19

LAKE MICHIGAN - STONY LAKE TO POINT BETSIE - Chart 14907

Point Betsie Light (LLNR 18370) Reduce the range of the light from 19 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - PORT WASHINGTON TO WAUKEGAN - Chart 14904

Wind Point Light (LLNR 20605) Reduce the range of the light from 21 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - ALGOMA TO SHEBOYGAN - Chart 14903

Rawley Point Light (LLNR 20935) Reduce the range of the light from 21 statute miles to 16 statute miles.

LNM: 41/19

LAKE MICHIGAN - UPPER GREEN BAY - Chart 14910

Peshtigo Reef Light (LLNR 21990) Permanently discontinue the fog signal.

LNM: 43/19

LAKE MICHIGAN - UPPER GREEN BAY - Chart 14909

Baileys Harbor Entrance Lighted Buoy (LLNR 21235) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

Porte Des Morts Entrance Lighted Bell Buoy (LLNR 21300) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

LNM: 43/19

LAKE MICHIGAN - LOWER GREEN BAY - Chart 14909

Sherwood Point Traffic Lighted Buoy (LLNR 22000) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

LNM: 43/19

ST. MARY'S RIVER - DE TOUR PASSAGE TO MUNUSCONG LAKE - Chart 14882

Drummond Island Shoal Buoy "8" (LLNR 12845) Permanently discontinue the buoy.

LNM: 38/19

LAKE SUPERIOR - DULUTH - SUPERIOR HARBOR - Chart 14975

Duluth Harbor Basin Traffic Lighted Buoy (LLNR 15870) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation)

LNM: 43/19

For any comments or questions on these proposed changes please contact:

Mr. Doug Sharp of the Ninth District Aids to Navigation office at (216) 902-6070.

LNM: 30/13

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

Waterways Analysis and Management System Study - 2018

The U. S. Coast Guard is conducting a Waterway Analysis and Management System Study of the following waterways during 2019. The study focuses on the Aids to Navigation within the waterway, waterborne commerce, marine casualty information, emergency response plans, routine and emergency communication capabilities, and future development projects. Coast Guard units will conduct research of each waterway in the study and require waterway user feedback. If you have recommended changes to the waterway please email: william.d.sharp@uscg.mil or complete the survey attached to this local notice to mariner. Your comments are very important and will be forwarded to the appropriate unit conducting the study.

Straits of Mackinaw Eastern Section (LLNR 11720 – LLNR 11775)
(LLNR 12175 – LLNR 12215)
(LLNR 12535 – LLN 12650)

Burns Harbor (LLNR 19575 – LLNR 19625)

Milwaukee Harbor (LLNR 20635 – LLNR 20765)

Portage Lake (LLNR 18370 – LLNR 18445)

Manistee Harbor (LLNR 18450 – LLNR 18520)

Ludington Harbor (LLNR 18525 – LLNR 18645)

Chicago / Calumet Harbors (LLNR 19630 – LLNR 20300)

Alpena (LLNR 11345 – LLNR 11715)

Les Cheneaux Islands (LLNR 12220 – LLNR 12532)

If interested in completing a survey use the attached Link:<https://www.surveymonkey.com/r/DV3K5PF>.

Sandusky River (LLNR 5035 – LLNR 5515)

Au Gres (LLNR 11140 – LLNR 11235)

Tawas Bay (LLNR 11240 – LLNR 11330)

Rochester Harbor (LLNR 2280 – LLNR 2395)

Youngstown Harbor (LLNR 2400 – LLNR 2655)

Sackets Harbor (LLNR 1755 – LLNR 2024.9)

St. Mary's River (LLNR 12765 – LLNR 13755)

Lake Nicolet / Bayfield Channel (LLNR 13955 – LLNR 14192)

GREAT LAKES - Marine Events

Marine events such as races, parades, regattas, and fireworks displays are frequently held in the Great Lakes region. Advance information on specific events is contained in enclosure (2) of this publication. The public is reminded to listen to the local broadcast notice to mariners for the most up-to-date information on a marine event. Mariners are advised that some events may require temporary aids to navigation that are not displayed on a chart or in the Light List, and that they should exercise additional caution while operating in the vicinity of a scheduled marine event.

LNM: 24/13

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From July 9 through November 20, 2020, the E-174 Union Street Bridge at Mile 271.28 and the E-128 Main Street (SR 250) Bridge at Mile 246.67, both over the Erie Canal, part of the New York Canal System will be locked in the open to navigation position and moveable platforms that hang approximately 3 feet below low steel will be installed under the bridge in one half of the channel. The normal working hours will be 0700 to 1700, Monday through Friday; however, actual work hours may change during the project due to weather.

LNM: 20/19

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From July 9 through November 20, 2020 moveable platforms will be installed under the E174 Union Street Bridge at mile 271.28 and the E128 Main Street Bridge at Mile 246.67, both over the Erie Canal. The platforms will extend approximately 6 feet below low steel.

LNM: 24/19

NEW YORK STATE CANAL SYSTEM – NY – Erie Canal – Chart 14786 – Bridge Maintenance

From November 18, 2019 to May 17, 2020, contractors will perform rehabilitation work on the E208 Bates Road Bridge located at Mile 302.64 over the Erie Canal near Medina, New York. Scaffolding will be installed that hangs approximately four feet below low steel.

LNM: 47/19

NEW YORK STATE CANAL SYSTEM – NY – Erie Canal – Chart 14786 – Bridge Maintenance

From November 12, 2019 to May 11, 2020, contractors will perform rehabilitation work on the E189 Telegraph Road Bridge located at Mile 285.00 over the Erie Canal near Holley, New York. Scaffolding will be installed that hangs approximately four feet below low steel.

LNM: 47/19

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance

From December 20, 2019 through March 15, 2020 scaffolding that hangs approximately 4 feet below low steel will be installed under the E-120 O'Neal Road/ Quaker Road Bridge at Mile 238.34 over the Erie Canal, part of the New York State Canal System.

LNM: 51/19

LAKE ERIE – NY – Buffalo Harbor – Chart 14833

Bridge Schedule Change The Ferry Street Bridge at mile 2.6 over the Black Rock Canal will require a 2-hour advance notice for openings until April 14, 2020. Mariners should provide advance notice by calling: 716-866-4323.

LNM: 47/19

LAKE ERIE – NY – Buffalo Harbor – Chart 14833 – Bridge Maintenance

from January 1, 2021 through April 16, 2021 the draw of the Ohio Street Bridge at Mile 2.10 over the Buffalo River will be secured to masted navigation 53 feet lower than fully open to allow workers access for rehabilitation.

LNM: 51/19

LAKE ERIE – OH – Lorain Harbor – Chart 14841 – Bridge Maintenance

From August 1 through March 31, 2020 one leaf of the Erie Avenue Bridge at Mile 0.6 over the Black River will operate normally and a 4-hour advance notice will be required for 2-leaf openings. Mariners should provide advance notice directly to the drawtender on VHF-FM Marine Radio or by calling: 440-244-2137.

LNM: 47/19

LAKE ERIE – OH – Sandusky Bay – Chart 14845 – Bridge Maintenance

From July 15 through April 30, 2020 spider scaffolding will be installed over the north pass through, not part of the navigation span of the State Route 2 at Mile 7.7 over the Sandusky Bay. Steady burning yellow lights will mark the scaffolding.

LNM: 46/19

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Winter Hours

From 2200 on December 30, 2019 to 0600 on March 16, 2020 the Center Street Bridge at Mile 1.39, Columbus Road Bridge at Mile 1.93, and West 3rd Street Bridge at Mile 3.69, both over the Cuyahoga River; and the Willow Avenue Bridge at Mile 1.02 over the Cuyahoga – Old River Channel will require a 12-hour advance notice of arrival for openings. Mariners should provide advance notice directly to the drawtender by calling: 216-664-4767 or by emailing: tpruitt2@city.cleveland.oh.us or calling: 216-235-7669.

LNM: 50/19

ST. CLAIR RIVER – MI – St. Clair Middle Ground – Chart 14852 – Bridge Maintenance

From April 15 through June 15, 2020 scaffolding that hangs approximately 5 feet below low steel will be installed under the U.S. side of the Blue Water Bridge at Mile 39.1 over the St. Clair River. Steady burning yellow lights will mark the bottom and four-corners of the scaffolding. The bridge navigation lights will remain unaffected.

LNM: 10/19

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Discrepancy

The Coast Guard has received a report that the dolphins near the location of the former Polk Street Bridge at Mile 2.16 over the South Branch of the Chicago River and the former Erie Street Bridge at Mile 2.21 over the North Branch of the Chicago River are a hazard to navigation.

LNM: 21/16

LAKE MICHIGAN – IN – Indiana Harbor, Chart 14929 – Bridge Underwater Hazard

The Coast Guard has received a report of an underwater obstruction near the position of the former Canal Street Bridge at Mile 1.88 over the Indiana Harbor Canal.

LNM: 01/14

LAKE MICHIGAN – MI - St. Joseph Benton Harbor – Chart 14906 – Bridge Maintenance

From December 1 through March 31, 2020 the Blossomland/M-63 Bridge at Mile 0.92 and the Twin Cities Bicentennial Bridge at Mile 1.30, both over the St. Joseph River will be secured to masted navigation. Scaffolding that hangs approximately 4 feet below low steel will be installed under each bridge. Two 60 feet by 40 feet or smaller barges will be working under the bridges.

LNM: 38/19

LAKE MICHIGAN – MI – Charlevoix Harbor – Chart 14942 – Bridge Maintenance

From March 1, 2020 through March 31, 2020 the (US-31) Bridge Street Bridge just below Round Lake over the Pine River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 52/19

North Branch of the Chicago River

This notice is to advise mariners of a partially submerged obstruction off the left descending bank of the North Branch of the Chicago River located at MM 327.5

LNM: 19/19

LAKE MICHIGAN – IN – Indiana Harbor Canal – Chart 14927 – Bridge Winter Hours

From November 14, 2019 through April 1, 2020, daily, the Indianapolis Boulevard Bridge at Mile 2.59 over the Indiana Harbor Canal will require a 12-hour advance notice for openings. Mariners should provide advance notice by calling: 219-851-1141, 219-851-3944, 219-851-3110, 219-214-8905, 219-344-0871.

LNM: 47/19

LAKE MICHIGAN – IL – Calumet Harbor – Chart 14927 – Bridge Maintenance

From October 21 through January 31, 2020, between the hours of 0700 and 1530, Monday through Friday, a 100 foot by 30 foot barge will be working under the Webster Bridge at Mile 4.85 (CORPS MILE 328.6) over the North Branch of the Chicago River. The barge will move to accommodate vessel traffic if a 1-hour advance notice is provided directly to the barge on VHF-FM marine channel 16.

LNM: 51/19

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – CHART 14927 – Bridge Maintenance

From December 10, 2019 through March 15, 2020 between the hours of 0600 and 1800, Monday through Saturday, a 100 foot by 50 foot barge will be working at the CSX Swing Bridge at Mile 15.1 (CORPS MILE 312.3) over the Chicago Sanitary & Ship Canal replacing a protection cell. The barge will monitor VHF-FM Marine Channel 16 and will move if a 1-hour advance notice is provided.

LNM: 49/19

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance

from January 6, 2020 through March 16, 2020, between the hours of 0700 and 1530 Monday through Friday a 100 by 35 foot barge will be working under the State Street Bridge at Mile 1.05 (CORPS MILE 326.1) over the Main Branch of the Chicago River. The barge will move if a 30-minute advance notice is provided on VHF-FM Marine Channel 16.

LNM: 50/19

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Maintenance

From January 2 through April 1, 2020 one leaf of the La Salle Street Bridge at Mile Bridge at Mile 1.29 (CORPS MILE 325.9) over the Main Channel of the Chicago River. Scaffolding will be installed under the secured leaf that extends approximately 3 feet below low steel. Under the operational leaf there will be a small temporary platform. Both the scaffolding and temporary platform will have steady burning yellow light on the bottom and four-corners. A 120 foot by 30 foot barge will be working at the bridge. The barge will monitor VHF-FM Marine Channel 16 and with a 30-minute advance notice will move to accommodate vessels.

LNM: 51/19

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance

From January 15 through October 16, 2020 one leaf of the Lake Street Bridge at Mile 1.64 (CORPS MILE 325.5) over the South Branch of the

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance

Chicago River will be secured to masted navigation.

LNM: 53/19

LAKE MICHIGAN – WI – Milwaukee Harbor – Chart 14924 – Bridge Winter Hours

All movable bridges in Milwaukee Harbor will require a 12-hour advance notice for openings from November 2, 2019 through April 15, 2020. To provide notice to vehicle bridges call the lead draw tender on VHF-FM Channel 16 or 414-286-2575 and for rail bridges call 414-389-3772 or 414-278-1385.

LNM: 46/19

LAKE MICHIGAN – WI – Milwaukee Harbor – Chart 14924

Chart 14924 – Bridge Request for Information & Comments The Coast Guard is seeking information and comments on a Notice of Proposed Rulemaking with a test schedule for the bridges crossing the Milwaukee, Menomonee, and Kinnickinnic Rivers and South Menomonee and Burnham Canals. The City of Milwaukee requested the regulations to be reviewed and updated to allow for a more balanced flow of maritime and land based transportation; because, the current regulation has been in place for over 30 years and is obsolete. Comments and related materials must reach the Coast Guard on or before: January 27, 2020. You may submit comments identified by docket number USCG-2019-0824 using Federal eRulemaking Portal at <http://www.regulations.gov>. If you have questions on this proposed rule, call or e-mail Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, e-mail Lee.D.Soule@uscg.mil. A complete copy of the Federal Register document posted on November 26, 2019 is provided as an enclosure.

LNM: 48/19

LAKE MICHIGAN – WI – Milwaukee Harbor – Chart 14924 – Bridge Request for Information & Comments

The Coast Guard is seeking information and comments on a Notice of Proposed Rulemaking with a test schedule for the bridges crossing the Milwaukee, Menomonee, and Kinnickinnic Rivers and South Menomonee and Burnham Canals. The City of Milwaukee requested the regulations to be reviewed and updated to allow for a more balanced flow of maritime and land based transportation; because, the current regulation has been in place for over 30 years and is obsolete. Comments and related materials must reach the Coast Guard on or before: January 27, 2020. You may submit comments identified by docket number USCG-2019-0824 using Federal eRulemaking Portal at <http://www.regulations.gov>. If you have questions on this proposed rule, call or e-mail Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, e-mail Lee.D.Soule@uscg.mil. A Complete copy of the Federal Register document posted on November 26, 2019 is provided as an enclosure.

LNM: 49/19

LAKE MICHIGAN – WI – Milwaukee Harbor – Chart 14924 – Bridge Maintenance

From June 17, 2019 through February 28, 2020 the Michigan Street Bridge at Mile 1.37 over the Milwaukee River will be locked in the fully open position. Due to a complete power loss the regular bridge lighting will be supplemented with steady burning yellow lights on the bottom of low steel to show the vertical clearance. Two 40 foot by 20 foot barges will be working under the navigation span, from 0500 to 1900, Monday through Saturday. The barges will move to accommodate vessels if a 1-hour advance notice is provided. Mariners should provide advance notice by calling: 262.366.5360. From September 1, 2019 through February 28, 2020 scaffolding will be installed that that extends approximately 2 feet below low steel except under the navigation span where the scaffolding will extend approximately 1 foot below low steel.

LNM: 25/19

LAKE MICHIGAN – WI – Wolf River – CHART 14916 – Bridge Regulation

The Coast Guard is removing the existing drawbridge operation regulation for the Winneconne Highway Bridge, mile 2.4, at Winneconne, WI. The drawbridge was replaced with a fixed bridge through the Coast Guard Bridge Permitting and Public Notice Process in 2018 and the operating regulation is no longer applicable or necessary. This rule is effective November 27, 2019. To view the docket, go to <http://www.regulations.gov>. Type USCG-2019-0823 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. If you have questions on this rule, call or e-mail Mr. Lee Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone (216) 902-6085, e-mail lee.d.soule@uscg.mil. A copy of the Final Rule is available as an enclosure in the LNM.

LNM: 49/19

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
None							

D. L. Cottrell, RDML
U. S. Coast Guard
Commander, Ninth Coast Guard District

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR BUFFALO**

The LNM column is where the entry originally appeared. The dates listed are tentative

<u>LOCATION</u>	<u>LNM</u>	<u>SUBJECT</u>	<u>HOURS/DAYS</u>	<u>FROM-TO</u>	<u>POC</u>	
<u>NEW YORK STATE BARGE CANAL</u>						
<u>LAKE ONTARIO</u>						
<u>LAKE ERIE</u>						
<u>Lake Michigan</u>						
Muskegon South Breakwater connector	52/19	Construction	12 hrs 7 days	26 Dec-Jan 15	Peter Dunning	231-327-3161

DREDGING
LNM 01/20

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR DETROIT**

The LNM column is where the entry originally appeared. The dates listed are tentative

<u>LOCATION</u>	<u>LN</u> <u>M</u>	<u>SUBJECT</u>	<u>HOURS/DAYS</u>	<u>FROM-TO</u>	<u>POC</u>	<u>POC #</u>
<u>LAKE ERIE</u>						
<u>DETROIT RIVER</u>						
<u>LAKE ST. CLAIR</u>						
<u>Lake Huron</u>						
<u>STRAITS OF MACKINAC</u>						

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR SAULT SAINTE MARIE**

The LNM column is where the entry originally appeared. The dates listed are tentative

<u>LOCATION</u>	<u>LNM</u>	<u>SUBJECT</u>	<u>HOURS/DAYS</u>	<u>FROM-TO</u>	<u>POC</u>
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STRAITS OF MACKINAC

LAKE SUPERIOR

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR LAKE MICHIGAN**

The LNM column is where the entry originally appeared. The dates listed are tentative

<u>LOCATION</u>	<u>LNM</u>	<u>SUBJECT</u>	<u>HOURS/DAYS</u>	<u>FROM-TO</u>	<u>POC</u>	
<u>LAKE MICHIGAN</u>						
Manistee, MI	30/19	Construction	7 days 0700-1900	25 Jul-01 Feb	Dave Herweyer	616-836-6551
Chicago, IL	41/19	Construction	0700-1900	14 Oct - TBD	MSU Chicago	630-986-2155
<u>GREEN BAY</u>						

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR BUFFALO

Events listed below are those events that may have accompanying special local regulations.

<u>Location</u>	<u>LNМ</u>	<u>Name of Event</u>	<u>Date</u>	<u>Time of Event</u>	<u>POC</u>	<u>POC #</u>
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St. Lawrence River

LAKE ONTARIO

LAKE ERIE

LNМ 01/20

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR DETROIT

Events listed below are those events that may have accompanying special local regulations.

<u>Location</u>	<u>LN</u>	<u>M</u>	<u>Name of Event</u>	<u>Date</u>	<u>Time of Event</u>	<u>POC</u>	<u>POC #</u>
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LAKE ERIE

DETROIT RIVER

LAKE ST. CLAIR/St. Clair River

LAKE HURON

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR SAULT STE MARIE

Events listed below are those events that may have accompanying special local regulations.

<u>Location</u>	<u>LN</u>	<u>M</u>	<u>Name of Event</u>	<u>Date</u>	<u>Time of Event</u>	<u>POC</u>	<u>POC #</u>
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STRAITS OF MACKINAC

GREEN BAY

LAKE SUPERIOR

ST. MARY'S RIVER

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR LAKE MICHIGAN

Events listed below are those events that may have accompanying special local regulations.

<u>Location</u>	<u>LN</u>	<u>M</u>	<u>Name of Event</u>	<u>Date</u>	<u>Time of Event</u>	<u>POC</u>	<u>POC #</u>
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LAKE MICHIGAN & Green Bay

untimely filed comments will not be considered. Electronic comments must be submitted on or before December 16, 2019. The <https://www.regulations.gov> electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of December 16, 2019. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are postmarked or the delivery service acceptance receipt is on or before that date.

Electronic Submissions

Submit electronic comments in the following way:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to <https://www.regulations.gov> will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on <https://www.regulations.gov>.

- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see "Written/Paper Submissions" and "Instructions").

Written/Paper Submissions

Submit written/paper submissions as follows:

- **Mail/Hand Delivery/Courier (for written/paper submissions):** Dockets Management Staff (HFA-305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in "Instructions."

Instructions: All submissions received must include the Docket No. FDA-2019-N-2854 for "Pre-market Tobacco Product Applications and Recordkeeping Requirements." Received comments, those filed in a timely manner (see **ADDRESSES**), will be placed in the docket and, except for

those submitted as "Confidential Submissions," publicly viewable at <https://www.regulations.gov> or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday.

- **Confidential Submissions—**To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states "THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION." The Agency will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on <https://www.regulations.gov>. Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as "confidential." Any information marked as "confidential" will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: <https://www.gpo.gov/fdsys/pkg/FR-2015-09-18/pdf/2015-23389.pdf>.

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to <https://www.regulations.gov> and insert the docket number, found in brackets in the heading of this document, into the "Search" box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Paul Hart, Center for Tobacco Products, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 71, Rm. G335, Silver Spring, MD 20993-0002, 877-287-1373, email: AskCTP@fda.hhs.gov.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of September 25, 2019, FDA published a proposed rule that would, if finalized, establish requirements related to the content and format of pre-market tobacco product applications, application review procedures, and recordkeeping. Interested persons were originally given

until November 25, 2019, to comment on the proposed rule.

Following publication of the proposed rule in the **Federal Register** of September 25, 2019, FDA received a request to allow interested persons additional time to comment. The requester asserted that the time period of 60 days was insufficient to allow potential respondents to thoroughly evaluate and address pertinent issues. FDA has considered the request and is reopening the comment period for the proposed rule for 20 days. The Agency believes that a 20-day reopening of the comment period allows adequate time for interested persons to submit comments without significantly delaying rulemaking on these important issues.

Dated: November 21, 2019.

Lowell J. Schiller,

Principal Associate Commissioner for Policy.

[FR Doc. 2019-25675 Filed 11-25-19; 8:45 am]

BILLING CODE 4164-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2019-0824]

RIN 1625-AA09

Drawbridge Operation Regulation; Milwaukee, Menomonee, and Kinnickinnic Rivers and Burnham Canals, Milwaukee, WI

AGENCY: Coast Guard, DHS.

ACTION: Advanced Notice of Proposed Rulemaking request for comments.

SUMMARY: The Coast Guard is seeking information and comments on a Notice of Proposed Rulemaking with a test schedule for the bridges crossing the Milwaukee, Menomonee, and Kinnickinnic Rivers and South Menomonee and Burnham Canals. The City of Milwaukee requested the regulations to be reviewed and updated to allow for a more balanced flow of maritime and land based transportation. The current regulation has been in place for over 30 years and is obsolete.

DATES: Comments and related materials must reach the Coast Guard on or before: January 27, 2020.

ADDRESSES: You may submit comments identified by docket number USCG-2019-0824 using Federal eRulemaking Portal at <http://www.regulations.gov>.

See the "Public Participation and Request for Comments" portion of the

SUPPLEMENTARY INFORMATION section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, email *Lee.D.Soule@uscg.mil*.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
 DHS Department of Homeland Security
 FR Federal Register
 IGLD85 International Great Lakes Datum of 1985
 LWD Low Water Datum based on IGLD85
 OMB Office of Management and Budget
 NPRM Notice of Proposed Rulemaking (Advance Supplemental)
 § Section
 U.S.C. United States Code

II. Background, Purpose and Legal Basis

The Milwaukee River is approximately 104 miles long, beginning in Fond du Lac County the river flows easterly to a low head dam just above the Humboldt Avenue Bridge at mile 3.22 in downtown Milwaukee, WI. From here the river flows south to Lake Michigan. This southerly course of the Milwaukee River divides the lakefront area from the rest of the city. The Menomonee River joins the Milwaukee River at Mile 1.01 with the Kinnickinnic River joining the Milwaukee River at Mile 0.39. In total 21 bridges cross the Milwaukee River from mile 0.19 to mile 3.22. In the early 20th Century the Milwaukee River was heavily used to support the industries in and around the Great Lakes. Today, the river has been redeveloped as a tourist and recreational destination. From its confluence with the Milwaukee River the Menomonee River flows west for 33 miles. The lower three miles of the Menomonee River is passable by vessels over 600 feet in length. Seven bridges cross the navigable portion of the Menomonee River.

Over the years the flour mills, packing plants, breweries, machine shops, railways, and tanneries have been replaced with parks, a casino, microbreweries, and the Harley-Davidson Museum. The coal powered heat plant near mile 1.61 was converted to natural gas, which eliminated the need for coal to be delivered by barge. At present the only docks receiving vessels are the two cement silos located near mile 1.61.

The South Menomonee Canal and the Burnham Canal were both excavated during a waterways improvement

project in 1864. Both man-made canals are tributaries of the Menomonee River branching just above its mouth. The South Menomonee Canal is crossed by two bridges and the Burnham Canal is crossed by three bridges.

The Kinnickinnic River flows north through the southern portion of the City of Milwaukee connecting with the Milwaukee River near Lake Michigan. Only the lower 2.30 miles of the river have been improved for vessel use. Five bridges cross the river with the Lincoln Avenue Bridge at the head of navigation. Freighters up to 1,000 feet in length transfer cargos at the confluence of the Kinnickinnic and Milwaukee Rivers.

The Port of Milwaukee won the 2016 Saint Lawrence Seaway Development Pacesetter Award for significantly increasing international tonnage shipped through their port. Salt, cement, aggregate, liquid bulk products, coal, grain, and general cargo goods are shipped through this portion of the port. 2.4 million tons of materials were shipped and received in 2018. The Port of Milwaukee is currently ranked 23rd in tonnage among the Great Lakes harbors and is a designated harbor of refuge for the eastern side of Lake Michigan and can accommodate emergency docking of vessels up to 1,000 feet long. Most of the recreational vessels in Milwaukee moor in the lake front marinas and only transit the rivers. Boat yards on the Menomonee and Kinnickinnic rivers haul out and store most of the recreational vessels in the fall and winter months and launch the vessels in the spring. This action contributes to a considerable surge in drawbridge openings in the fall and spring.

III. Discussion of Proposed Rule

In response to downtown Milwaukee residents' concerns regarding in a pronounced increase in vehicular traffic in the area, the City of Milwaukee has requested a complete review of the bridge regulations in this area.

Over the years these regulations have been amended considerably. This has had the effect of making them difficult to comprehend to the average person. In addition the cyclic higher water levels over the past 3 years and increased number of passenger vessels in the downtown area have resulted in significantly more bridge openings. Lastly, the conversion of older business building into condominiums have increased the evening vehicle traffic causing major traffic delays when the bridges are lifted. While the Milwaukee River is the primary concern with residents and mariners, this rulemaking

proposes changes to the language governing bridges in the entire Milwaukee Harbor area, for the purpose of updating these regulations accurately reflect the current operational needs of these bridges and make them easier to understand by the general public.

Currently, the Canadian Pacific Railroad Bridge at Mile 1.74 over the Burnham Canal and the Sixth Street Bridge at Mile 1.37 over the Menomonee River are closed by regulation and do not need to open for the passage of vessels. The City of Milwaukee has requested that the Sixteenth Street Bridge, mile 2.14, over the Menomonee River remain closed and not open by regulation. No vessels have requested a bridge opening in at least 10 years and the bridge provides a horizontal clearance of 120 feet and a vertical clearance of 35 feet above LWD, allowing most vessels to pass under the bridge without an opening. The Coast Guard is working with the City of Milwaukee to convert the Sixteenth Street Bridge to a fixed structure.

Ice has historically hindered or prevented navigation during the winter months. For the last eight years the Coast Guard has authorized the drawbridges to open on signal with a 12-hour advance notice of arrival for vessels from November 19th to April 16th. After careful review of the drawtender logs provided by the City of Milwaukee, the Coast Guard proposes to allow all bridges to require a 12-hour advance notice for openings from November 1st to April 15th each year.

The City of Milwaukee requested that from 11 p.m. to 7 a.m. daily, the bridges would open on signal with a 2-hour advance notice. During these hours the bridges would not be manned and roving drawtenders would open the bridges for vessels. After reviewing the 2016, 2017, and 2018 drawtender logs it was found that for those hours between April and November of each year an average of 45 vessels requested openings. Of these requests an average of 32 openings were between the hours of 11 p.m. and midnight. From midnight to 7 a.m. there were only 13 vessels that requested openings. Based on the data reviewed we have concluded that, due to a lack of openings from midnight to 7 a.m. daily, the bridges shall open on signal if provided a 2-hour advance notice of arrival, meets the reasonable needs of navigation.

The City of Milwaukee also reported receiving several complaints from residents in the downtown area concerning the noise associated with the waterfront. To improve the quality of downtown living we propose to remove the special sound signals listed in the

CFR for each bridge. Mariners would request openings by using the standard sound signal of one prolonged blast followed by one short blast or by agreement on VHF–FM Marine Radio or by telephone. From Midnight to 7 a.m. the bridges would require a 2-hour advance notice of arrival provided by VHF–FM Marine Radio or by telephone thus reducing some of the noise associated with the waterfront.

The City of Milwaukee requests to operate the following bridges remotely: North Plankinton Avenue, mile 1.08, and North Sixth Street, mile 1.37, and

North Ember Lane, mile 1.95, all over the Menomonee River. Each remotely operated bridge will have sufficient equipment to operate as if a drawtender is in attendance at the bridge. No drawtender will be responsible for monitoring or operating more than 3 drawbridges at any time. At a minimum each remotely operated drawbridge will have the capabilities to communicate by 2-way public address system, equipment capable of making appropriate sound signals as required, and have adequate camera systems in place to safely operate the bridge.

The current regulation allows for no openings from 7:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 5:30 p.m. for vehicular rush hours. The city has requested to start the evening rush hour at 4 p.m. instead of 4:30 p.m. to help relieve vehicle congestion. The city of Milwaukee provided the following vehicle data provided by the Wisconsin Department of Transportation to support the additional 30 minutes of evening rush hour times. We have averaged the data into this spreadsheet:

Bridge name	Daily average vehicle counts	Average vehicle counts 4:30 p.m. to 5:30 p.m.	Average vehicle counts 4 p.m. to 4:30 p.m.	Average vehicle counts 4:00 p.m. to 5:30 p.m.
Broadway	11,201	1,582	332	1,914
Water St	17,753	1,669	742	2,411
St. Paul Ave	10,344	No Data	No Data	No Data
Clybourn St	11,262	955	848	1,803
Michigan St	10,484	1,202	304	1,506
Wisconsin Ave	10,423	1,144	323	1,467
Wells St	8,372	1,114	295	1,409
Kilbourn Ave	15,590	No Data	No Data	No Data
Juneau Ave	7,265	No Data	No Data	No Data
Cherry St	No Data	No Data	No Data	No Data
Pleasant St	6,307	No Data	* 882	No Data
Knapp St	20,792	No Data	No Data	No Data
Kinnickinnic Ave	17,019	No Data	No Data	No Data
South First St	12,992	No Data	No Data	No Data
North Plankinton Ave	6,578	No Data	+ 768	No Data
North 6th St	15,045	No Data	No Data	No Data
South 6th St	15,045	No Data	No Data	No Data
(Muskego) Emmber Ln	4,616	No Data	No Data	No Data
1st Street	13,772	No Data	902	4,107

* PEAK.
+ PEAK Daily.

Based on the data provided we intend to extend the rush hour times of no lifts to 4 p.m. to 5:30 p.m. Monday through Friday, except Federal Holidays.

Additionally, at the time when the original regulation was being written the stipulating regulation regarding the opening of bridges for public safety vessels had not yet been promulgated. An exception was included for vessels carrying U.S. mail and vessels that carry over 50 passengers for hire. The mail service no longer arrives by vessel. Limiting the exclusion by passenger count excludes other commercial vessels from transiting the river. This exclusion is only for the times the bridges do not need to open during high traffic times. During the test deviation, which is planned for the summer of 2020, the intent is to modify this exception to read: “commercial vessels documented over 50 tons.” This prevents tug and barge, cement boats, and other large commercial vessels from getting trapped between bridges, which creates an especially unsafe condition.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This NPRM has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB) and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This Proposed rule is soliciting comments for the test deviation planned for the summer navigation season of 2020. Additional comments are encouraged throughout the test deviation, when that publishes.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this proposed rule would not have a

significant economic impact on any vessel owner or operator. The bridges will open on signal with advance notice. The hours the bridges would be closed to accommodate high number of vehicle crossings is only 1 hour in the morning and 1.5 hours in the evening and supports other small business by eliminating traffic congestion and accessibility to those downtown business.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT**, above. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

C. Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

D. Federalism and Indian Tribal Government

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the

Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section above.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, U.S. Coast Guard Environmental Planning Policy COMDTINST 5090.1 (series) and U.S. Coast Guard Environmental Planning Implementation Procedures (series) which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321–4370f). We have made a preliminary determination that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule promulgates the operating regulations or procedures for drawbridges. Normally this action is categorically excluded from further review, under paragraph L49, of Chapter 3, Table 3–1 of the U.S. Coast Guard Environmental Planning Implementation Procedures.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the

outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, visit <http://www.regulations.gov/privacynotice>.

Documents mentioned in this NPRM as being available in this docket and all public comments, will be in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; DHS Delegation No. 0170.1.

■ 2. Revise § 117.1093 to read as follows:

§ 117.1093 Milwaukee, Menomonee, and Kinnickinnic Rivers and Burnham Canals.

(a) The draws of the bridges over the Milwaukee River shall operate as follows:

(1) The draws of the North Broadway Street bridge, mile 0.5, and North Water Street bridge, mile 0.6, and Michigan Street bridge, mile 1.1, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Saturday except Federal holidays the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Milwaukee River shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; St. Paul Avenue, mile 1.21, Clybourn Street, mile 1.28, Wells Street, mile 1.61, Kilbourn Street, mile 1.70, State Street, mile 1.79, Highland Avenue, mile 1.97, and Knapp Street, mile 2.14.

(4) No commercial vessel over 50 tons shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Milwaukee River will open on signal if a 12-hour advance notice is provided.

(b) The draws of bridges across the Menomonee River and South Menomonee Canal operate as follows:

(1) The draw of the North Plankinton Avenue bridge across the Menomonee River, mile 1.08, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Friday except Federal holidays the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Menomonee River and South Menomonee Canal shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Ember Lane, mile 1.95, all over the Menomonee River and South Sixth Street, mile 1.51, over the South Menomonee Canal.

(4) No commercial vessel over 50 tons shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Menomonee River and South Menomonee Canal will open on signal if a 12-hour advance notice is provided.

(c) The draws of bridges across the Kinnickinnic River operate as follows:

(1) The draw of the Kinnickinnic Avenue bridge, mile 1.5, shall open on signal; except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened, and from midnight to 7 a.m. Monday through Friday, except Federal holidays, the bridges will open on signal if a 2-hour advance notice is provided.

(2) The draws of all other bridges across the Kinnickinnic River shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draws need not be opened.

(3) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; The South First Street Bridge, mile 1.78.

(4) No commercial vessel over 50 tons shall be held between any bridge at any time and must be passed as soon as possible.

(5) From November 2nd through April 15th, all drawbridges over the Kinnickinnic River will open on signal if a 12-hour advance notice is provided.

(d) The Canadian Pacific Railroad Bridge at Mile 1.74 over the Burnham Canal, and the Sixteenth Street Bridge, mile 2.14, over the Menomonee River are closed by regulation and do not need to open for the passage of vessels.

Dated: November 19, 2019.

D.L. Cottrell,

*Rear Admiral, U.S. Coast Guard, Commander,
Ninth Coast Guard District.*

[FR Doc. 2019-25617 Filed 11-25-19; 8:45 am]

BILLING CODE P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2019-0837]

RIN 1625-AA00

Safety Zone; Lower Mississippi River, Mile Markers 229.5 to 230.5 Baton Rouge, LA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a temporary safety zone for navigable waters of the Lower Mississippi River from mile marker (MM) 229.5 to MM 230.5, above Head of Passes. The safety zone is needed to

protect personnel, vessels, and the marine environment on these navigable waters near Baton Rouge, LA, during a New Year's Eve fireworks display. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Sector New Orleans. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before December 11, 2019.

ADDRESSES: You may submit comments identified by docket number USCG-2019-0837 using the Federal eRulemaking Portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email Lieutenant Justin Maio, Marine Safety Unit Baton Rouge, U.S. Coast Guard; telephone 225-298-5400 ext. 230, email Justin.P.Maio@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

BNM Broadcast Notice to Mariners
CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

On September 25, 2019, the Office of the Mayor-President of Baton Rouge, Louisiana, notified the Coast Guard that it will be conducting a fireworks display from 11:55 p.m. on December 31, 2019, through 12:30 a.m. on January 01, 2020, to commemorate the New Year. The fireworks are to be launched from the East Bank of the Mississippi River in Baton Rouge, Louisiana, near mile marker 230. Hazards from firework displays include accidental discharge of fireworks, dangerous projectiles, and falling hot embers or other debris. The Captain of the Port New Orleans (COTP) has determined that potential hazards associated with the fireworks to be used in this display would be a safety concern for anyone within a half mile of the display.

The purpose of this rulemaking is to ensure the safety of vessels and the navigable waters within a half mile of the fireworks before, during, and after the scheduled event. The Coast Guard is proposing this rulemaking under

Sorted by Chart Number

Authorized Winter Hours for Great Lakes Bridges
October 15, 2019 - April 30, 2020

Last Updated: 25 NOV 19

Chart Number	Port Name	Bridge Name	Mile	Waterway	Start Date	End Date	Advance Notice	Primary Phone Number	Secondary Phone Number	Alternate Phone	Alternate Phone
14815	Rochester	O' Rorke	1.2	Genesee	16-Dec	31-Mar	12-hours	585-753-7720	585-758-7750	585-753-7780	
14832	Black Rock	Ferry Street	2.6	Black Rock	1-Dec	14-Apr	4-hours	716-866-4323			
14832	Black Rock	Canadian Natl	3.8	Black Rock	1-Dec	14-Apr	4-hours	416-580-3320	289-683-6000	905-788-7502	
14833	Buffalo	Michigan Ave	1.3	Buffalo River	16-Dec	21-Mar	04-hours	716-866-4323			
14833	Buffalo	Ohio St	2.1	Buffalo River	16-Dec	21-Mar	04-hours	716-866-4323			
14836	Ashtabula	Fifth Street	0.15	Ashtabula	24-Dec	29-Mar	12-hours	440-576-2816	440-813-8229	440-228-2168	440-645-9041
14836	Ashtabula	NS RR	1.4	Ashtabula	30-Nov	1-Apr	24-hours	404-877-9697	404-877-9522		
14839	Cleveland	Center St	1.39	Cuyahoga			12-hours				
14839	Cleveland	Columbus	1.93	Cuyahoga			12-hours				
14839	Cleveland	West 3rd St	3.69	Cuyahoga			12-hours				
14839	Cleveland	Willow Ave	1.02	Cuyahoga Old			12-hours				
14841	Lorain	Erie Ave	0.6	Black River	1-Jan	31-Mar	12-hours	VHF-FM 16		SEE LNM	
14844	Port Clinton	Monroe St	0.4	Portage River	1-Dec	30-Apr	24-hours	419-409-0125	419-373-7050		
14844	Port Clinton	NS RR	1.5	Portage River	1-Dec	30-Apr	24-hours	419-254-1531	419-254-1539		
14844	Sandusky	NS RR	3.5	Sandusky	1-Dec	31-Mar	24-hours	419-254-1531	419-254-1539		
14844	Sandusky	NS RR	3.5	Sandusky	1-Nov	1-Dec	Note 1	419-254-1531	419-254-1539		
14846	Toledo	CSX RR	1.07	Maumee	21-Dec	31-Dec	04-hours	419-729-4321	419-697-2307		
14846	Toledo	CSX RR	1.07	Maumee	31-Dec	31-Mar	12-hours	419-729-4321	419-697-2307		
14846	Toledo	W&LE	1.8	Maumee	21-Dec	31-Dec	04-hours	330-575-2919	419-283-5764		
14846	Toledo	W&LE	1.8	Maumee	31-Dec	31-Mar	12-hours	330-575-2919	419-283-5764		
14846	Toledo	Craig Mem	3.3	Maumee	21-Dec	31-Dec	04-hours	419-409-0125	419-373-7050		
14846	Toledo	Craig Mem	3.3	Maumee	1-Jan	31-Mar	12-hours	419-409-0125	419-373-7050		
14846	Toledo	MLK	4.3	Maumee	21-Dec	31-Dec	04-hours	419-936-3920	419-467-3558	419-467-3556	
14846	Toledo	MLK	4.3	Maumee	1-Jan	31-Mar	12-hours	419-936-3920	419-467-3558	419-467-3556	
14846	Toledo	NS RR	5.76	Maumee	21-Dec	31-Mar	12-hours	419-254-1531	419-254-1539		
14848	St. Clair	M29	0.1	Pine River	1-Dec	31-Mar	24-hours	810-329-7121	810-329-5710		
14848	Detroit	Grosse Ile Free	5.6	Detroit River	15-Dec	15-Mar	12-hours	734-955-2172	888-762-3273	734-576-9607	
14848	Detroit	Grosse Ile Toll	8.8	Detroit River	15-Dec	15-Mar	12-hours	734-282-2914			
14864	Alpena	2nd Ave	0.3	Thunder Bay	1-Jan	31-Dec	03-hours	989-464-3416			
14865	Port Huron	Canadian Natl	1.56	Black River	1-Nov	30-Apr	12-hours	810-989-4258	810-618-5748	312-533-7011	
14865	Port Huron	Military St	0.3	Black River	1-Nov	30-Apr	12-hours	810-984-9737	810-984-9730	810-531-5421	810-984-9738

Please report listing discrepancies to:
Lee Soule, Bridge Management Specialist9th Coast Guard District (dpb)
Cleveland, Ohiolee.d.soule@uscg.mil
216-902-6085

Sorted by Chart Number

Authorized Winter Hours for Great Lakes Bridges

October 15, 2019 - April 30, 2020

Last Updated: 25 NOV 19

14865	Port Huron	Seventh St	0.5	Black River	1-Nov	30-Apr	12-hours	810-984-9737	810-984-9730	810-531-5421	810-984-9738
14865	Port Huron	Tenth St	0.9	Black River	1-Nov	30-Apr	12-hours	810-984-9737	810-984-9730	810-531-5421	810-984-9738
14867	Bay City	Lake State RR	3.1	Saginaw	1-Jan	31-Mar	12-hours	989-393-9815	989-387-3941	Emergency:	989-757-7570
14867	Bay City	Cen. Mich. RR	4.94	Saginaw	1-Jan	31-Mar	12-hours	989-529-0952	989-529-0949		
14867	Bay City	Independence	3.88	Saginaw	1-Jan	31-Mar	12-hours	989-450-4975			
14867	Bay City	Liberty	4.99	Saginaw	1-Jan	31-Mar	12-hours	989-450-4975			
14867	Bay City	Veterans Mem	5.6	Saginaw	1-Jan	31-Mar	12-hours	616-558-1040	989-892-8389		
14867	Bay City	Lafayette	6.78	Saginaw	1-Jan	31-Mar	12-hours	616-558-1040	989-892-8389		
14884	SOO	Canadian Natl		SOO LOCKS	Special	Special	Special	906-635-4276	906-630-2203	920-579-6754	312-533-7011
14886	Cheboygan	US23	0.9	Cheboygan	15-Dec	31-Mar	12-hours	231-627-9414	231-238-7775	800-577-1911	231-627-4312
14906	South Haven	Dyckman Ave	1.9	Black River	15-Oct	30-Apr	12-hours	269-637-0737	269-637-5151		
14916	Gills Landing	Canadian Natl	27.8	Wolf River	15-Oct	15-Apr	12-hours	708-332-3893	312-533-7011		
14916	Menasha	HWY Bridges	xx	Fox River	8-Oct	26-Apr	12-hours	920-209-9564			
14916	Oshkosh	Canadian Natl	55.72	Fox River	8-Oct	26-Apr	12-hours	708-332-3893			
14916	Oshkosh	HWY Bridges	xx	Fox River	8-Oct	26-Apr	12-hours	920-420-2146			
14917	Marinette	Ogden-First	0.4	Menominee	1-Nov	30-Apr	12-hours	715-923-0999			
14918	Green Bay	Canadian Natl	1.03	Fox River	1-Dec	31-Mar	12-hours	920-572-0398	920-436-5902	312-533-7011	
14918	Green Bay	Main Street	1.58	Fox River	1-Dec	31-Mar	12-hours	920-448-3322	920-655-0339	920-746-2964	
14918	Green Bay	Walnut Street	1.81	Fox River	1-Dec	31-Mar	12-hours	920-448-3321	920-655-0339	920-746-2964	
14918	Green Bay	Tillman Mem.	2.27	Fox River	1-Dec	31-Mar	12-hours	920-448-3320	920-655-0339	920-746-2964	
14918	Green Bay	Canadian Natl	3.31	Fox River	1-Dec	31-Mar	12-hours	920-572-0398	920-436-5902	312-533-7011	
14919	Sturgeon Bay	Bayview 42/57	3	Sturgeon Bay	1-Dec	14-Mar	12-hours	920-746-0187			
14919	Sturgeon Bay	Maple-Oregon	4.17	Sturgeon Bay	1-Jan	14-Mar	12-hours	920-746-0187			
14919	Sturgeon Bay	Michigan St.	4.3	Sturgeon Bay	1-Jan	14-Mar	12-hours	920-746-0187			
14922	Manitowoc	Eighth Street	0.29	Manitowoc	1-Nov	31-Mar	12-hours	920-686-6550	920-683-4470	920-374-0403	920-686-6510
14922	Manitowoc	Tenth Street	0.43	Manitowoc	1-Nov	31-Mar	12-hours	920-686-3580	920-683-4470	920-374-0403	920-686-6510
14922	Sheboygan	Eighth Street	0.69	Sheboygan	1-Nov	30-Apr	12-hours	920-207-9742	920-980-3280	920-277-1202	
14924	Milwaukee	All City Owned	1.28	Milwaukee	19-Nov	15-Apr	12-Hours	VHF-FM 16	414-286-2575		
14924	Milwaukee	Canadian Pac	1.05	Menominee	19-Nov	16-Apr	12-Hours	414-389-3772	414-278-1385		
14924	Milwaukee	Canadian Pac	1.67	Kinnickinnic	19-Nov	16-Apr	12-Hours	414-389-3772	414-278-1385		
14924	Milwaukee	All City Owned	1.08	Menominee	19-Nov	16-Apr	12-Hours	VHF-FM 16	414-286-2575		
14924	Milwaukee	All City Owned	1.96	Burnham	19-Nov	16-Apr	12-Hours	VHF-FM 16	414-286-2575		
14924	Milwaukee	All City Owned	1.67	Kinnickinnic	25-Nov	16-Apr	12-Hours	VHF-FM 16	414-286-2575		
14925	Racine	Main & State	.31/.53	Root River	1-Dec	1-Apr	2-Hours	262-886-2300			

Please report listing discrepancies to:
Lee Soule, Bridge Management Specialist

9th Coast Guard District (dpb)
Cleveland, Ohio

lee.d.soule@uscg.mil
216-902-6085

Sorted by Chart Number

Authorized Winter Hours for Great Lakes Bridges
October 15, 2019 - April 30, 2020

Last Updated: 25 NOV 19

14926	Michigan City	Franklin St	0.5	Trail Creek	1-Dec	15-Mar	12-hours	219-362-2051	219-608-9732		
14926	Michigan City	Amtrak RR	0.9	Trail Creek	1-Dec	15-Mar	12-hours	269-208-0659	269-687-2205	312-656-9111	269-687-2201
14927	Chicago	All City Owned		Chicago	1-Dec	31-Mar	48-hours*	312-744-4200	312-747-2470	312-744-4280	
14929	Indiana Harbor	Indianapolis	2.59	Ind Hbr C.	15-Nov	1-Apr	12-hours	219-851-114	219-851-3944	219-851-3110	219-379-7292
14929	Indiana Harbor	Indianapolis	2.59	Ind Hbr C.	15-Nov	1-Apr	12-hours	219-344-0871			
14930	St. Joe	CSX RR	0.67	St. Joe	16-Dec	28-Feb	12-hours	616-246-5600	616-246-5658		
14930	St. Joe	Blossomland	0.9	St. Joe	16-Dec	28-Feb	12-hours	269-414-5120		SEE LNM	SEE LNM
14930	St. Joe	Bicentennial	1.3	St. Joe	16-Dec	28-Feb	12-hours	269-414-5120		SEE LNM	SEE LNM
14933	Grand Haven	CSX RR	2.8	Grand River	2-Dec	15-Mar	12-hours	231-830-7706	616-293-0564		
14933	Grand Haven	US 31	2.9	Grand River	15-Dec	15-Mar	12-hours	616-842-1994	616-847-3469	616-842-5400	616-690-6111
14938	Manistee	Maple St	1.1	Manistee	1-Nov	30-Apr	24-hours	231-723-6241			
14938	Manistee	US 31	1.4	Manistee	1-Nov	30-Apr	24-hours	231-723-6241			
14938	Manistee	CSX RR	1.5	Manistee	1-Nov	30-Apr	24-hours	231-830-7706	616-293-0564		
14942	Charlevoix	US 31	0.3	Pine River	1-Jan	31-Mar	12-hours	231-499-8961	231-357-2377		
14972	Keweenaw	US 41	16	Keweenaw	14-Dec	14-Apr	12-hours	906-482-7552			
14975	Duluth	Aerial	0.25	Ship Canal	1-Jan	15-Mar	12-hours	218-723-3387	218-343-0395		
14975	Duluth	BNSF\Grassy PT	5.44	St. Louis	15-Dec	15-Mar	12-hours	715-394-1259	715-394-1257		
14998	Rainer	Canadian Natl	85	Rainy River	16-Oct	30-Apr	12-hours	218-628-4788			

***** Hours not requested
 Note 1 0800-1600 Open On Signal
 Note 2 0700-2300 Open On Signal
 * 12-Hours Commercial
 Special See Lock Schedule
 See LNM Maintenance Scheduled

Please report listing discrepancies to:
Lee Soule, Bridge Management Specialist

9th Coast Guard District (dpb)
Cleveland, Ohio

lee.d.soule@uscg.mil
216-902-6085

interests in property are blocked pending investigation]].”

Note 3 to § 591.201: Sections 501.806 and 501.807 of this chapter describe the procedures to be followed by persons seeking, respectively, the unblocking of funds that they believe were blocked due to mistaken identity, or administrative reconsideration of their status as persons whose property and interests in property are blocked pursuant to this section.

Subpart C—General Definitions

§ 591.304 [Amended]

■ 3. In § 591.304, remove the text “, as used in Executive Order 13692 of March 8, 2015.”.

Subpart D—Interpretations

■ 4. Add § 591.407 to read as follows:

§ 591.407 Settlement agreements and enforcement of certain orders through judicial process.

Notwithstanding the existence of any general license issued under this part, or issued under any Executive order issued pursuant to the national emergency declared in E.O. 13692, the entry into a settlement agreement or the enforcement of any lien, judgment, arbitral award, decree, or other order through execution, garnishment, or other judicial process purporting to transfer or otherwise alter or affect property or interests in property blocked pursuant to § 591.201, as referenced in § 591.506(c), is prohibited unless authorized pursuant to a specific license issued by OFAC pursuant to this part.

Subpart E—Licenses, Authorizations, and Statements of Licensing Policy

§ 591.506 [Amended]

■ 5. In § 591.506(a), (b), and (c), remove the text “or any further Executive orders relating to the national emergency declared in Executive Order 13692 of March 8, 2015.”

§ 591.507 [Amended]

■ 6. In § 591.507(a) and the note to paragraph (a), remove the text “or any further Executive orders relating to the national emergency declared in Executive Order 13692 of March 8, 2015.”

§ 591.508 [Amended]

■ 7. In § 591.508, remove the text “or any further Executive orders relating to the national emergency declared in Executive Order 13692 of March 8, 2015.”

■ 8. Add § 591.509 to read as follows:

§ 591.509 Official business of the United States Government.

All transactions that are for the conduct of the official business of the United States Government by employees, grantees, or contractors thereof are authorized.

Note 1 to § 591.509: For additional information regarding requirements relating to the entry into a settlement agreement or the enforcement of any lien, judgment, arbitral award, decree, or other order through execution, garnishment, or other judicial process purporting to transfer or otherwise alter or affect property or interests in property blocked pursuant to § 591.201, see § 591.407.

Subpart H—Procedures

■ 9. Revise § 591.802 to read as follows:

§ 591.802 Delegation of certain authorities of the Secretary of the Treasury.

Any action that the Secretary of the Treasury is authorized to take pursuant to Executive Order 13692 of March 8, 2015, Executive Order 13808 of August 24, 2017, Executive Order 13827 of March 19, 2018, Executive Order 13835 of May 21, 2018, Executive Order 13850 of November 1, 2018, Executive Order 13857 of January 25, 2019, Executive Order 13884 of August 5, 2019, and any further Executive orders issued pursuant to the national emergency declared in Executive Order 13692 of March 8, 2015, may be taken by the Director of OFAC or by any other person to whom the Secretary of the Treasury has delegated authority so to act.

Dated: November 18, 2019.

Andrea Gacki,

Director, Office of Foreign Assets Control.

[FR Doc. 2019–25343 Filed 11–21–19; 8:45 am]

BILLING CODE 4810-AL-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2019–0120]

RIN 1625-AA09

Drawbridge Operation Regulation; River Rouge, Detroit, MI

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is authorizing the Conrail Railroad Bridge, mile 1.48, across the River Rouge, to be operated remotely.

DATES: This rule is effective December 23, 2019.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>. Type USCG–2019–0120 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216–902–6085, email Lee.D.Soule@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
IGLD85 International Great Lakes Datum of 1985
LWD Low Water Datum based on IGLD 85
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

On March 28, 2019, we published a NPRM entitled “Drawbridge Operation Regulation; River Rouge, Detroit, MI” in the **Federal Register** (84 FR 11694). We received no comments on this rule.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority 33 U.S.C. 499.

Conrail Railroad Bridge, mile 1.48, across the River Rouge is a single leaf bascule bridge. A horizontal navigation clearance of 123 feet is available. Eight feet of vertical clearance, referred to LWD is available in the closed position. The Conrail Bridge is advertised as having unlimited clearance in the open position; however, the tip of the bridge leaf does encroach slightly into the northern boundary of the navigation channel. The Federal Channel has a bend in the river immediately west of the Conrail Bridge. Because of this bend most large commercial vessels will not enter the river unless they have conformation that this bridge is opened. The Rouge River is primarily used by commercial vessels.

IV. Discussion of Comments, Changes and the Final Rule

The Coast Guard provided a comment period of 180 days and no comments were received. We did not make any changes to regulatory language.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and

Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders, and we discuss First Amendment rights of protesters.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, it has not been reviewed by the Office of Management and Budget (OMB) and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

We did not change the operating schedule of the bridge we only changed the location of the drawtender.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard received no comments from the Small Business Administration on this rule. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this final rule would not have a significant economic impact on any vessel owner or operator because the operating schedule did not change.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT**, above.

Small businesses may send comments on the actions of Federal employees

who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

C. Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

D. Federalism and Indian Tribal Government

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble. We provided a 180 day comment period and we did not receive any comments concerning the Unfunded Mandates Reform Act of 1995.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, U.S. Coast Guard Environmental Planning Policy COMDTINST 5090.1 (series) and U.S. Coast Guard Environmental Planning Implementation Procedures (series) which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). We have made a determination that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule promulgates the operating regulations or procedures for drawbridges. This action is categorically excluded from further review, under paragraph L49, of Chapter 3, Table 3–1 of the U.S. Coast Guard Environmental Planning Implementation Procedures.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; and Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 117.645 to read as follows:

§ 117.645 River Rouge.

The draw of the Conrail Bridge, mile 1.48, is remotely operated, is required to operate a radiotelephone, and shall open on signal.

Dated: November 18, 2019.

D.L. Cottrell,

Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.

[FR Doc. 2019–25347 Filed 11–21–19; 8:45 am]

BILLING CODE 9110–04–P

Waterway Analysis and Management System Survey

Name of Waterway: _____

User Information

___ Commercial User

___ Recreational User

Number of years in the maritime industry or number of years using this waterway: _____

Number of transits in the waterway per year: _____

Number of night transits of waterway: _____

Seasonal Dates: Start: _____ End: _____

Name of Vessel: _____

Vessel Description: _____

Length: _____ Beam: _____ Draft: _____ Gross Tons: _____

Net Tons: _____ Bridge Height of Eye: _____

Cargo Carried: _____

Navigational tools used: (ECDIS/ECPINS, GPS, DGPS, VISUAL, RADAR) _____

What area do you believe is the most dangerous or difficult to navigate: _____

Are the floating aids to navigation (lighted and unlighted buoys) adequate for this waterway:

Are the fixed aids to navigation (lights, ranges, lighthouses, daybeacons) adequate for this waterway: _____

Are the year round and lighted ice buoys adequate: _____

Are there buoys that you feel should be changed to fixed aids to navigation?

Are there any buoys that could be eliminated from this waterway: _____

Are there any buoys with sound signals that the bell or gong could be removed:

Are there any areas that require additional aids to navigation in this waterway:

Do the nautical charts, Coast Pilot, and Light List meet your needs for this waterway: _____

Are there private Aids to Navigation that you find misleading or interfere with the current system in the waterway:

Any addition comments on this waterway: _____

Thank you for taking time to comment on this waterway. Your input as a mariner very valuable to the U. S. Coast Guard in evaluating waterways to make them safe and as easily navigable as possible. Please feel free to contact Mr. Doug Sharp at william.d.sharp@uscg.mil or (216) 902-6070 with any other questions or concerns about any aids to navigation in the Great Lakes. The survey can be mailed to:

Commander (dpw-2)
Ninth Coast Guard District
1240 East Ninth Street
Cleveland, Ohio 44199
