U.S. Department
of Homeland Security

**United States
Coast Guard**

# LOCAL NOTICE TO MARINERS

## District: 9 Week: 01/21

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: 2020 U.S. Coast Pilot 6 Great Lakes 50th 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 - B122-20 through B122-20
Ninth District - C150-20 through C001-21
Sector Detroit, MI - D087-20 through D001-21
Sector Lake Michigan, WI - M262-20 through M002-21
Sector Sault Ste Marie, MI - S127-20 through S001-21

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
Al - 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
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed

**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
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy

**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
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling

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
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
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

### NOAA formerly announced in the Federal Register (Docket #2019-24807)

On November 15, 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf . Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/ . Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at https://devgis.charttools.noaa.gov/pod/ .

LNM: 04/20

### 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**

See Enclosure 1

The current and 4 week expected water level table for the Great Lakes, Connecting Channels and the St. Lawrence River, will be published in Enclosure 1 following SECTION VIII - LIGHT LIST CORRECTIONS of the Local Notice to Mariner or by visiting the link below:

https://www.lre.usace.army.mil/Missions/Great-Lakes-Information/Great-Lakes-Water-Levels/Water-Level-Forecast/Connecting-Channels-Forecast/

LNM: 32/20

**2020 Icebreaking Operations**

The Coast Guard will be conducting icebreaking operations during the upcoming winter throughout the Great Lakes, connecting waterways, and adjacent rivers and harbors. Owners of vessel and structures which may be affected are advised to take precautions to protect their property.

LNM: 44/20

**Operation Taconite Commenced**

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 Landing Shoal, 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 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 times of arrival must be received 6 hours prior to a vessels arrival to any of these points or once a day by 1000 (Eastern). Position reports may be filed with Soo Traffic either by landline (906.635.3232), Fax (906.635.3238), or email (SOOTFC@USCG.MIL). A vessel's 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. Speed limit is reduced by 2 MPH for upbound and downbound traffic from Nine Mile Point to Munuscong Lake Junction Light

LNM: 51/20

**ST. MARYS RIVER SYSTEM - DE TOUR PASSAGE TO WHITEFISH BAY - Charts 14882,14883,14884**

Due to unusually high water levels, SOO Traffic requests all mariners transiting the ST. Marys River System to monitor their speed and corresponding wake to protect the shoreline.

LNM: 14/20

**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

**LAKE MICHIGAN – GREAT LAKES NAVAL STATION RECREATION MARINA – Chart 14905**

Due to high lake levels, the breakwater is submerged at the entrance to the recreation marina at Great Lakes Naval Station near North Chicago. All mariners are requested to transit the area with caution.

LNM: 40/20

**LAKE MICHIGAN - WAUGOSHANCE POINT TO SEUL CHOIX POINT - CHART 14911**

The abandon Waugoshance Lighthouse located in approximate position 45-47-20N / 085-05-28W has become structurally unsafe. Landing and embarking on the light should not be attempted because of failing structural condition and it's in danger of collapsing. Mariners are advised to remain at least 300' from the structure at all times

LNM: 45/20

**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 Fl 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

## 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 |
|---|---|---|---|---|---|---|
| 1380 | St. Lawrence Seaway Light 199 | RAC INOP | | B113-20 | 49/20 | |
| **4165** | **Cleveland Harbor Main Entrance Light 1** | **LT IMCH** | **14839** | | **01/21** | |
| 5470 | West Harbor Inner Channel Daybeacon 14 | STRUCT DEST/HAZ NAV | 14842 | | 42/20 | |
| 9710 | Russell Island Lighted Buoy 29 | LT EXT | 14853 | | 51/20 | |
| 13055 | Munuscong Channel (Upbound) Lighted Buoy 6 | LT EXT | 14887 | S120-20 | 47/20 | |
| 13475 | West Neebish Channel (Downbound) Upper Range Rear Light | REDUCED INT/DAYMK DMGD | 14887 | S119-20 | 47/20 | |
| 13960 | Upper Nicolet Range Rear Light | LT IMCH | 14883 | S125-20 | 48/20 | |
| 19525 | St. Joseph South Pierhead Light | LT EXT | 14930 | | 01/20 | |
| 19800 | Calumet Harbor Breakwater South End Light | LT IMCH | 14926 | | 37/20 | |
| **21535** | **Lansing Shoals Light** | **LT EXT** | **14911** | | **01/21** | |
| 21610 | Minneapolis Shoal Light | SS INOP | 14908 | M244-20 | 48/20 | |
| 22185 | Green Bay Harbor Entrance Channel Range Rear Light | DAYMK MISSING | 14918 | | 44/20 | |
| **22245** | **Green Bay Harbor Entrance Channel Light 25** | **LT IMCH** | **14918** | | **01/21** | |

### DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 6030 | Toledo Harbor Light | WATCHING PROPERLY | 14847 | | 01/21 | 01/21 |
| 8540 | St. Clair Flats Canal Range Rear Light | RELIGHTED | 14853 | | 40/20 | 01/21 |

### DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 15945 | Interstate Fishing Pier East Light | MISSING | 14975 | | 27/20 | |
| 15950 | Interstate Fishing Pier West Light | MISSING | 14975 | | 27/20 | |
| 16605 | Taconite Harbor Harbor Of Refuge Breakwater Light 3 | MISSING | 14967 | | 27/20 | |
| 20345 | Commonwealth Edison Breakwater Light | LT EXT | 14904 | | 18/20 | |

### DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|

**None**

**PLATFORM DISCREPANCIES**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|

**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 | |
| 4175 | Cleveland Harbor Light 4 | DISCONTINUED | 14839 | | 33/20 | |
| 4233 | Cleveland Harbor West Basin Channel Light 8 | DISCONTINUED | 14839 | | 49/20 | |
| 9690 | Grande Pointe Light 23 | TRLT | 14853 | | 47/20 | |
| 15235 | Black River West Breakwater Light 2 | TRLB | 14965 | | 21/20 | |
| 16963 | Driftwood Point Light | DISCONTINUED | | | 45/20 | |
| 20480 | Racine Reef Light | DISCONTINUED | 14925 | | 42/17 | |
| 21635 | Escanaba Light | Reduced Intensity | 14915 | | 49/20 | |

**TEMPORARY CHANGES CORRECTED**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|

**None**

**PLATFORM TEMPORARY CHANGES**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|

**None**

**PLATFORM TEMPORARY CHANGES CORRECTED**

| Name | Status | Position | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|

**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**

| Approved Project(s) | Project Date | Ref. LNM |
|---|---|---|

**None**

**Advance Notice(s)**

**LAKE HURON - HARRISVILLE TO FORTY MILE POINT - CHART 14864**

Thunder Bay Traffic Lighted Buoy "TB" (LLNR 11355) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation).

LNM: 07/20

**LAKE HURON – SAGINAW BAY CHANNEL – CHART 14867 (Part I)**

The following changes are being proposed for Saginaw Bay Channel Aids to Navigation. In summary between Saginaw Bay Channel Light "1" and "12" the unlighted buoy gates will be eliminated. The lighted buoy gates will repositioned from their current distance of 2 miles to 1.7 miles and the range of the light will be increased from 4 statute miles to 5 statute miles.

The aids will be renumbered as described below.

From Light "12" to Lighted Buoy "28" the physical unlighted buoy gates will be eliminated and replaced with VAIS. The aids will be renumbered as described below.

Saginaw Bay Channel Buoy "3" (LLNR 10590) move the buoy to approximant position 43-46-52.020N / 083-44-23.280W. Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a can winter mark. The light characteristic will be Fl G 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "4" (LLNR 10595) move the buoy to approximant position 43-46-53.763N / 083-44-27.273W gated with Lighted Buoy "3". Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a nun winter mark. The light characteristic will be Fl R 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Lighted Buoy "5" (LLNR 10600) move the buoy to approximant position 43-45-22.814 / 083-45-38.213W. The buoy will be seasonal maintained from April 21 to December 1 replaced by a can winter mark. The characteristic will remain Fl G 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Lighted Buoy "6" (LLNR 10605) move the buoy to approximate position 43-45-24.338N / 083-45-42.298W gated with Lighted Buoy "5". The buoy will be seasonal maintained from April 21 to December 1 replaced by a nun winter mark. The characteristic will remain Fl R 4s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "7" (LLNR 10610) move the buoy to approximant position 43-43-54.183N / 083-46-51.978W gated with Light "8" (same position as lighted buoy "11" LLNR 10640). Change the buoy from an unlighted buoy to a seasonal lighted buoy maintained from April 21 to December 1 replaced by a can winter mark. The light characteristic will be Fl G 2.5s with a nominal range of 5 statute miles.

Saginaw Bay Channel Buoy "8" (LLNR 10615) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "9" (LLNR 10620) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "10" (LLNR 10625) permanently discontinue the aid.
Saginaw Bay Channel Lighted Buoy "11" (LLNR 10640) permanently discontinue the aid and replace it with new Lighted Buoy "7" (LLNR 10610)
Saginaw Bay Channel Light "12" (LLNR 10644) Change the name of the light to Saginaw Bay Channel Light "8" (LLNR 10644.) The characteristic will remain Fl G 2.5s with a nominal range of 6 statute miles.

LNM: 08/20

**LAKE HURON – SAGINAW BAY CHANNEL – CHART 14867 (Part II)**

Saginaw Bay Channel Buoy "13" (LLNR 10650) permanently discontinue the physical aid and replace it with VAIS Port Hand Mark "9".
Saginaw Bay Channel Buoy "14" (LLNR 10655) permanently discontinue the physical aid and replace it with VAIS Starboard Hand Mark "10".
Saginaw Bay Channel Lighted Buoy "15" (LLNR 10660) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "11".
Saginaw Bay Channel Lighted Buoy "16" (LLNR 10665) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "12".
Saginaw Bay Channel Buoy "17" (LLNR 10670) permanently discontinue the physical aid and replace it with VAIS Port Hand Mark "13".
Saginaw Bay Channel Buoy "18" (LLNR 10675) permanently discontinue the physical aid and replace it with VAIS Starboard Hand Mark "14".
Saginaw Bay Channel Lighted Buoy "19" (LLNR 10680) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "15".
Saginaw Bay Channel Lighted Buoy "20" (LLNR 10685) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "16".
Saginaw Bay Channel Lighted Buoy "21" (LLNR 10710) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "17".
Saginaw Bay Channel Lighted Buoy"22" (LLNR 10715) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "18".
Saginaw Bay Channel Lighted Buoy "23" (LLNR 10720) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "19".
Saginaw Bay Channel Lighted Buoy "24" (LLNR 10725) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "20".
Saginaw Bay Channel Lighted Buoy "25" (LLNR 10735) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "21".
Saginaw Bay Channel Light "26" (LLNR 10730) Change the name of the aid to Saginaw Bay Channel Light "22".
Saginaw Bay Channel Lighted Buoy "28" (LLNR 10740) Change the name of the aid to Saginaw Bay Channel Lighted Buoy "24".

LNM: 08/20

**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: 20/20

**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).

LNM: 07/20

**ST. MARYS RIVER - 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: 47/20

**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 - CALUMET AND INDIANA HARBORS - 14929**

Calumet Harbor Breakwater South End Light (LLNR 19800) Change the characteristic of the light from AL WR 10s to Fl R 10s.

LNM: 40/20

**LAKE MICHIGAN - RACINE HARBOR - CHART 14925**

Racine Reef Light (LLNR 20480) The light structure has been damaged and is unsafe to service. The advertised light and horn advertised in the Light List are not operating. The abandon structure will be marked with a white Isolated Danger Light Fl W (2)5s. The range of the light will be 5 statute miles.

LNM: 10/20

**GREEN BAY - UPPER GREEN BAY - CHART 14909**

Horseshoe Island Light (LLNR 21815) Change the name of the aid to Horseshoe Island Light "5" (LLNR 21815) and the day mark of the aid from an NB to an SG. The aid is obstructed from 270 to 090 degrees true.

LNM: 41/20

**ST. MARY'S RIVER - DETOUR PASSAGE TO MUNUSCONG LAKE - CHART 14882**

Detour Tour Passage Buoy "3" (LLNR 12820) Change the operation of the buoy to a seasonal lighted buoy FL G 2.5s with a 4 statute mile range. The lighted buoy will be replaced by a can from December 1 to May 1.

LNM: 06/20

**LAKE SUPERIOR - APOSTLE ISLANDS - CHART 14973**

Chequamegon Point Light (LLNR 15295) Discontinue the light on the white cylindrical tower which is damaged and leaning due to high water erosion. Replace the lighted structure with a lighted buoy located in position 46-43-44.700N / 090-48-46.740W. The lighted buoy will be named Chequamegon Point Lighted Buoy "5". The light characteristic and range will remain to be Fl G 4s and 7 statute miles.

LNM: 27/20

## 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 ONTARIO - CLYTON TO FALSE DUCK ISLAND - CHART 14802**

Drowned Island Buoy "7" (LLNR 2020) Permanently discontinue the buoy.

LNM: 46/20

**LAKE ONTARIO - OSWEGO HARBOR - CHART 14813**

Oswego Harbor Channel Buoy "4" (LLNR 2097) Permanently discontinue the buoy.

LNM: 46/20

**LAKE MICHICAN - STRAITS OF MACKINAW - Chart 14881**

Enbridge Energy, Limited Partnership anticipate to activate Private Aid -AIS (Automatic Identification System) signal in the vicinity of Straits of Mackinaw. AIS signal will transmitting under VAIS assigned name: Enbridge Pipeline E/W . Anticipate AIS radio frequency - dual channel transmit and receive signals frequency as follows: 161.975 and 162.025 MHz.

AIS positions are located as follows: East Enbridge Pipe 1 VAIS - Lat: 45° 49' 26.940" N and Long: 084° 45' 52.247" W, East Enbridge Pipe 2 VAIS - Lat: 45° 49' 26.620" N and Long: 084° 45' 25.650" W, East Enbridge Pipe 3 VAIS - Lat: 45° 48' 12.600" N and Long: 084° 45' 52.553" W and East Enbridge Pipe 4 VAIS - Lat: 45° 48' 17.496" N and Long: 084° 46' 18.163" W. Position will mark the pipeline as indicated.

LNM: 04/20

**ST. MARYS RIVER - CHART 14883**

Frechette Point Light "91" (LLNR 14010) Permanently discontinue the Fl G 2.5s light and day mark. Combine the light with Frechette Point Range Front Light (LLNR 14015) making the front light a 360 degree all-around light with the characteristic of QG. The all-around green light will have the same intensity as the current range front light.

LNM: 47/20

**LAKE MICHIGAN - LITTLE BAY DE NOC - CHART 14915**

Escanaba Light (LLNR 21635) Change the characteristic of the light from ISO W 6s to ISO G 6s

LNM: 49/20

**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 - 2020**

The U. S. Coast Guard is conducting a Waterway Analysis and Management System Study of the following waterways during 2020. 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.

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)
Alpena
(LLNR 11345 – LLNR 11715)
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)

LNM: 09/20

**COAST GUARD SEEKS COMMENTS ON HOW TO IMPROVE OUR NATION'S SHALLOW DRAFT WATERWAYS ATON SYSTEM**

The U.S. Coast Guard is conducting a Waterways Analysis and Management System (WAMS) Study on the Shallow Draft system (waters less than 12 feet). The purpose of this study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study will focus on the existing shallow water Aids to Navigation (ATON) system, future development projects, waterborne commerce transiting these waters, and marine casualty information. Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at https://www.surveymonkey.com/r/ShallowWaterWAMS. This link will remain available until November 1, 2020. Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft WAMS".

LNM: 32/20

**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

**ST LAWRENCE RIVER – NY- Ogdensburg-Prescott – Chart 14764- Bridge Maintenance**

From July 6, 2020 through November 30, 2021 scaffolding that, hangs approximately, 6-feet below low steel will be installed under the Ogdensburg-Prescott International Bridge at Mile 272.3 over the St. Lawrence River on the U.S. side only. No equipment or scaffolding will be used in the 1150 feet of navigation channel.

LNM: 25/20

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

From November 13, 2020 through April 15, 2021, scaffolding will be installed under the E-105 County House Road Bridge at Mile 223.70 over the Erie Canal that hangs approximately 4-feet below low steel. Steady burning yellow lights will mark the bottom of the scaffolding.

LNM: 39/20

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

From December 1, 2020 through April 15, 2021 scaffolding that hangs approximately 5-feet below low steel will be installed under the E137 Route 31, State Street Bridge at Mile 253.23 over the Erie Canal. From April 15 through May 1, 2021welders will be working on the low steel. Spotters will warn of approaching vessels and stop work to allow vessels to pass.

LNM: 41/20

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

From December 1, 2020 through April 1, 2021, the E181 Park Avenue Bridge at Mile 278.76 over the Erie Canal will be secured to masted navigation and scaffolding that hangs approximately 2-feet below low steel will be installed under the bridge.

LNM: 41/20

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

From July 6 through January 27, 2021 scaffolding that, hangs approximately 2 feet below low steel will be installed under the E114 Port Gibson Road Bridge at Mile 230.13 and the E115 Galloway Road Bridge at Mile 232.54, both over the Erie Canal.

LNM: 23/20

**LAKE ONTARIO – NY –Little Sodus Bay Navigational Chanel – Chart 14803**

Weeks Marine Inc. & Dean Marine will be conducting mechanical dredging in Little Sodus Bay Navigational Chanel.

Work Area Four corners:
D-01: 43°21'02.9541", -076°42'31.6106"
D-02: 43°20'44.9591", -076°42'29.6112"
D-03: 43°20'45.0798", -076°42'27.5746"
D-04: 43°21'03.0738", -076°42'29.5739"

Operations wil commence 6 Jan 21 -29 Jan 21 from 0700 to 1900 daily. Vessels on scene can be contacted on VHF channel 16. All mariners are requested to transit the area with caution and if possible maintain a 25ft clearence.

LNM: 01/20

**LAKE ONTARIO – NY – Irondequoit Bay – Chart 14804**

On November 2, 2020 the Irondequoit Bay Outlet Seasonal Bridge will be moved to the closed to navigation position until April 1, 2021, when the bridge will be moved to the open to navigation position. Mariners should remain clear of the bridge when it is in motion.

LNM: 44/20

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

From January 1, 2022 through April 16, 2022 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: 31/20

**LAKE ERIE – OH – Buffalo Harbor - Chart 14822 – Bridge Maintenance**

From March 29, 2021 through April 30, 2021, the Michigan Street Bridge at Mile 1.34 over the Buffalo River will be secured to masted navigation for maintenance.

LNM: 38/20

**LAKE ERIE – OH – Ashtabula Harbor – Chart 14836 – Bridge Winter Hours**

From December 15, 2020 through March 31, 2021, the Fifth Street Bridge at Mile 0.15 over the Ashtabula River will require a 12-hour advance notice for openings. Mariners should provide advance notice directly to the drawtender by calling: 440-576-2816, 440-813-8229, 440-228-2168, or 440-645-9041.

LNM: 46/20

**LAKE ERIE – OH – Eastlake – Chart 14838**

Geo. Gradel Co will be conducting breakwall construction on the First Energy Power Plant, Eastlake OH from 9 Dec to 10 Jan 7 days a week 24hrs a day. Tug Prairieland will be monitoring VHF channels 16, 10, and 18. All mariners are requested to transit the area with caution.

LNM: 50/20

**LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Construction**

**LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Construction**
From December 15, 2020 through April 1, 2021, work will continue on the North Coast Harbor Pedestrian Bridge at the mouth of North Coast Harbor. Two 60 by 30 foot barges will be working under the bridge leaves. The barges will move if a 1-hour advance notice is provided to the barges on VHF-FM Marine Channel 16. Two supports will temporarily limit the horizontal clearance of the bridge to approximately 45 feet. The temporary horizontal clearances will be marked with steady burning red lights and the vertical clearances will be marked with steady burning yellow lights. During non-working hours, the barges will be moored outside of the navigational channel and lighted.

LNM: 47/20

**DETROIT RIVER – MI – Main Channel – Chart 14848 – Bridge Construction**
From July 1, 2022 through April 30, 2024, contractors will be constructing the Gordie Howe International Bridge at mile 16.7 over the Detroit River. No equipment will be placed in the water. Overhead work will have temporary steady burning yellow lights to mark new construction. A moving platform with quick flashing red lights and orange or red ball fenders on the bottom four corners with a safety net that hangs approximately 15-feet below low steel will be constructing the bridge. Mariners should avoid passing directly under the platform at any time. Snooper type vehicles will be utilized on the bridge throughout construction. Spotters will warn of approaching vessels and move the man lift to allow vessels to pass. When construction is completed and all equipment removed, the final vertical clearances for the bridge will be 152-feet for the center 100-feet of the navigation channel. No less than 137-feet of vertical clearance will be available at the channel limits. Vertical clearances are based on IGLD85.

LNM: 47/20

**DETROIT RIVER – MI – Trenton Channel – Chart 14853 - Bridge Maintenance**
From May 4 through March 1, 2021 scaffolding will be installed under the fixed sections and under both sections of the movable span of the Grosse isle Parkway Bridge (Free) at Mile 5.60, over the Detroit River, Trenton Channel, that hangs approximately 5-feet below low steel. The swing span will remain secured to masted navigation and will not be able to open for any vessel. Mariners should avoid passing under or loitering under the bridge during construction due to safety concerns.

LNM: 48/20

**LAKE ST. CLAIR - MI - St. Clair Shores, MI - Chart 14850**
Partially submerged vessel. A 48 foot vessel is partially submerged approximately 80 yards off shore from Jefferson Beach Marina in Lake St. Clair at position 42°27.96'N, 082°52.26'W. Six foot of the freeboard is out of the water. The vessel is marked with marker buoys and a light. Mariners are requested to transit the area with caution.

LNM: 33/20

**St. Mary's River – MI – Saint Mary's Falls and Sault Ste Marie Canals – Chart 14887**
From January 16 through March 20, 2021, the Canadian National Railroad (bascule) Bridge over the Saint Mary's Falls and Sault Ste Marie Canals will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time. The lift bridge will operate normally.

LNM: 01/21

**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 14930 - Bridge Maintenance**
From December 1 through March 31, 2021 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: 26/20

**LAKE MICHIGAN – MI – Grand Haven – Chart 14933- Bridge Maintenance**
From April 1, 2021 through May 27, 2021 and again from September 7, 2021 through October 30, 2021, one leaf of the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation and the other leaf will operate normally.

LNM: 43/20

**LAKE MICHIGAN – MI – Grand Haven – Chart 14933 - Bridge Maintenance**
From November 1, 2021 through April 30, 2022, the US 31 Bridge at Mile 2.1 over the Grand River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 21/20

**LAKE MICHIGAN – MI – Grand Haven – Chart 14933- Bridge Maintenance**
From November 1, 2021 through April 30, 2022, the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation. From May 1, 2022 through May 26, 2022, one leaf of the bridge will be secured to masted navigation and the other leaf will operate normally.

LNM: 42/20

**LAKE MICHIGAN – MI – Grand Haven – Chart 14933- Bridge Maintenance**
From November 1, 2022 through April 30, 2023, the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation. From May 1, 2023 through May 26, 2023, one leaf of the bridge will be secured to masted navigation and the other leaf will operate normally.

LNM: 42/20

**LAKE MICHIGAN – MI – Grand Haven – Chart 14933- Bridge Maintenance**
From September 6, 2022 through October 30, 2022, one leaf of the U.S. Route 31 Bridge at Mile 2.89 over the Grand River will be secured to masted navigation and the other leaf will operate normally.

LNM: 43/20

**LAKE MICHIGAN – IL – Chicago Harbor – Chart 14927 – Bridge Maintenance**
From May 1 through September 1, 2021 one leaf of the Lake Shore Drive Bridge at Mile 0.32 (CORPS MILE 326.9) over the Main Branch of the Chicago River will be secured to masted navigation and scaffolding that hangs approximately 4 feet below low steel will be installed under the secured leaf. Six 40 foot by 10 foot, modular barges will be working around the bridge. The barges will move to accommodate vessels if a 30-minute advance notice is provided on VHF-FM Marine Radio channel 16. New construction that temporary limits the horizontal or vertical clearances of the bridge will be marked with steady burning red lights on the corners of the obstructions. From November 10 through December 31, 2020 an additional 10-feet of scaffolding will be used to install the new center lock of the bridge.

LNM: 45/20

**LAKE MICHIGAN – IL – Chicago Harbor Lock – Chart 14927**
US. Army Corps of Engineers will be conducting construction on the Chicago Harbor Lock. The Chicago Harbor Lock will be closed to all vessel traffic starting from 7 a.m. CST on Monday, November 16, 2020 through 4 p.m. CST Wednesday, April 14, 2021 for the partial reconstruction of the south chamber wall.

LNM: 43/20

**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 – IL – Chicago River – Chart 14927 – Proposed Bridge Construction**
The U. S. Coast Guard is requesting mariner and public input regarding the proposed construction of the Dominick Street Bridge located at Mile 4.36 across the North Branch of the Chicago River, City of Chicago, Cook County, Illinois. The proposed structure is a single-span, fixed arch bridge connecting an extended Dominick Street from Webster Avenue to North Avenue. The proposed vertical clearance is 22.33-feet at center, no less than 18.50-feet of vertical clearance at the navigation channel's limits. The proposed horizontal clearance is 150.00-feet normal to the axis of the channel. The complete public notice including a map of the location, and plans for the proposed bridge can be viewed and printed from the U.S. Coast Guard Navigation Center's web site https://www.navcen.uscg.gov/D9BN, or by calling, emailing or mailing a request to the Coast Guard project manager, Mr. Michael Walker, Commander (dpb), Ninth Coast Guard District, 1240 E. 9th St., Room 2047, Cleveland, OH 44199, (216) 902-6087, or michael.o.walker2@uscg.mil. Comments received will be made part of the case record.

LNM: 31/20

**LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Maintenance**
From June 5 through December 31, 2020, scaffolding will be installed under one leaf of the Randolph Street Bridge at Mile 1.73 (CORPS MILE 325.4) over the South Branch of the Chicago River that hangs approximately 1 foot below low steel. Monday through Saturday between the hours of 0700 and 1730 a 40 foot by 40 foot barge will be working under the bridge. The barge will move with a 30-minute advance notice provided directly to the barge on VHF-FM Marine Channel 16.

LNM: 23/20

**LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972**
BIDCO Marine Group, Inc. will be conducting marine & underwater construction operations while undertaking the assembly of a sheet-pile cofferdam (Installed and removed twice over 16 months) at the Tailrace Structure of the Lockport Powerhouse, located within the waters of the Chicago Sanitary and Ship Canal, from 15 SEPT 2020 to 31 DEC 2021 24 hours a day 7 days a week. Push-tender Madison can be contacted on VHF Channel 16. Commercial traffic will not be impacted by the presence of the 45'x90' Flexifloat barge when approaching or exiting the Lockport Lock, the Flexifloat crane barge will be spud down at the Tailrace of the Lockport Powerhouse. All mariners are requested to stay clear of the Tailrace area of the Hydro-Plant.

LNM: 37/20

**LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Discrepancy**
The Coast Guard has received a report that the protection cells of the Fullerton Avenue Bridge at Mile 5.30 (CORPS MILE 329.1) over the North Branch of the Chicago River are leaning away from the channel.

LNM: 23/20

**LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Maintenance**
From January 15 through May 28, 2021 one leaf of the Lake Street Bridge at Mile 1.64 (CORPS MILE 325.5) over the South Branch of the Chicago River will be secured to masted navigation.

LNM: 40/20

**LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Bridge Maintenance**
From October 12 through January 20, 2021, between the hours of 0700 and 1530 Monday through Friday a 80-foot by 20-foot barge will be working under the Van Buren Street Bridge at Mile 2.26 (CORPS MILE 324.9) over the South Branch of the Chicago River. The barge will monitor VHF-FM Marine Channel 16 and move if a 30-minute advance notice is provided.

LNM: 50/20

**LAKE MICHIGAN – WI – Green Bay – Chart 14918 – Bridge Regulation**
The Coast Guard is modifying the operating schedule that governs the Main Street Bridge, mile 1.58, the Walnut Street Bridge, mile 1.81, and the Tilleman Memorial Bridge, mile 2.27, all over the Fox River at Green Bay, WI to allow them to operate remotely. To view documents available in the docket, go to http://www.regulations.gov. Type USCG-2019-0178 in the "SEARCH" box and click "SEARCH." A copy of the Final Rule is included as an attachment.

**LAKE MICHIGAN – WI – Green Bay – Chart 14918 – Bridge Regulation**

LNM: 06/20

**LAKE MICHIGAN –WI – Upper Fox River – Chart 14918 – Bridge Discrepancy**

The Coast Guard has received a report that the Wisconsin Avenue (Veterans Memorial) Bridge at Mile 23.78 over the Fox River at Kaukauna Wisconsin is stuck in the closed position. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 45/20

**LAKE MICHIGAN – WI – Fox River – Chart 14916- Bridge Construction**

From October 29, 2020 through August 31, 2022, between the hours of 0700 to 2200, Monday through Friday, eight barges, 80-feet by 60-feet or smaller, will be used to construct the Racine Street Bridge at Mile 37.91 over the Fox River at Menasha. The contractor will construct a temporary bridge over the slip near the George Banta Dock for temporary access. A 20-foot channel will be maintained for vessels through the construction area except that from December 1 through March 31 when a 1-hour advance notice will be required to pass through the construction area. Advance notice should be provided to the contractors on VHF-FM Marine Channel 16. From September 6, 2021 through October 11, 2021, the original bridge will be secured to masted navigation for demolition.

LNM: 43/20

**LAKE SUPERIOR – MI – Keweenaw Waterway – Chart 14910 - Bridge Maintenance**

From January 1, 2021 through March 1, 2021, the US 41 Bridge at Mile 16.0 over the Keweenaw Waterway will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time

LNM: 45/20

## 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, RADM
U. S. Coast Guard
Commander, Ninth Coast Guard District

# GREAT LAKES, CONNECTING CHANNELS AND ST. LAWRENCE RIVER WATER LEVELS AND DEPTHS

**Expected water levels on the Great Lakes, Connecting Channels and the St. Lawrence River are given in inches above (+,0) or below (-,0) Low-Water Datum (LWD,0). LWD is a plane of reference on a navigation chart, also known as Chart Datum. LWD elevations shown below are given in International Great Lakes Datum, 1985 (IGLD 1985,0).**

| | Forecast Point | Low Water Datum | Expected Levels (inches above or below Low Water Datum,0) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Current | Week 1 | Week 2 | Week 3 | Week 4 |
| | | IGLD 1985 | 1-Jan | 8-Jan | 15-Jan | 22-Jan | 29-Jan |
| **GREAT LAKES** | | | | | | | |
| Lake Ontario | | 243.3 | 20 | 20 | 20 | 20 | 21 |
| Lake Erie | | 569.2 | 46 | 46 | 46 | 47 | 47 |
| Lake St. Clair | | 572.3 | 45 | 46 | 47 | 47 | 48 |
| Lake Michigan-Huron | | 577.5 | 43 | 42 | 42 | 42 | 42 |
| Lake Superior | | 601.1 | 14 | 14 | 13 | 12 | 11 |
| **ST. LAWRENCE RIVER** | | | | | | | |
| Above Long Sault Dam | 0 | 237.9 | 10 | -27 | 4 | 36 | 37 |
| Above Iroquois Dam | 1 | 240.3 | 11 | -13 | 6 | 27 | 28 |
| Ogdensburg | 2 | 242.4 | 14 | -2 | 11 | 23 | 24 |
| Alexandria Bay | 2.1 | 243.0 | 18 | 16 | 18 | 20 | 21 |
| Head of river at Cape Vincent | 3 | 243.3 | 20 | 20 | 20 | 20 | 21 |
| **DETROIT RIVER** | | | | | | | |
| Lake Erie at Pelee Passage | 4 | 569.2 | 46 | 46 | 46 | 47 | 47 |
| Mouth of River at Gibraltar | 5 | 569.5 | 46 | 47 | 47 | 47 | 48 |
| Fort Wayne | 5.1 | 571.1 | 49 | 50 | 51 | 51 | 52 |
| Head of River above Belle Isle | 6 | 572.0 | 46 | 47 | 47 | 48 | 49 |
| **ST. CLAIR RIVER** | | | | | | | |
| Mouth of River at St. Clair Flats | 7 | 572.3 | 45 | 46 | 47 | 47 | 48 |
| Algonac | 8 | 572.8 | 49 | 50 | 50 | 51 | 52 |
| St. Clair | 9 | 574.4 | 44 | 44 | 45 | 45 | 45 |
| Blue Water Bridge | 10 | 576.2 | 48 | 47 | 48 | 48 | 47 |
| Head of River at Fort Gratiot | 11 | 577.2 | 45 | 45 | 45 | 45 | 44 |
| Lake Huron Approach Channel | 12 | 577.5 | 43 | 42 | 42 | 42 | 42 |
| **ST. MARYS RIVER** | | | | | | | |
| Mouth of River at Detour | 13 | 577.5 | 43 | 42 | 42 | 42 | 42 |
| West and Middle Neebish | 14 | 577.8 | 39 | 38 | 38 | 38 | 38 |
| Head of Little Rapids | 15 | 578.4 | 37 | 37 | 37 | 37 | 36 |
| U.S. Slip | 16 | 578.7 | 36 | 35 | 35 | 35 | 35 |
| Above Locks | 17 | 600.4 | 18 | 17 | 16 | 15 | 14 |
| Head of River at Point Iroquois | 18 | 601.1 | 14 | 14 | 13 | 12 | 11 |

## UNDERSTANDING THE FORECAST

**Available water depth is determined for a location by adding (if+) or subtracting (if-) the amount from the above table to the appropriate channel depth shown in the profile Connecting Channel Depths Graphic or to water depths 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. Depths, however, may be reduced or increased as much as several feet for short periods due to these disturbances, or when sections of channels develop shoals. Vessel masters should refer to "Local Notice to Mariners" for extent of shoaling and scattered bedrock projections in all channels. Ice conditions can have a dramatic impact on actual channel depth and can lead to large short-term water level fluctuations. Ice information can be found at the National Ice Center's website.**

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

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

| LOCATION | SUBJECT | HOURS/DAYS | FROM-TO | POC | Tel # |
|---|---|---|---|---|---|
| **NEW YORK STATE BARGE CANAL** | | | | | |
| **LAKE ONTARIO** | | | | | |
| Little Sodus Bay Navigational Chanel | mechanical dredging | 0700-1900 | 6 Jan-29Jan | Andrew Lichtens | (586) 980-0397 |
| **LAKE ERIE** | | | | | |

DREDGING

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

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

| LOCATION | SUBJECT | HOURS/DAYS | FROM-TO | POC | Tel # |
|---|---|---|---|---|---|
| **LAKE ERIE** | | | | | |
| **DETROIT RIVER** | | | | | |
| **LAKE ST. CLAIR** | | | | | |
| **Lake Huron** | | | | | |
| **Saginaw River** | Dredging Saginaw River | 24 hrs 7 days | 26-Aug-15 Oct | Ralph Farver | 231-627-4333 |

**STRAITS OF MACKINAC**

## 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

| LOCATION | SUBJECT | HOURS/DAYS | FROM-TO | POC | Tel # |
|---|---|---|---|---|---|
| **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

| LOCATION | SUBJECT | HOURS/DAYS | FROM-TO | POC | Tel # |
|---|---|---|---|---|---|
| **LAKE MICHIGAN** | | | | | |
| **GREEN BAY** | | | | | |

**GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES**

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

| Location | Name of Event | Date | Time of Event | POC | Tel # |
|---|---|---|---|---|---|

# St. Lawrence River

# LAKE ONTARIO

# LAKE ERIE

| | | | | | |
|---|---|---|---|---|---|
| Sandusky, OH | DOWNTOWN SANDUSKY FIREWORKS DISPLAY | 31-Dec-20 | 2000-2130 | STEVE ERNST | 440-346-3055 |

# DETROIT RIVER

# LAKE ST. CLAIR/St. Clair River

# LAKE HURON

**USCG Navigation Rules and Regulations Handbook, 2014 Edition**

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
COLREGS Demarcation Lines (33 CFR § 80)
72 COLREGS Implementing Rules (33 CFR § 81)
Inland Navigation Rules (33 CFR § 83)
Inland Navigation Rules – Implementing Rules (33 CFR § 89)
Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as enclosure to this Local Notice to Mariners.

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U**SCG Navigation Rules and Regulations Handbook, 2014 Edition**

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

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**PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS**

■ Revise the authority citation for part 26 to read as follows:
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations for the Prevention of Collisions at Sea.

§ 26.08 [Amended]
■ In § 26.08(a), remove the text ‘‘Marine Safety, Security and Environmental Protection’’ and add, in its place, the text ‘‘Prevention Policy’’.

**PART 80—COLREGS DEMARCATION LINES**

■ In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.
* * * * *
(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18′ N, longitude 070°41.2′ W to Port Boca Grande Light.
* * * * *

(f) A line drawn from position latitude 27°17.89′ N, longitude 082°33.55′ W to the southernmost extremity of Lido Key (position latitude 27°17.93′ N, longitude 082°33.99′ W).
* * * * *
■ In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.
* * * * *
(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0′ N longitude 082°50.6′ W; thence a straight line to position latitude 28°11.11′ N, longitude 082°47.91′ W.

§ 80.810 [Amended]
■ 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f).

**PART 81—72 COLREGS: IMPLEMENTING RULES**

§ 81.3 [Amended]
■ In § 81.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.5 [Amended]
■ In § 81.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 81.9 [Amended]
■ In § 81.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

**PART 83—NAVIGATION RULES**

§ 83.24 [Amended]
■ In § 83.24(h), after the words ‘‘exhibit the lights’’, add the words ‘‘or shapes’’.

§ 83.26 [Amended]
■ In § 83.26(f)(i), remove the word ‘‘around’’ and add, in its place, the word ‘‘round’’; in § 83.26(f)(ii)(2)(B), remove the text ‘‘(a)’’ and add, in its place, ‘‘(f)(ii)(1).’’

§ 83.27 [Amended]
■ In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word ‘‘around’’ and add, in its place the word ‘‘round’’.

## PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]
■ In § 89.3, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.5 [Amended]
■ In § 89.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.9 [Amended]
■ In § 89.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.27 [Amended]
■ In the section heading to § 89.27 and paragraphs (a) and (b), remove the text ‘‘24(i)’’ and add, in its place, the text ‘‘24(j)’’.

## PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]
■ Amend § 161.2 as follows:
a. Remove the word ‘‘sector’’ wherever it appears, and add, in its place, the word ‘‘zone’’;
b. Add definitions in alphabetical order for ‘‘Center’’ and ‘‘Published’’;
c. In the definition of ‘‘Vessel Traffic Service Area or VTS Area’’, remove the word ‘‘sectors’’ and add, in its place, the word ‘‘zones’’; and
d. In the introductory text of the definition of ‘‘VTS User’’, remove the word ‘‘area’’ and add, in its place, the word ‘‘Area’’.

§ 161.2 [Amended]
■ Amend § 161.2 Definitions - with additions to read as follows:
* * * * *
Center means a Vessel Traffic Center or Vessel Movement Center.
* * * * *
Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).
* * * * *
Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]
■ Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:
* * * * *
Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (https://www.navcen.uscg.gov).

§ 161.5 [Amended]
■ In § 161.5(b), remove the text ‘‘VTS Director’’ and add, in its place, the text ‘‘VTC’’.

§ 161.12 [Amended]
■ Amend § 161.12 in Table 1 to § 161.12(c) as follows:
a. In entry (10)(ii) – *Seattle Traffic*, in the ‘‘Monitoring area’’ column, remove the words ‘‘Strait of Juan de Fuca’’ and add, in their place, the words ‘‘Salish Sea’’;
b. In entry (12) – *St. Marys River*, remove the text ‘‘Mary’s’’ wherever it appears and add, in its place, the text ‘‘Marys’’; and
c. In Note 6, remove the word ‘‘sector’’ and add, in its place, the word ‘‘zone’’.

§ 161.17 [Removed and Reserved]
■ Remove and reserve § 161.17.

**PART 161—VESSEL TRAFFIC MANAGEMENT (continued)**

§ 161.55 [Amended]
■ Amend § 161.55 by revising paragraph (c)(3) to read as follows:
§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.
* * * * *
(c) * * *
(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.
* * * * *

§ 161.70 [Amended]
■ In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word ‘‘Sector’’ and add, in its place, the word ‘‘Zone’’.

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Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil .

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

**§ 1020.410 Records to be made and retained by banks.**

(a) Each agent, agency, branch, or office located within the United States of a bank is subject the requirements of this paragraph (a) with respect to a funds transfer in the amount of $3,000 or more. A bank also is subject to the requirements of this paragraph (a) with respect to a funds transfer in the amount of $250 or more that begins or ends outside the United States. For purposes of this paragraph, a funds transfer will be considered to begin or end outside the United States if a bank knows or has reason to know that the originator, originator's bank, beneficiary, or beneficiary's bank is located in, is ordinarily resident in, or is organized under the laws of a jurisdiction other than the United States or a jurisdiction within the United States. For funds transfers subject to the requirements of this paragraph (a), each agent, agency, branch, or office located within the United States of a bank is required to retain either the original or a copy or reproduction of each of the following:

* * * * *

In concurrence: By the Department of the Treasury.

**Michael G. Mosier,**

*Deputy Director, Financial Crimes Enforcement Network.*

By order of the Board of Governors of the Federal Reserve System.

**Ann Misback,**

*Secretary of the Board.*

[FR Doc. 2020–23756 Filed 10–23–20; 11:15 am]

BILLING CODE 4810–02–P; 6210–01–P

## DEPARTMENT OF HOMELAND SECURITY

## Coast Guard

## 33 CFR Part 117

**[Docket No. USCG–2020–0513]**

**RIN 1625–AA09**

## Drawbridge Operation Regulation; River Rouge, Detroit, MI

**AGENCY:** Coast Guard, DHS

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to modify the operating schedule that governs the National Steel Corporation Railroad Bridge, mile 0.40, the Delray Connecting Railroad Bridge, mile 0.34, and the Delray Connecting Railroad Bridge, mile 0.80. Delray Connecting Railroad Company, the owner and operator of these three bridges, has requested to stop continual drawtender service and to operate the two bridges only while trains are crossing the bridge, and one bridge upon signal if a 4-hour advance notice is received.

**DATES:** Comments and related material must reach the Coast Guard on or before December 28, 2020.

**ADDRESSES:** You may submit comments identified by docket number USCG–2020–0513 using Federal e-Rulemaking Portal at *https://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 Delray Connecting Railroad requested to reduce drawtender staffing at their three bridges at Zug Island. The National Steel Corporation Railroad Bridge, mile 0.40, the Delray Connecting Railroad Bridge, mile 0.34, and the Delray Connecting Railroad Bridge, mile 0.80, currently open on signal and are required to be manned by a drawtender at each bridge. The reason for the request to stop continual drawtender service is that the primary customer, a steel mill on Zug Island, has been placed into caretaker status, significantly decreasing the rail traffic across these bridges. The operation of the bridges should however remain transparent to the vessels navigating the waterway.

The River Rouge is a commercial waterway that serves several heavy industries near the city of Detroit, MI. The U.S. Army Corps of Engineers in cooperation with the U.S. Environmental Protection Agency are currently improving the width and depth of the Rouge River, where both the swing and the bascule Delray Bridges are located. Originally, the River Rouge navigated two ninety-degree bends through the area that is referred to as the Old Channel before emptying into the Detroit River. In 1888 the Zug Island Improvement Company cut a channel through the south section of Zug Island locally called the Short Cut Channel creating Zug Island and allowing vessels to bypass the two ninety-degree bends in the Old Channel. This Short Cut Channel is the preferred path for large vessels. Currently the waterway is used by large commercial freighters and several tug and barge vessels. Recreational use of the waterway is very limited. There are twelve bridges across the River Rouge.

The National Steel Corporation Railroad Bridge, mile 0.40, is a single leaf bascule bridge, that provides an unlimited clearance in the open position and a vertical clearance of six feet above LWD in the closed position. The Delray Connecting Railroad Bridge, mile 0.34, is a single leaf bascule bridge, that provides an unlimited clearance in the open position and a vertical clearance of seven feet above LWD in the closed position. The Delray Connecting Railroad Bridge, mile 0.80, is a swing bridge that provides an unlimited clearance in the open position and a vertical clearance of seven feet above LWD in the closed position. All three bridges are owned by the Delray Connecting Railroad who is requesting the change.

### III. Discussion of Proposed Rule

The proposed rule will establish the procedures to move the bridge to allow rail traffic to cross the bridge while giving notice to the vessels transiting the waterway that the bridge will be lowering. Ten minutes before the bridge is lowered for train traffic a crewmember from the train will initiate a SECURITE call on VHF–FM Marine Channel 16 that the bridge will be lowering for train traffic and invite any concerned mariners to contact the drawtender on VHF–FM Marine Channel 12. The drawtender will also visually monitor for vessel traffic and listen for the standard bridge opening signal of one prolonged blast and one short blast from vessels already transiting the waterway. After the ten minute warning, one last SECURITE call will be made that the bridge will be lowering for rail traffic five minutes before lowering. Once the drawtender is satisfied that it is safe the bridge will be lowered for rail traffic. Once the rail traffic has cleared the bridge, the bridge will be raised and locked in the fully open to navigation position.

The Delray Connecting Railroad Bridge, mile 0.34, has had limited requests for openings and provides

access to Zug Island for vehicles and rail traffic. The owner of the railroad states the bridge has been operating with advance notice illegally without complaints for several years.

## IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analysis 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 regulatory action determination is based on the ability that vessels can still transit the bridge and the only change is the drawtender will only be in attendance to lower the bridge to allow rail traffic to cross and to raise the bridge after rail traffic has cleared the bridge.

### *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.

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** section. 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 Governments*

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.

### *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, Rev. 1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has determined 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 such actions are 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. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed 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 *https://www.regulations.gov.* If your material cannot be submitted using *https://*

*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 *https://www.regulations.gov* and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's Correspondence System of Records notice (84 FR 48645, September 26, 2018).

Documents mentioned in this NPRM as being available in this docket and all public comments, will be in our online docket at *https://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 § 117.645 to read as follows:

### § 117.645 River Rouge

(a) The Delray Connecting Railroad Bridge, mile 0.34, need not have a drawtender in continued attendance at the bridge and shall open on signal if a 4-hour advance notice is provided.

(b) The Delray Connecting Railroad Bridge, mile 0.80, over the Old Channel need not have a drawtender in continued attendance at the bridge. The bridge will remain open ten minutes before the bridge is lowered for train traffic. A crewmember from the train will initiate a SECURITE call on VHF–FM Marine Channel 16 that the bridge will be lowering for train traffic and invite any concerned mariners to contact the drawtender on VHF–FM Marine Channel 12. The drawtender will also visually monitor for vessel traffic and listen for the standard bridge opening signal of one prolonged blast and one short blast from vessels already transiting the waterway. After the ten minute warning, another SECURITE call shall be made on VHF–FM Marine Channel 16 that the bridge will be lowering for rail traffic five minutes before lowering. Once the draw tender is satisfied that it is safe, the bridge will be lowered for rail traffic. Once the rail traffic has cleared the bridge, the bridge shall be raised and locked in the fully open to navigation position.

(c) The National Steel Corporation Railroad Bridge, mile 0.40, need not have a drawtender in continual attendance at the bridge. Ten minutes before the bridge is lowered for train traffic a crewmember from the train will initiate a SECURITE call on VHF–FM Marine Channel 16 that the bridge will be lowering for train traffic and invite any concerned mariners to contact the drawtender on VHF–FM Marine Channel 12. The drawtender will also visually monitor for vessel traffic and listen for the standard bridge opening signal of one prolonged blast and one short blast from vessels already transiting the waterway. After the ten minute warning, another SECURITE call shall be made on VHF–FM Marine Channel 16 that the bridge will be lowering for rail traffic five minutes before lowering. Once the drawtender is satisfied that it is safe, the bridge will be lowered for rail traffic. Once the rail traffic has cleared the bridge, the bridge shall be raised and locked in the fully open to navigation position.

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

**D.L. Cottrell,**

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

[FR Doc. 2020–22993 Filed 10–26–20; 8:45 am]

BILLING CODE 9110–04–P

## ENVIRONMENTAL PROTECTION AGENCY

## 40 CFR Part 52

**[EPA–R06–OAR–2016–0611; FRL–10015–44–Region 6]**

## Air Plan Approval; Texas; Interstate Visibility Transport

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** Pursuant to the Federal Clean Air Act (CAA or the Act), the Environmental Protection Agency (EPA) is proposing to disapprove elements of two State Implementation Plan (SIP) submissions from the State of Texas for the 2012 $PM_{2.5}$ National Ambient Air Quality Standard (NAAQS) and the 2015 Ozone NAAQS. These submittals address how the existing SIP provides for implementation, maintenance, and enforcement of the 2012 $PM_{2.5}$ and 2015 Ozone NAAQS (infrastructure SIP or i-SIP). The i-SIP requirements are to ensure that the Texas SIP is adequate to meet the state's responsibilities under the CAA for these NAAQS. Specifically, this proposed disapproval addresses the interstate visibility transport requirements of the i-SIP for the 2012 $PM_{2.5}$ and 2015 Ozone NAAQS under CAA section 110(a)(2)(D)(i)(II). In addition to this proposed disapproval, however, we are proposing to find that the requirements of those i-SIP elements are met through the Federal Implementation Plans (FIPs) in place for the Texas Regional Haze program, and no further federal action is required.

**DATES:** Comments must be received on or before November 27, 2020.

**ADDRESSES:** Submit your comments, identified by Docket No. EPA–R06–OAR–2016–0611, at *https://www.regulations.gov* or via email to *huser.jennifer@epa.gov.* Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov.* The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, please contact Jennifer Huser, 214–665–7347, *huser.jennifer@epa.gov.* For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit *https://www.epa.gov/dockets/commenting-epa-dockets.*

*Docket:* The index to the docket for this action is available electronically at *www.regulations.gov.* While all documents in the docket are listed in the index, some information may not be publicly available due to docket file size restrictions or content (*e.g.,* CBI).

**FOR FURTHER INFORMATION CONTACT:** Jennifer Huser, EPA Region 6 Office, Regional Haze and $SO_2$ Section, 214–665–7347, *huser.jennifer@epa.gov.* Out of an abundance of caution for members of the public and our staff, the EPA Region 6 office will be closed to the

Sorted by Chart Number

Authorized Winter Hours for Great Lakes Bridges

October 15, 2020 - April 30, 2021

Last Updated: 10 NOV 2020

| 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** | **585-753-7750** | **585-753-7780** | **585-753-7720** | |
| **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** | **1-Jan** | **11-Mar** | **12-hours** | **VHF-FM 16** | **216-664-4767** | **216-235-7669** | |
| **14839** | **Cleveland** | **Columbus** | **1.93** | **Cuyahoga** | **1-Jan** | **11-Mar** | **12-hours** | **VHF-FM 16** | **216-664-4767** | **216-235-7669** | |
| **14839** | **Cleveland** | **West 3rd St** | **3.69** | **Cuyahoga** | **24-Dec** | **11-Mar** | **12-hours** | **VHF-FM 16** | **216-664-4767** | **216-235-7669** | |
| **14839** | **Cleveland** | **Willow Ave** | **1.02** | **Cuyahoga Old** | **24-Dec** | **11-Mar** | **12-hours** | **VHF-FM 16** | **216-664-4767** | **216-235-7669** | |
| **14841** | **Lorain** | **Erie Ave** | **0.6** | **Black River** | **1-Jan** | **31-Mar** | **12-hours** | **VHF-FM 16** | | | |
| **14844** | **Port Clinton** | **Monroe St** | **0.4** | **Portage River** | **1-Dec** | **30-Apr** | **24-hours** | **419-409-0140** | **419-373-7050** | | |
| **14844** | **Port Clinton** | **NS RR** | **1.5** | **Portage River** | **1-Dec** | **30-Apr** | **24-hours** | **419-409-0117** | **419-373-4483** | **419-409-0110** | **419-373-7092** |
| **14844** | **Sandusky** | **NS RR** | **3.5** | **Sandusky** | **1-Dec** | **31-Mar** | **24-hours** | **419-254-1539** | **404-877-9668** | **404-877-9696** | |
| **14844** | **Sandusky** | **NS RR** | **3.5** | **Sandusky** | **1-Nov** | **1-Dec** | **Note 1** | **419-254-1539** | **404-877-9668** | **404-877-9696** | |
| 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** | **419-205-5660** | |
| **14846** | **Toledo** | **W&LE** | **1.8** | **Maumee** | **31-Dec** | **31-Mar** | **12-hours** | **330-575-2919** | **419-283-5764** | **419-205-5660** | |
| **14846** | **Toledo** | **Craig Mem** | **3.3** | **Maumee** | **21-Dec** | **31-Dec** | **04-hours** | **419-409-0140** | **419-373-7050** | | |
| **14846** | **Toledo** | **Craig Mem** | **3.3** | **Maumee** | **1-Jan** | **31-Mar** | **12-hours** | **419-409-0140** | **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** | **419-254-1539** | **404-877-9668** | **404-877-9696** | |
| **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** | **708-332-3160** | **312-533-7011** | **312-533-7011** | |
| **14865** | **Port Huron** | **Military St** | **0.3** | **Black River** | **1-Nov** | **30-Apr** | **12-hours** | **810-989-4258** | **810-985-8115** | | |

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

9th Coast Guard District (dpb)
Cleveland, Ohio

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216-902-6085

Authorized Winter Hours for Great Lakes Bridges

October 15, 2020 - April 30, 2021

Last Updated: 10 NOV 2020

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14865 | Port Huron | Seventh St | 0.5 | Black River | 1-Nov | 30-Apr | 12-hours | 810-989-4258 | 810-985-8115 | | |
| 14865 | Port Huron | Tenth St | 0.9 | Black River | 1-Nov | 30-Apr | 12-hours | 810-989-4258 | 810-985-8115 | | |
| 14867 | Bay City | Lake State RR | 3.1 | Saginaw | 1-Jan | 31-Mar | 12-hours | 989-393-9815 | 989-387-3941 | Emergency: | 989-393-2988 |
| 14867 | Bay City | Cen. Mich. RR | 4.94 | Saginaw | 1-Jan | 31-Mar | 12-hours | 989-529-0949 | 989-529-0952 | 989-274-1381 | |
| 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 | 989-671-1521 | |
| 14867 | Bay City | Lafayette | 6.78 | Saginaw | 1-Jan | 31-Mar | 12-hours | 616-558-1040 | 989-892-8389 | 989-671-1521 | |
| 14884 | SOO | Canadian Natl | | SOO LOCKS | Special | Special | Special | 906-635-4276 | 906-630-2203 | 312-533-7011 | |
| 14886 | Cheboygan | US23 | 0.9 | Cheboygan | 15-Dec | 31-Mar | 12-hours | 231-420-1156 | 231-420-1153 | 231-238-7775 | |
| 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 | 708-332-3160 | 312-533-7011 | |
| 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 | 708-332-3160 | 920-379-8619 | 312-533-7011 | |
| 14918 | Green Bay | Main Street | 1.58 | Fox River | 1-Dec | 31-Mar | 12-hours | 920-448-3322 | 920-655-0339 | 920-764-2964 | |
| 14918 | Green Bay | Walnut Street | 1.81 | Fox River | 1-Dec | 31-Mar | 12-hours | 920-448-3321 | 920-655-0339 | 920-764-2964 | |
| 14918 | Green Bay | Tillman Mem. | 2.27 | Fox River | 1-Dec | 31-Mar | 12-hours | 920-448-3320 | 920-655-0339 | 920-764-2964 | |
| 14918 | Green Bay | Canadian Natl | 3.31 | Fox River | 1-Dec | 31-Mar | 12-hours | 708-332-3160 | 920-379-8619 | 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 | | |
| 14922 | Manitowoc | Tenth Street | 0.43 | Manitowoc | 1-Nov | 31-Mar | 12-hours | 920-686-6550 | 920-683-4470 | | |
| 14922 | Sheboygan | Eighth Street | 0.69 | Sheboygan | 1-Nov | 30-Apr | 12-hours | 920-207-9742 | | | |
| 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:
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9th Coast Guard District (dpb)
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216-902-6085

# Authorized Winter Hours for Great Lakes Bridges

October 15, 2020 - April 30, 2021

Last Updated: 10 NOV 2020

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14926 | Michigan City | Franklin St | 0.5 | Trail Creek | 1-Dec | 15-Mar | 12-hours | 219-362-2051 | 219-608-9743 | 219-851-7064 | |
| 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 | 219-851-1141 | 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 | SEE LNM | SEE LNM | | |
| 14930 | St. Joe | Bicentennial | 1.3 | St. Joe | 16-Dec | 28-Feb | 12-hours | 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 | SEE LNM | SEE LNM | | |
| 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 | 231-723-6241 | 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 | 708-332-3160 | 218-591-4868 | 312-533-7011 | |

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

Please report listing discrepancies to:
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Cleveland, Ohio

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