



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

LOCAL NOTICE TO MARINERS

District: 9

Week: 06/20

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

Direct questions about this LNM to the above address.

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

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

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

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

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

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

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

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

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

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

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

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

Ninth District - C015-20 through C017-20

Sector Detroit, MI - D002-20 through D003-20

Sector Lake Michigan, WI - M026-20 through M030-20

Sector Sault Ste Marie, MI - S018-20 through S019-20

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

NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: <https://cgls.uscg.mil/mailman/listinfo/nanu> . In addition,

the NIS investigates all reports of degradation or loss of GPS, DGPS or AIS service. Users are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mail to: webmaster@smtp.navcen.uscg.mil, or on the internet at: <https://www.navcen.uscg.gov>

ABBREVIATIONS

A through H

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

The expected water levels on the Great Lakes for Feb 14, 2020. Connecting Channels and the St. Lawrence River, given in inches above (+) or below (-) Low Water Datum (LWD). LWD is a plane of reference used on a navigation chart. It is also known as chart datum.

Great Lakes:

Lake Ontario +39, Lake Erie +57, Lake St. Clair +56, Lake Michigan-Huron +49, Lake Superior +17.

St. Lawrence River:

Above Long Sault Dam -06, Above Iroquois Dam +05, Ogdensburg +23, Alexandria Bay +30. Head of River at Cape Vincent +39.

Detroit River:

Lake Erie at Pelee Passage +57 Mouth of River at Gibraltar +58, Fort Wayne +57. Head of River above Belle Isle +57.

St. Clair River:

Mouth of River at St. Clair Flats +56, Algonac +56, St. Clair +55, Blue Water Bridge +55, Head of River at Fort Gratiot +54, Lake Huron Approach Channel +49.

St. Marys River:

Mouth of River at Detour +49, West and Middle Neebish +45, Head of Little Rapids +45, U.S. Slip +44, Above Locks +20, Head of River at Point Iroquois +17.

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

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

LNM: 06/20

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

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

LNM: 52/19

LAKE ERIE - BUFFALO HARBOR - Chart 14833

North Entrance Light "7" (LLNR 2720) The light has been temporarily discontinued due to construction on the breakwater. A temporary light without day marks and lowered focal plane has been established in position 42-52'50.220"N / 078-53'45.474"W. The characteristic is FL G 2.5s. Another lantern was mounted on the Northwest end of the breakwater in position 42-53'04.590"N / 078-54'05.880"W. The characteristic of this light is QW. There are "DANGER" day marks located on each side of the breakwater where it is washed out and submerged.

LNM: 51/19

SAGINAW BAY - MI - Saginaw, MI - Chart 14863

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

LNLM: 48/19

STRAITS OF MACKINAC - DE TOUR TO WAUGOSHANCE POINT - Chart

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

LNLM: 51/19

LAKE MICHIGAN - MANITOWOC AND SHEBOYGAN - Chart 14922

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

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

LNLM: 05/19

LAKE MICHIGAN - RACINE HARBOR - Chart 14925

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

Racine Reef Lighted Buoy 18 (LLNR 20483) has been established in position 42-43-40.338N / 087-44-01.614W to mark the damaged light structure. The buoy is red in color and has a light characteristic of 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.

LNLM: 42/17

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

The following aids are being broadcast as AIS ATON:

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

LNLM: 35/19

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

The following aids are being broadcast as AIS ATON:

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

LNLM: 35/19

LAKE SUPERIOR - REDRIDGE TO SAXON HARBOR - Chart 14965

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

LNLM: 19/19

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
7755	Fighting Island Channel Lighted Buoy 89	Status Unreported	14848		04/20	
11325	Harrisville East Breakwater Light 3	LT IMCH	14864		01/20	
12845	Drummond Island Shoal Buoy 8	MISSING	14882		37/19	
14390	Brush Point Range Front Light	LT EXT	14884		51/19	
16963	Driftwood Point Light	LT EXT			37/19	
18420	Portage Lake South Pierhead Light	LT EXT	14939		51/19	
19525	St. Joseph South Pierhead Light	LT EXT	14930		01/20	
19675	Indiana Harbor East Breakwater Light	LT EXT	14929		05/20	
19800	Calumet Harbor Breakwater South End Light	LT EXT	14926		05/20	
20860	Manitowoc Breakwater Light	REDUCED INT	14922		25/19	
21825	Eagle Bluff Light	REDUCED INT	14909		29/18	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9995	Fort Gratiot Range Front Passing Light	WATCHING PROPERLY	14852		01/20	06/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9840	Recors Point Dock Lower Light	LT EXT	14853		30/19	
9850	Recors Point Dock Upper Light	LT EXT	14853		30/19	
16500	Two Harbors Light	LT EXT	14966		51/19	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2105	Oswego Harbor West Channel Light 2	TRLB	14813		17/19	
2720	Buffalo Harbor North Entrance Light 7	DISCONTINUED	14833		33/19	
12140	Crooked Lake Daybeacon 81	TRUB	14886		28/19	

15220	Ontonagon Harbor East Breakwater Light	DISCONTINUED	14965		11/18
15260	Gull Island Light	Reduced Intensity	14973	S085-16	39/16
18340	North Manitou Shoal Light	Reduced Intensity	14912		51/17
20480	Racine Reef Light	DISCONTINUED	14925		42/17
20855	Manitowoc South Breakwater Light 3	DISCONTINUED	14922		02/20

TEMPORARY CHANGES CORRECTED

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

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01	at 40-41-09.001N 074-02-48.001W
Corrective Action	Green can	Object of Corrective Action			Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

14913	20th Ed.	01-JAN-16	Last LNM: 03/16	NAD 83		06/20
Chart Title: Grand Traverse Bay to Little Traverse Bay;Harobr Springs;Petoskey;Elk Rapids;Suttons Bay;Northport;Traverse City						
CHART GRAND TRAVERSE BAY TO LITTLE TRAVERSE BAY. Page/Side: N/A						
ADD	NORTH POINT BUOY 13				CGD09	at 45-20-45.126N 085-15-26.572W
	Green					

14942	27th Ed.	01-DEC-15	Last LNM: 36/13	NAD 83		06/20
Chart Title: Lake Charlevoix;Charlevoix, South Point to Round Lake						
Main Panel 1496 LAKE CHARLEVOIX MICHIGAN. Page/Side: A						
ADD	NORTH POINT BUOY 13				CGD09	at 45-20-45.126N 085-15-26.572W
	Green					

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
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None

Advance Notice(s)

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

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

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

LNM: 20/19

LAKE MICHIGAN - WAUGOSHANCE POINT TO SEUL CHOIX POINT - Chart

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

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

LNM: 20/19

LAKE MICHIGAN - PLATTE BAY TO LELAND - Chart 14912

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

LNM: 20/19

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

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

LNM: 42/19

LAKE SUPERIOR - DULUTH - SUPERIOR HARBOR - Chart 14975

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

LNM: 29/17

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

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

LNM: 23/19

LAKE SUPERIOR - APOSTLE ISLANDS - Chart 14973

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

LNM: 22/19

LAKE SUPERIOR - BIG BAY POINT TO REDRIDGE - CHART 14964

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

LNM: 22/19

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

LAKE HURON - PORT HURON TO PTE AUX BARQUES - CHART 14862

Lake Huron Cut Lighted Buoy "1" (LLNR 10035) Change the operation of the buoy to a year round lighted buoy. The aid position will continue to be enhanced by Synthetic AIS ATON.

Lake Huron Cut Lighted Buoy "11" (LLNR 10085) Change the operation of the buoy to a year round lighted buoy. The aid position will continue to

be enhanced by Synthetic AIS ATON.

Lake Huron Cut Lighted Buoy "12" (LLNR 10090) Change the operation of the lighted buoy from a seasonal lighted buoy replaced by a nun winter mark to a year round lighted buoy. The aid position will continue to be enhanced by Synthetic AIS ATON.

LNM: 05/20

LAKE HURON - SAGINAW BAY - CHART 14863

Charity Island Shoal Lighted Bell Buoy "1" (LLNR 10530) Permanently discontinue the physical buoy. The aid position will continue to be enhanced by electronic AIS ATON.

LNM: 06/20

LAKE MICHIGAN - 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

LAKE HURON - HARRISVILLE TO FORTY MILE POINT - Chart 14864

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

LNM: 41/19

LAKE HURON - SAGINAW BAY - CHART 14867

Saginaw Bay Channel Lighted Buoy "2" (LLNR 10575) Change the operation of the lighted buoy from a seasonal lighted buoy replaced by a nun winter mark to a year round lighted buoy.

LNM: 05/20

LAKE MICHIGAN - WAUGOSHANCE POINT TO CHOIX POINT - Chart 14911

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

LNM: 41/19

LAKE MICHIGAN - STURGEON BAY AND CANAL - Chart 14919

Sturgeon Bay Ship Channel Buoy "31" (LLNR 21210) change the unlighted buoy to a seasonal lighted buoy maintained from April 21 to November 21. The buoy will have a characteristic of Fl G 2.5s with a range of 4 statute miles. The buoy will be winter marked with a green can.

LNM: 02/20

LAKE MICHIGAN - MANITOWOC AND SHEBOYGAN - Chart 14922

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

LNM: 38/19

LAKE MICHIGAN - STONY LAKE TO POINT BETSIE - Chart 14907

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

LNM: 41/19

LAKE MICHIGAN - PORT WASHINGTON TO WAUKEGAN - Chart 14904

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

LNM: 41/19

LAKE MICHIGAN - ALGOMA TO SHEBOYGAN - Chart 14903

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

LNM: 41/19

LAKE MICHIGAN - UPPER GREEN BAY - Chart 14909

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

LNM: 43/19

LAKE MICHIGAN - LOWER GREEN BAY - Chart 14909

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

LNM: 43/19

ST. MARY'S RIVER - 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

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

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

LNM: 38/19

MUNUSCONG LAKE TO SAULT STE. MARIE - CHART 14883

West Neebish Channel (Downbound) Buoy "35" (LLNR 13580) Change the operation of the buoy to a seasonal lighted buoy Q G with a 4 statute mile range. The lighted buoy will be replaced by a can from December 1 to April 21.

Lake Nicolet Buoy "86" (LLNR 13995) Change the operation of the buoy to a seasonal lighted buoy Q R with a 4 statute mile range. The lighted buoy will be replaced by a nun from November 21 to April 14.

LNM: 06/20

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 - 2018

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

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

Burns Harbor (LLNR 19575 – LLNR 19625)

Milwaukee Harbor (LLNR 20635 – LLNR 20765)

Portage Lake (LLNR 18370 – LLNR 18445)

Manistee Harbor (LLNR 18450 – LLNR 18520)

Ludington Harbor (LLNR 18525 – LLNR 18645)

Chicago / Calumet Harbors (LLNR 19630 – LLNR 20300)

Alpena (LLNR 11345 – LLNR 11715)

Les Cheneaux Islands (LLNR 12220 – LLNR 12532)

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

Sandusky River (LLNR 5035 – LLNR 5515)

Au Gres (LLNR 11140 – LLNR 11235)

Tawas Bay (LLNR 11240 – LLNR 11330)

Rochester Harbor (LLNR 2280 – LLNR 2395)

Youngstown Harbor (LLNR 2400 – LLNR 2655)

Sackets Harbor (LLNR 1755 – LLNR 2024.9)

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

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

LNM: 23/19

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

GREAT LAKES - Marine Events

on a chart or in the Light List, and that they should exercise additional caution while operating in the vicinity of a scheduled marine event.

LNM: 24/13

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

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

LNM: 20/19

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

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

LNM: 24/19

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

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

LNM: 47/19

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

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

LNM: 47/19

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

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

LNM: 51/19

LAKE ONTARIO – NY – Rochester Harbor – Chart 14815 – Bridge Discrepancy

From 0730 to 1245 on September 20, 2020 the O'Rourke Bridge at Mile 1.25 over the Genesee River will be secured to masted navigation in conjunction with the Rochester Marathon. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 06/20

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

From July 10, 2016 through June 5, 2020 scaffolding that extends approximately 6 feet below low steel will be installed under the Peace Bridge at Mile 1.5 over the Black Rock Canal. Scaffolding will be installed under other parts of the bridge above low steel.

LNM: 04/20

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

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

LNM: 51/19

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Maintenance

From January 9 through May 4, 2020 between the hours of 0700 and 1700, Monday through Friday a 141 foot by 54 foot barge, or smaller, will be working under the Hope Memorial Bridge at Mile 3.14 over the Cuyahoga River. The barge will move to accommodate river traffic if a 1-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling 330-419-3722.

LNM: 02/20

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

From August 1 through March 31, 2020 the Erie Avenue Bridge at Mile 0.6 over the Black River will require a 12-hour advance notice for openings. Mariners should provide advance notice directly to the drawtender on VHF-FM Marine Radio Channel 16 or by calling: 440-244-2137.

LNM: 06/20

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

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

LNM: 46/19

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

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

LNM: 50/19

DETROIT RIVER – MI – River Rouge – Chart 14854 – Bridge Maintenance

From 0700 to 1500 on February 17, 2020 the Conrail Railroad Bridge at Mile 1.48 over the River Rouge will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

DETROIT RIVER – MI – River Rouge – Chart 14854 – Bridge Maintenance

LNM: 02/20

DETROIT RIVER – MI – Trenton Channel – Chart 14848 – Bridge Maintenance

From January 29 through February 19, 2020 the Grosse Ile Toll Bridge at Mile 8.80 over the Trenton Channel of the Detroit River will be secured to masted navigation. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 04/20

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

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

LNM: 10/19

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

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

LNM: 21/16

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

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

LNM: 01/14

LAKE MICHIGAN – MI – Lake Charlevoix – Chart 14942 – Bridge Discrepancy

The Coast Guard has received a report that the (US-31) Bridge Street Bridge just below Round Lake over the Pine River at Charlevoix, MI is stuck in the down position. Michigan DOT believes the bridge will not be operational until April 1, 2020.

LNM: 06/20

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

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

LNM: 38/19

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

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

LNM: 52/19

LAKE MICHIGAN – IL – Indiana Harbor Canal – Chart 14927 – Bridge Maintenance

From February 3 through April 30, 2020, Monday through Saturday, 0700 to 1900, a 120 foot by 110 foot barge will be constructing the Cline Avenue Bridge at Mile 1.61 over the Indiana Harbor Canal. The barge will monitor VHF-FM Marine Channel 16 and will move if a 1-hour advance notice is provided on VHF-FM marine Channel 16.

LNM: 06/20

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

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

LNM: 47/19

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

From January 15 through February 12, 2020 between the hours of 0600 to 1800, Monday through Saturday, a 120 foot by 30 barge will be working under the Canadian National Railroad Bridge at Mile 7.7 (CORPS MILE 319.6) over the Chicago Sanitary & Ship Canal. The barge will move with a 1-hour advance notice is provided to the TUG MARY ANN on VHF-FM Channel 16.

LNM: 02/20

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

From October 21 through February 24, 2020, between the hours of 0700 and 1530, Monday through Friday, a 100 foot by 30 foot barge will be working under the Webster Bridge at Mile 4.85 (CORPS MILE 328.6) over the North Branch of the Chicago River. The barge will move to accommodate vessel traffic if a 1-hour advance notice is provided directly to the barge on VHF-FM marine channel 16.

LNM: 05/20

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

From February 4 through May 23, 2020, scaffolding will be installed under one leaf of the Monroe Street Bridge at Mile 1.99 (CORPS MILE 325.2) over the South Branch of the Chicago River that hangs approximately 1 foot below low steel. Monday through Saturday between the hours of 0700

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

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: 06/20

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

From May 25 through August 14, 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: 06/20

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

From July 6 through August 24, 2020, scaffolding will be installed under the South Pulaski Bridge at Mile 8.9 (CORPS MILE 318.4) over the Chicago Sanitary and Ship Canal that hangs approximately 2 feet below low steel.

LNM: 06/20

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

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

LNM: 49/19

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

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

LNM: 50/19

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

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

LNM: 51/19

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

From January 15 through October 16, 2020 one leaf of the Lake Street Bridge at Mile 1.64 (CORPS MILE 325.5) over the South Branch of the Chicago River will be secured to masted navigation.

LNM: 53/19

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

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

LNM: 46/19

LAKE MICHIGAN – WI – Green Bay – Chart 14918 – Bridge Special Event

From 0500 to 1400 on May 17, 2020 the Tillman Memorial Bridge at Mile 2.27 over the Fox River will be secured to masted navigation in conjunction with the Cellcom Marathon. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 05/20

LAKE MICHIGAN – WI – Green Bay – Chart 14918 – Bridge Special Event

From 1400 to 2300 on July 4, 2020 the Main Street Bridge at Mile 1.58 and the Walnut Street Bridge at Mile 1.81, both over the Fox River will be secured to masted navigation in conjunction with the City of Green Bay 4th of July celebration.

LNM: 06/20

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.

LNM: 06/20

LAKE MICHIGAN – WI – Upper Fox River – Chart 14916 – Bridge Maintenance

From February 20 through April 8, 2020 the Congress Avenue Bridge at Mile 58.01 over the Fox River will be secured to masted navigation and scaffolding that hangs approximately 2 feet below low steel will be installed under the bridge.

LNM: 06/20

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

From June 17, 2019 through February 28, 2020 the Michigan Street Bridge at Mile 1.37 over the Milwaukee River will be locked in the fully open

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

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

LNM: 25/19

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
17919	NORTH POINT BUOY 13	45-20-45.126N 085-15-26.572W				Green.	06/20
*	*	*	*	*	*	*	*

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

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

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

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

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

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

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

LAKE SUPERIOR

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

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

<u>LOCATION</u>	<u>LNM</u>	<u>SUBJECT</u>	<u>HOURS/DAYS</u>	<u>FROM-TO</u>	<u>POC</u>	
<u>LAKE MICHIGAN</u> Chicago, IL	41/19	Construction	0700-1900	14 Oct - TBD	MSU Chicago	630-986-2155
<u>GREEN BAY</u>						

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR BUFFALO

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

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

LAKE ONTARIO

LAKE ERIE

LNМ 06/20

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR DETROIT

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

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

DETROIT RIVER

LAKE ST. CLAIR/St. Clair River

LAKE HURON

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR SAULT STE MARIE

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

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

GREEN BAY

LAKE SUPERIOR

ST. MARY'S RIVER

GREAT LAKES-MARINE EVENT-SAFETY ZONES-SECURITY ZONES

SECTOR LAKE MICHIGAN

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

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

Sorted by Chart Number

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

Last Updated: 25 NOV 19

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

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

Sorted by Chart Number

Authorized Winter Hours for Great Lakes Bridges

October 15, 2019 - April 30, 2020

Last Updated: 25 NOV 19

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

Please report listing discrepancies to:
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Cleveland, Ohio

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216-902-6085

Sorted by Chart Number

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

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

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

9th Coast Guard District (dpb)
Cleveland, Ohio

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

Authority: 46 U.S.C. 70034, 70051; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

§ 165.501 [Amended]

■ 6. In § 165.501(b), remove the words “Hampton Roads” wherever they appear and add in their place the word “Virginia”.

§ 165.503 [Amended]

■ 7. In § 165.503:

- a. In paragraph (a) amend the definition of “Designated Representative” by removing the words “Hampton Roads,”; and
- b. Amend paragraphs (b) and (c) by removing the words “Hampton Roads” and adding their place “Virginia.”

§ 165.504 [Amended]

■ 8. In § 165.504(c)(1)(vii)(A), remove the words “Hampton Roads,”.

§ 165.506 [Amended]

■ 9. In § 165.506, remove the words “Hampton Roads” wherever they appear and add in their place the word “Virginia”.

§ 165.518 [Amended]

■ 10. In § 165.518(c)(7), remove the words “Hampton Roads” wherever they appear and add in their place the word “Virginia”.

§ 165.550 [Amended]

■ 11. In § 165.550 (a)(3) and (d)(2)(iii), remove the words “Hampton Roads” wherever they appear and add in their place the word “Virginia”.

Dated: January 30, 2020.

K.M. Carroll,

Captain, U.S. Coast Guard, Sector Commander.

[FR Doc. 2020–02214 Filed 2–5–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2019–0178]

RIN 1625–AA09

Drawbridge Operation Regulation; Fox River, Green Bay, WI

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: 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.

DATES: This rule is effective March 9, 2020.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>. Type USCG–2019–0178 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking.

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

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
 DHS Department of Homeland Security
 FR Federal Register
 HDCCTV High Definition Closed Circuit Television
 IGLD85 International Great Lakes Datum of 1985
 IRCCTV Infrared Closed Circuit Television
 LWD Low Water Datum based on IGLD 85
 NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
 OMB Office of Management and Budget
 PLC Programmable Logic Control
 § Section
 U.S.C. United States Code
 WI–FI Wireless Fidelity
 WISDOT Wisconsin Department of Transportation

II. Background Information and Regulatory History

On April 29, 2019, we published a notice of proposed rulemaking entitled: Drawbridge Operation Regulation; Fox River, Green Bay, WI in the **Federal Register** (84 FR 17979). We received five comments on this rule.

III. Legal Authority and Need for Rule

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

There are three bascule bridges operated by WISDOT and the City of Green Bay: Main Street Bridge, mile 1.58, provides 120 feet horizontal and 12 feet vertical clearance in the closed position; the Walnut Street Bridge, mile 1.81, provides 124 feet horizontal and 11 feet vertical clearance in the closed position; and the Tilleman Memorial Bridge, mile 2.27, provides 124 feet horizontal and 32 feet vertical clearance in the closed position.

IV. Discussion of Comments, Changes and the Final Rule

The Coast Guard provided a 180 day comment period and received five comments. During the comment period the bridges were managed by WISDOT with city of Green Bay personnel operating the three bridges. As of December 1, 2019 Brown County began operating the bridges with personnel from the snow plow division. This prevented snow plow drivers from being laid off in the summer and drawtenders from being laid off in the winter. The current drawtenders lost their jobs unless they could obtain a commercial driver’s license to operate a snow plow in the winter. We believe this may have influenced some of the comments we received; however, below we address each comment provided:

The first comment: “The Main Street Bridge was renamed the Ray Nitschke Memorial Bridge in 1998”. We reached out to the State of Wisconsin and the City of Green Bay and asked them to send us a letter requesting the name change to be made and they have declined to do so.

The second comment addressed several factors: “As long as vehicles are still crashing through the gates there should be a live presence, *i.e.*, a Bridge Tender, on every bridge that is being operated.” We asked WISDOT for the last three years of vehicle incidents. There were zero incidents in 2017, two in 2018, and two in 2019. All three years indicated live drawtenders manning the bridges. We do not have any data from other remotely operated bridges to support the claim that remote bridges have a higher incidents of vehicles hitting barriers during the opening cycle of the bridge or that responses to vehicles hitting the barriers have been lessened. “Instead of the risk and cost of an experimental wireless remote operation, just establish a call-in period. By making Tilleman bridge a 4 hour call-in, 24–7, and by making Walnut and Nitschke bridges a 4 hour call-in from 11 p.m. to 7 a.m., you could reduce the number of Bridge Tenders to 6 (half of what they have now). You would still have a live Bridge Tender on each bridge when they require an opening.” This suggested schedule would place an additional burden on the mariners. The wireless equipment is not experimental. It is a commercial grade wireless system developed for city wide municipal use with a 20 mile range.

The third comment: “As a tour boat company we feel it is in the best interest of auto, pedestrian and boat traffic to keep bridgetenders at Main Street

Bridge, Walnut Street Bridge and the Tilleman Memorial Bridge. We have seen firsthand the need for a bridgetender to keep a pedestrian from walking over the bridge as it was going up. In addition, a recent incident in Menasha with a bicyclist attempting to cross the open doors made national news (as it was videotaped). This may save money, but it won't offer the safety required at these drawbridges." The bridgetenders rely on physical barriers along with visual and audible alarms to keep pedestrians from accessing the bridge span while in motion. These same devices will be employed during remote operations. The bicyclist incident occurred in Menasha, WI at a bridge with a drawtender in attendance and the bicyclist was arrested for intoxication. This was an isolated incident. The remotely operated bridges will have enough cameras to monitor every pedestrian, and vehicular approach.

The fourth comment provided copies of the Remote Bridge Study provided in 2009 with additional notes concerning upgrades made up until 2019. This study provided the basis on why remote operations were not authorized prior to 2019 by the U.S. Coast Guard. The older analog camera systems and basic bridge controls were not adequate to perform as if a drawtender was on the bridge. The equipment that has been installed on the bridges has been represented by WISDOT to be state of the art and ready to meet the challenges of these bridges. WISDOT does intend to have additional drawtenders available during special events and heavy pedestrian and vehicle attendance at the bridges. The wireless equipment has a 20 mile range and is a capable unit designed for city service and not a wireless service a person may have in their home. Even with a large freighter between the wireless units the units continue to communicate to each other. We do not intend to diminish this comment but the materials provided have been vetted through various meetings and the equipment currently on the bridge meets the same benchmarks as defined by the Coast Guard on other successful remotely operated bridges in the Great Lakes.

The fifth comment: "Having operated the Green Bay bridges remotely through the summer, I believe the Ray Nitschke Memorial Bridge (Main Street) is not ready for Full Remote Operation (no Bridge Tender on the remotely operated bridge). The equipment and programming are still being troubleshoot and the camera placements were influenced by convenience (existing poles) instead of desired results.

My major concern about going Full Remote is the recent decision by WISDOT to replace the current Green Bay City Bridge Tenders with Brown County Snow Plow Operators. The plan calls for no overlap. Therefore, 100 years of Bridge Tender experience will be replaced with 45 minutes if a lift needs to be done on any of the three bridges in Green Bay at midnight on December 1, 2019. Making such a drastic personnel change this far into the process and on the tail end of the NPRM is irresponsible with respect to the public and maritime safety, and shows a certain disregard towards the Coast Guards approval process. The four senior City Bridge Tenders were moved to Walnut Street Bridge in March, 2019 to facilitate and prepare for future Full Remote Operations. The Tilleman Memorial and Ray Nitschke Memorial bridges have been operated remotely through the summer without major incidents. There were a couple of gate crashes but that is a normal, infrequent occurrence. Now, new operators, who have been trained in Sturgeon Bay and not Green Bay, will be responsible for all openings as of midnight on December 1, 2019. As a current City Bridge Tender and a retired Coast Guard Officer, I strongly recommend that Full Remote Operations be delayed at least one more summer so these new operators can gain some experience. Openings on a foggy morning, a dark rainy night, or a crowded Farmers Market evening are all situations the new operators should not be required or allowed to do alone for the first time." This was a serious concern and WISDOT requested we allow the bridges to operate remotely with tenders present to allow the drawtenders adequate time to learn how to operate the new system. This delayed the remote operations until the end of 2019. WISDOT intends to continue training the new drawtenders through the winter of 2019–2020 and they remain confident the drawtenders will be ready for the 2020 navigation season. Because WISDOT has done an excellent job at the three remotely operated bridges in Sturgeon Bay, WI, we do not see any reasons to delay another year.

IV. Discussion of Final Rule

The bridges will continue to operate as they have been except this rule will allow them to be operated remotely.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and

Executive Orders, and we discuss First Amendment rights of protesters.

A. Regulatory Planning and Review

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

This rule allows the drawtender to operate the bridge remotely and will not affect the schedule of the bridge and therefore is not a significant regulatory action.

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 did not receive any comments from the Small Business Administration on this rule. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

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

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

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to

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

C. Collection of Information

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

D. Federalism and Indian Tribal Government

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

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

We did not receive any comments from Indian Tribes.

E. Unfunded Mandates Reform Act

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

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023-01, U.S.

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

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

G. Protest Activities

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

List of Subjects in 33 CFR Part 117 Bridges.

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

PART 117—DRAWBRIDGE OPERATION REGULATIONS

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

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

2. Amend § 117.1087 by adding paragraph (a)(4) to read as follows:

§ 117.1087 Fox River.

(a) * * *

(4) The Main Street Bridge, mile 1.58, the Walnut Street Bridge, mile 1.81, and the Tilleman Memorial Bridge, mile 2.27, are operated remotely.

* * * * *

Dated: January 24, 2020.

D.L. Cottrell,

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

[FR Doc. 2020-01767 Filed 2-5-20; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R04-OAR-2019-0014; FRL-10004-68-Region 4]

Air Plan Approval; AL and SC: Infrastructure Requirements for the 2015 8-Hour Ozone National Ambient Air Quality Standard

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving portions of the Alabama and South Carolina State Implementation Plan (SIP) submissions provided on August 20, 2018, and September 7, 2018, respectively, for inclusion into their respective SIPs. These approvals pertain to the infrastructure requirements of the Clean Air Act (CAA or Act) for the 2015 8-hour ozone national ambient air quality standard (NAAQS). Whenever EPA promulgates a new or revised NAAQS, the CAA requires that each state adopt and submit a SIP for the implementation, maintenance and enforcement of each NAAQS promulgated by EPA. Alabama and South Carolina certified that their SIPs contain provisions that ensure the 2015 8-hour ozone NAAQS is implemented, enforced, and maintained in their State. EPA has determined that Alabama and South Carolina infrastructure SIP submissions satisfy certain required infrastructure elements for the 2015 8-hour ozone NAAQS.

DATES: This rule will be effective March 9, 2020.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2019-0014. All documents in the docket are listed on the www.regulations.gov website. Although listed in the index, some information is not publicly available, i.e., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person