U.S. Department
of Homeland Security

**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 9 Week: 33/20

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: 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 - B058-20 through B060-20
Ninth District - C086-20 through C093-20
Sector Detroit, MI - D047-20 through D052-20
Sector Lake Michigan, WI - M179-20 through M181-20
Sector Sault Ste Marie, MI - S100-20 through S100-20

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
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 for the expected water levels on the Great Lakes. 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.

See Enclosure

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: 32/20

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 ERIE - SANDUSKY HARBOR - CHART 14845

The Private Aids to Navigation located in the Sandusky Harbor Development Channel, Buoys "1" through "26" (LLNR 4815 through LLNR 4940) are missing their numbers and retro-reflective material.

LNM: 30/20

LAKE MICHIGAN - UPPER GREEN BAY - Chart 14909

The following buoys have been permanently discontinued:

Sherwood Point Traffic Lighted Buoy (LLNR 22005) Replace it with VAIS (Virtual Aid to Navigation)

LNM: 22/20

LAKE MICHIGAN - GREEN BAY - CHART 14908

Minneapolis Shoal Light (LLNR 21610) The RACON "M" has been discontinued and the aid has been enhanced with Synthetic AIS. The following information applies:

MMSI: 993682351
Type: Light without Sectors
Name: MN Sh Lt

LNM: 20/20

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

LAKE SUPERIOR - BIG BAY POINT - CHART 14964

Black River West Entrance Light "2" (LLNR 15235) The light has been replaced by a temporary lighted buoy. The characteristic of the buoy is Fl R 4s. The position of the buoy is 46-40-06.294N / 090-02-56.358W near the end of the west breakwater.

LNM: 21/20

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.

LNM: 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
15	St. Lawrence Seaway Lighted Buoy 3	SINKING/LT EXT			20/20	
665	St. Lawrence Seaway Lighted Buoy 101	LT IMCH			28/20	
1250	St. Lawrence Seaway Light 168	LT EXT			16/20	
1350	Broadway Shoal Buoy	OFF STA	14766		31/20	
1485	St. Lawrence Seaway Buoy 216A	REDUCED INT			19/20	
4615	Moseley Channel Lighted Buoy 9	LT EXT	14845		31/20	
6050	Maumee Bay Entrance Light 2	RAC INOP	14847		29/20	
6905	**East Outer Channel Lighted Buoy 3**	**OFF STA**	**14848**		**33/20**	
16963	Driftwood Point Light	LT EXT			37/19	
19320	Big Bay Lighted Buoy 1	OFF STA	14932		23/20	
19525	St. Joseph South Pierhead Light	LT EXT	14930		01/20	
20830	**Sheboygan South Pierhead Light**	**LT IMCH**	**14922**		**33/20**	
20885	Manitowoc Harbor Of Refuge Buoy 2	OFF STA	14922		28/20	
21160	Sturgeon Bay Ship Channel Light 21	LT EXT	14919		23/20	
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
6565	Monroe Harbor Range Rear Light	RELIGHTED	14846		32/20	33/20
10560	Saginaw Bay Channel Range Rear Light	RELIGHTED	14867		33/20	33/20
13310	Middle Neebish Channel Lighted Buoy 49	RELIGHTED	14887		32/20	33/20
13345	Middle Neebish Channel Lighted Buoy 59	RELIGHTED	14887		32/20	33/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1527	Clayton Floating Dock Light	LT EXT	14774		23/20	
2515	Youngstown Safe Boating Zone Lighted Float A	MISSING	14816		25/20	
3200	**Lockport Intake Crib Light**	**LT EXT**	**14832**		**33/20**	
5025	Willow Point Buoy B	SINKING	14842		30/20	
6015	**Cooley Canal Front Range Light**	**LT EXT**	**14846**		**33/20**	
9840	Recors Point Dock Lower Light	LT EXT	14853		30/19	
9850	Recors Point Dock Upper Light	LT EXT	14853		30/19	
10690	Saginaw Bay Channel Obstruction Light A	LT EXT	14863		27/20	
10695	Saginaw Bay Channel Obstruction Light B	LT EXT	14863		27/20	
11171	U.S. Gypsum Tramway Light J	STRUCT DEST			28/20	
11171.1	U.S. Gypsum Tramway Light K	STRUCT DEST			28/20	
11171.2	U.S. Gypsum Tramway Light L	STRUCT DEST			28/20	
11171.3	U.S. Gypsum Tramway Light M	STRUCT DEST			28/20	
11171.4	U.S. Gypsum Tramway Light N	STRUCT DEST			28/20	
11171.5	U.S. Gypsum Tramway Light O	STRUCT DEST			28/20	
11171.6	U.S. Gypsum Tramway Light P	STRUCT DEST			28/20	
12615	Northwestern Dock Light	LT EXT	14881		31/20	
15945	Interstate Fishing Pier East Light	MISSING	14975		27/20	
15950	Interstate Fishing Pier West Light	MISSING	14975		27/20	
16500	Two Harbors Light	LT EXT	14966		51/19	
16585	Taconite Harbor West Entrance Lighted Buoy 1	MISSING	14967		27/20	
16590	Taconite Harbor West Entrance Lighted Buoy 2	MISSING	14967		27/20	
16605	Taconite Harbor Harbor Of Refuge Breakwater Light 3	MISSING	14967		27/20	
18095	Medusa Channel Breakwater Light	LT IMCH	14942		28/20	
18770	Bear Lake Entrance West Light	STRUCT DEST	14934		17/20	
18775	Bear Lake Entrance East Light	STRUCT DEST	14934		17/20	
19275	Port Sheldon Breakwater South Light	LT EXT	14906		27/20	
19931	Thirty-First Street Jetty Danger Lighted Buoy A	MISSING	14926		26/20	
19932	Thirty-First Street Jetty Danger Lighted Buoy B	MISSING	14926		26/20	
19933	Thirty-First Street Jetty Danger Lighted Buoy C	MISSING	14926		26/20	
19956	Northerly Island Danger Lighted Buoy A	MISSING	14926		26/20	
19956.1	Northerly Island Danger Lighted Buoy B	MISSING	14926		26/20	
19956.2	Northerly Island Danger Lighted Buoy C	MISSING	14926		26/20	
20105	Montrose Breakwater Light	LT EXT	14926		30/20	
20345	Commonwealth Edison Breakwater Light	LT EXT	14904		18/20	
20550	Racine Harbor Junction Light	LT EXT	14925		27/20	
21655	C & N Ore Dock Light 4	LT EXT	14915		28/20	

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**	
10615	Saginaw Bay Channel Buoy 8	TRUB	14867		20/20	
12140	Crooked Lake Daybeacon 81	TRUB	14886		28/19	
12915	Lime Island Traffic Lighted Buoy LI	DISCONTINUED	14882		13/20	
15220	Ontonagon Harbor East Breakwater Light	DISCONTINUED	14965		11/18	
15235	Black River West Breakwater Light 2	TRLB	14965		21/20	
20480	Racine Reef Light	DISCONTINUED	14925		42/17	

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

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 CGD01
(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W
Green can

Corrective Action | 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.

14863 **33rd Ed.** **01-FEB-20** **Last LNM: 47/16** **NAD 83** **33/20**

ChartTitle: **Saginaw Bay;Port Austin Harbor;Caseville Harbor;Entrance to Au Sable River;Sebewaing Harbor;Tawas Harbor**

CHART SAGINAW BAY. Page/Side: N/A

ADD	U.S. Gypsum Tramway Light Q Yellow Fl Y 4s	CGD09 at 44-11-24.000N	083-31-54.000W

14901 **17th Ed.** **01-NOV-18** **Last LNM: 36/19** **NAD 83** **33/20**

ChartTitle: **Lake Michigan (Mercator Projection)**

Main Panel 1361 LAKE MICHIGAN - -. Page/Side: -

ADD	Obstruction in Feet; 39 Obstn Chart No. 1: K41 (NOS NW-31021)	NOS 41-46-23.556N	087-20-16.879W
ADD	Rock in Feet; 30 Rk Chart No. 1: K14.2 (NOS NW-31014)	NOS 41-56-39.600N	087-32-49.800W
ADD	Rock in Feet; 32 Rk Chart No. 1: K14.2 (NOS NW-31014)	NOS 41-58-27.700N	087-32-43.400W
ADD	Sounding in Fathoms; 6 (NOS NW-31014)	NOS 42-02-50.100N	087-33-59.800W
ADD	Sounding in Fathoms; 9 (NOS NW-31014)	NOS 42-01-25.900N	087-31-25.600W
ADD	Sounding in Feet; 29 (NOS NW-31014)	NOS 41-56-47.900N	087-30-17.400W

14905 **33rd Ed.** **01-NOV-18** **Last LNM: 36/19** **NAD 83** **33/20**

ChartTitle: **Waukegan to South Haven;Michigan City;Burns International Harbor;New Buffalo**

Main Panel 1371 LK MICH WAUKEGAN ILL-SOUTH HAVEN MICH - -. Page/Side: -

ADD	Obstruction in Feet; 39 Obstn Chart No. 1: K41 (NOS NW-31021)	NOS 41-46-23.556N	087-20-16.879W
ADD	Rock in Feet (Within Corresponding Depth Area); 32 Rk Chart No. 1: K14.1 (NOS NW-31014)	NOS 41-58-27.700N	087-32-43.400W
ADD	Rock in Feet; 30 Rk Chart No. 1: K14.2 (NOS NW-31014)	NOS 41-56-39.600N	087-32-49.800W
ADD	Sounding in Feet; 29 (NOS NW-31014)	NOS 41-56-47.900N	087-30-17.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-32.200N	087-32-06.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-48.900N	087-32-20.600W
ADD	Sounding in Feet; 36 (NOS NW-31014)	NOS 41-58-23.300N	087-32-10.500W
ADD	Sounding in Feet; 37 (NOS NW-31014)	NOS 42-02-50.100N	087-33-59.800W
ADD	Sounding in Feet; 41 (NOS NW-31014)	NOS 42-02-51.400N	087-33-32.800W
ADD	Sounding in Feet; 55 (NOS NW-31014)	NOS 42-01-25.900N	087-31-25.600W

14926 **14th Ed.** **01-MAY-19** **Last LNM: 36/19** **NAD 83** **33/20**

ChartTitle: **SMALL-CRAFT BOOK CHART - Chicago and South Shore of Lake Michigan (book of 30 charts)**

Extension 1480 CHICAGO AND SOUTH SHORE PAGE 29 - -. Page/Side: -

ADD	Rock in Feet (Within Corresponding Depth Area); 32 Rk Chart No. 1: K14.1 (NOS NW-31014)	NOS 41-58-27.700N	087-32-43.400W
ADD	Rock in Feet; 30 Rk Chart No. 1: K14.2 (NOS NW-31014)	NOS 41-56-39.600N	087-32-49.800W
ADD	Sounding in Feet; 29 (NOS NW-31014)	NOS 41-56-47.900N	087-30-17.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-32.200N	087-32-06.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-48.900N	087-32-20.600W
ADD	Sounding in Feet; 36 (NOS NW-31014)	NOS 41-58-23.300N	087-32-10.500W
ADD	Sounding in Feet; 37 (NOS NW-31014)	NOS 42-02-50.100N	087-33-59.800W
ADD	Sounding in Feet; 41 (NOS NW-31014)	NOS 42-02-51.400N	087-33-32.800W
ADD	Sounding in Feet; 55 (NOS NW-31014)	NOS 42-01-25.900N	087-31-25.600W

14927 **26th Ed.** **01-DEC-16** **Last LNM: 36/19** **NAD 83** **33/20**

ChartTitle: **Chicago Lake Front;Gary Harbor**

ADD	Obstruction in Feet; 39 Obstn Chart No. 1: K41 (NOS NW-31021)	NOS 41-46-23.556N	087-20-16.879W
ADD	Rock in Feet (Within Corresponding Depth Area); 32 Rk Chart No. 1: K14.1 (NOS NW-31014)	NOS 41-58-27.700N	087-32-43.400W
ADD	Rock in Feet; 30 Rk Chart No. 1: K14.2 (NOS NW-31014)	NOS 41-56-39.600N	087-32-49.800W
ADD	Sounding in Feet; 29 (NOS NW-31014)	NOS 41-56-47.900N	087-30-17.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-32.200N	087-32-06.400W
ADD	Sounding in Feet; 30 (NOS NW-31014)	NOS 41-56-48.900N	087-32-20.600W
ADD	Sounding in Feet; 36 (NOS NW-31014)	NOS 41-58-23.300N	087-32-10.500W
ADD	Sounding in Feet; 37 (NOS NW-31014)	NOS 42-02-50.100N	087-33-59.800W
ADD	Sounding in Feet; 41 (NOS NW-31014)	NOS 42-02-51.400N	087-33-32.800W
ADD	Sounding in Feet; 55 (NOS NW-31014)	NOS 42-01-25.900N	087-31-25.600W

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)

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 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

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 - 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 - 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

LAKE MICHIGAN - ST. JOSEPH TO BENTON HARBOR - CHART 14930

St. Joseph South PHD Light (LLNR 19525) Permanently reduce the range if the light from 7 statute miles to 5 statute miles.

LNM: 20/20

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

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 - KEWEENAW WATERWAY - CHART 14972

Change the seasonal decommissioning date for the following buoys from November 14 to October 14:

Torch Lake Southwest Arm Wreck Buoy "2" (LLNR 14962)

Keweenaw Waterway Buoy "24" (LLNR 14875)
Keweenaw Waterway Buoy "30A" (LLNR 14937)
Keweenaw Waterway Lighted Buoy "33" (LLNR 14950)
Keweenaw Waterway Buoy "34" (LLNR 14955)
Keweenaw Waterway Buoy "40" (LLNR 14985)
Keweenaw Waterway Buoy "44" (LLNR 15000)
Keweenaw Waterway Buoy "46" (LLNR 15005)
Keweenaw Waterway Buoy "52" (LLNR 15035)
Keweenaw Waterway Buoy "54" (LLNR 15050)
Keweenaw Waterway Buoy "56" (LLNR 15060)
Keweenaw Waterway Buoy "57" (LLNR 15065)
Keweenaw Waterway Buoy "59" (LLNR 15070)
Keweenaw Waterway Buoy "60" (LLNR 15075)
Keweenaw Waterway Buoy "63" (LLNR 15090)

LNM: 07/20

LAKE SUPERIOR - DULUTH / SUPERIOR HARBOR - CHART 14975

Change the seasonal decommissioning date for the following buoys from December 1 to November 14:

Duluth Harbor Basin Traffic Lighted Buoy LNNR 15870)

Allouez Bay Lighted Buoy (LLNR 15640)

St. Louis Upper Channel Lighted Buoy "4" (LLNR 16180)

Minnesota Channel (Eastern Section) Lighted Buoy "6" (LLNR 16205)
Minnesota Channel (Eastern Section) Lighted Buoy "7" (LLNR 16210)
Minnesota Channel (Eastern Section) Lighted Buoy "9" (LLNR 16220)
Minnesota Channel (Eastern Section) Lighted Buoy "10" (LLNR 16225)
Minnesota Channel (Eastern Section) Lighted Buoy "14" (LLNR 16235)
Minnesota Channel (Eastern Section) Lighted Buoy "15" (LLNR 16240)
Minnesota Channel (Eastern Section) Lighted Buoy "19" (LLNR 16250)

LNM: 07/20

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 ERIE - Niagara River to Welland Canal- Chart 14822

Ocean Technical Service , anticipate to activate Private Aid -AIS (Automatic Identification System) signal in the approximate position Lat: 42° 44' 25.020" N and Long: 079° 07' 55.020" W. AIS signal will transmitting under VAIS assigned name: Ocean Tech Weather Buoy 1 (LLNR -3493) . Anticipate AIS radio frequency - dual channel transmit and receive signals frequency as follows: 161.975 thru 162.025 MHz.

AIS positions are located as follows: Ocean Tech Weather Buoy 1 (LLNR - 3493) VAIS - Lat: 42° 44' 25.020" N and Long: 079° 07' 55.020" W. Position will mark the Private Aid - Ocean Tech Weather Buoy 1 as indicated.

Chart 14822 LNM: 24/20

LAKE ERIE - TOLEDO HARBOR - Chart 14847

Maumee Bay Entrance Light "2" (LLNR 6050) Permanently discontinue the RACON "M".
Maumee Bay Entrance Lighted Buoy (LLNR 6045) is currently Synthetic AIS and will remain Synthetic AIS.

LNM: 29/20

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 - SAGINAW BAY - CHART 14863

Permanently discontinue the following Private Aids to Navigation:

Alabaster Tramway Range Front Light (LLNR 11165) Alabaster Tramway Range Rear Light (LLNR 11170)

LNM: 30/20

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

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

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

Horseshoe Island Light (LLNR 21815) permanently discontinue the aid to navigation.

LNM: 30/20

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

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.

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)

Waterways Analysis and Management System Study - 2020

Manistee Harbor
(LLNR 18450 – LLNR 18520)
Ludington Harbor
(LLNR 18525 – LLNR 18645)
Chicago / Calumet Harbors
(LLNR 19630 – LLNR 20300)
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 April 1 through September 25, 2020 shore based man lifts will be working under the E-202, Gaines Basin Rd Bridge at Mile 294.86 and the E-212, Marshall Rd Bridge at Mile 305.63, both over the Erie Canal. Spotters will warn of approaching vessels and will move the man lifts to allow vessels to pass.

LNM: 07/20

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

From July 17 through December 1, 2020, between the hours of 0700 and 1600, Monday through Friday, contractors will utilize snooper trucks under the E-120 O'Neal Road/ Quaker Road Bridge at Mile 238.34 over the Erie Canal. Spotters will warn of approaching vessels and move the man lift(s) to allow vessels to pass.

LNM: 29/20

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

From September 21 through September 25, 2020, between the hours of 0800 and 1700 daily, a 30-foot Harcon Vessel will be inspecting the E29 Lansing Road Bridge at mile 79.01, the E39 Moss Road Bridge at mile 92.51, and the E52A Erie Boulevard Road Bridge at mile 115.74, over the Erie Canal. The vessels will monitor VHF-FM Channel 16 and will move if a 30-minute advance notice is provided directly to the inspectors.

LNM: 25/20

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

A 30-foot Harcon Inspection vessel will be inspecting the following bridges between 0800 and 1700 on the following days. Dates may be adjusted due to foul weather conditions:

E121 Ontario Center at Mile 239.83 6-Jul-20
E120 Quaker Road at Mile 238.34 7-Jul-20

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

E117 Division Street at Mile 235.06 8-Jul-20
E116 NY-21 at Mile 234.56 9-Jul-20 and 10-Jul-20
E115 Galloway Road at Mile 232.54 10-Jul-20
E105 County House Road at Mile 223.7 13-Jul-20
E110 East Avenue at Mile 226.66 14-Jul-20
E111 Main Street at Mile 226.79 15-Jul-20
E114 Port Gibson Road at Mile 230.13 17-Jul-20
E96 Lyons-Marengo at Mile 217.76 20-Jul-20
E101 Leach Street at Mile 221.01 21-Jul-20 thru 23-Jul-20
E104 Dry Dock Road at Mile 222.22 23-Jul-20 and 24-Jul-20
E176 Trimmer Road at Mile 272.49 27-Jul-20
E179 Gallup Road at Mile 275.28 28-Jul-20
E181 Park Avenue at Mile 278.76 29-Jul-20
E182 Main Street at Mile 278.93 30-Jul-20
E187 East Avenue at Mile 283.48 31-Jul-20
E175 Martha Street at Mile 271.47 3-Aug-20 and 4-Aug-20
E174 Union Street at Mile 271.28 4-Aug-20
E171 Elmgrove Road at Mile 267.64 5-Aug-20
E169 I-390 at Mile 264.81 6-Aug-20 thru 10-Aug-20
E133 Marsh Road at Mile 250.6 10-Aug-20 and 11-Aug-20
E136 Mitchell Road at Mile 252.72 11-Aug-20 and 12-Aug-20
E137 State Road at Mile 253.23 12-Aug-20 and 13-Aug-20
E138 Main Street at Mile 253.5 13-Aug-20 and 14-Aug-20
E143 S. Winston Road at Mile 257 17-Aug-20
E145 Henrietta Road at Mile 258.96 18-Aug-20
E149 Moore Road at Mile 260.13 19-Aug-20
E151 Pedestrian at Mile 260.29 20-Aug-20 and 21-Aug-20
E157 Pedestrian at Mile 260.58 21-Aug-20
E183 Smith Street at Mile 279.21 24-Aug-20
E189 Telegraph Road at Mile 285 25-Aug-20
E190 Groth Road at Mile 285.48 26-Aug-20
E191 Hulberton Road at Mile 286.58 27-Aug-20 and 28-Aug-20
E194 Transit Road at Mile 289.15 31-Aug-20
E196 Keitel Road at Mile 290.88 1-Sep-20
E197 Butts Road at Mile 291.72 2-Sep-20
E198 Brown Street at Mile 292.37 3-Sep-20
E200 N. Main Street at Mile 293.15 4-Sep-20
E207 Beals Road at Mile 301.84 11-Sep-20
E205 Presbyterian Road at Mile 297.65 14-Sep-20
E204 Allens Road at Mile 297.16 15-Sep-20
E202 Gains Basin Road at Mile 294.86 16-Sep-20
E201 Lattins Farm Drive at Mile 294.26 17-Sep-20 and 18-Sep-20
E129 Fairport Road at Mile 247.61 20-Sep-20
E166a Lyell Avenue at Mile 264.08 21-Sep-20
E165b I-480 at Mile 263.58 22-Sep-20
E128 S. Main Street at Mile 246.67 28-Sep-20
E127 Parker Street at Mile 246.52 29-Sep-20
E131 Palmyra at Mile 249.47 30-Sep-20

LNM: 26/20

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 May 25 through September 30, 2020, scaffolding will be installed under the E-34A South Washington Street Bridge at Mile 86.36 and the E-37A Central Avenue Bridge at Mile 89.15, both over the Erie Canal, Part of the New York Barge Canal System that hangs approximately 1-feet below low steel.

LNM: 20/20

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

NEW YORK STATE CANAL SYSTEM – NY - Erie Canal – Chart 14786 – Bridge Maintenance
From September 26 through October 24, 2020, between the hours of 0800 and 1700 daily, a 30-foot Harcon Vessel will be inspecting the E29 Lansing Road Bridge at mile 79.01, the E39 Moss Road Bridge at mile 92.51, and the E52A Erie Boulevard Road Bridge at mile 115.74, over the Erie Canal. The vessels will monitor VHF-FM Channel 16 and will move if a 30-minute advance notice is provided directly to the inspectors.

LNM: 24/20

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: 31/20

LAKE ONTARIO – NY – Rochester Harbor – Chart 14815
Dean Marine and Excavating will be conducting pier repair at Rochester Harbor, Genesse River on east pier, North end of the Harbor from 5 Aug to 30 Nov 24 hours a day 7 days a week. Madison R, Megan J can be contacted on VHF Channel 16. Commercial traffic is requested to provide a 2 hour notice of arrival. All mariners are requested to transit the area with caution.

LNM: 31/20

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-CONNEAUT-Chart 14824
U.S. Army Corps of Engineers will be conducting repairs at the Conneaut Main Entrance breakwater Conneaut, OH. from Sep. 1, 2020 thru October 17, 2020. Operations will be from 0600-1600 M-F. Tug CHERAW and Barge McCauley can be contacted on VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 32/20

LAKE ERIE – OH – Fairport Harbor – Chart 14837
U.S. Army Corps of Engineers will be conducting repairs at the Fairport Harbor Entrance breakwater Fairport, OH. from July 27, 2020 to August 27, 2020. Operations will be from 0600-1600 M-F. Tug CHERAW and Barge McCauley VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 28/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
From August 3, 2020 through September 4, 2020 between the hours of 0800 and 1700, daily. Inspectors will utilize snooper trucks under the Main Avenue Viaduct at Mile 1.01 over the Cuyahoga River. Spotters will warn of approaching vessels and move the inspectors so vessels may pass.

LNM: 20/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Maintenance
From January 9 through November 1, 2020 between the hours of 0700 and 1700, Monday through Friday a 60 foot by 60 foot barge and a 90 foot by 36 foot barge, , will be working under the Hope Memorial Bridge at Mile 3.14 over the Cuyahoga River. The barges 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. Additional false work will be added to the project on June 8, 2020. Steady burning red lights will mark the four corners of the false work.

LNM: 23/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839
Kokosing Industrial will be conducting breakwater repair in the vacinity of the west breakwater, Cleveland, OH from 13 Jul to 30 Nov. Hours of operation will be from 0700-1900 Monday through Saturday. Tug Champion can be contacted on VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 25/20

LAKE ERIE - OH – Cleveland Harbor - Chart 14839 - Bridge Inspection
From August 3 through August 24, 2020 between the hours of 0800 and 1600, Monday through Friday the Willow Avenue Bridge at Mile 1.02 over the old River Channel, the Carter Road Bridge at Mile 2.43 and the West 3rd Street Bridge at Mile 3.69, over the Cuyahoga River, will require a 1-hour advance notice for openings while inspectors utilize snooper trucks on the bridges. Mariners should provide advance notice directly to the drawtender on VHF-FM Marine Channel 16.

LNM: 30/20

LAKE ERIE – OH – Cleveland Harbor – Chart 14839 – Bridge Inspection
From September 21 through October 25, 2020 between the hours of 0800 and 1700, daily inspectors will utilize Bosun' chairs under the Detroit-Superior Viaduct at Mile 1.42 over the Cuyahoga River. Spotters will warn of approaching vessels and move the inspectors so vessels may pass.

LNM: 31/20

LAKE ERIE - OH – Lake Erie Islands - Chart 14844 - Bridge Maintenance
On August 24th and August 31st and again on September 14, 2020 between the hours of 0700 and 1700 each day, the Norfolk Southern Railroad Bridge at Mile 1.50 over the Portage River will be secured to masted navigation. Vessels able to pass under the bridge may do so at any time.

LNM: 33/20

LAKE ERIE – OH – Toledo Harbor– Chart 14847 – Bridge Special Event
Between the hours of 0820 to 0930 on September 20, 2020 the Craig Memorial Bridge at Mile 3.30, over the Maumee River, will be secured to masted navigation in conjunction with the River Run event. Vessels able to pass under the bridge without an opening may do so at any time.

LAKE ERIE – OH – Toledo Harbor– Chart 14847 – Bridge Special Event

LNM: 10/20

LAKE ERIE – OH – Lorain Harbor – Chart 14841

Great lakes Dock and Materials, L.L.C. will be conducting repairs on the Lorain Harbor Outer Breakwater, Lorain OH. from May 5, 2020 to Sep 30, 2020. Operations will be 7 days a week 24 hours per day. Tug Duluth and barge Hannah Avery will be monitoring VHF channels 16 and 18. All mariners are requested to transit the area with caution.

LNM: 18/20

LAKE ERIE- LORAIN-BLACK RIVER-Chart 14829

Dredging operations will be conducted outside the navigation channel in the Upper and Middle Turning Basin, River Miles 2.6 to 2.8, Black River, Lorain, Ohio from August 10th – August 31st, 2020. 6AM – 6PM. August 10th – August 31st, 2020. 6AM – 6PM.

LNM: 32/20

DETROIT RIVER – MI – MacArthur Bridge – Chart 14853

Sevenson Environment Service will conducting shoreline debris removal and environmental capping on the western shore line of the Detroit River, south of MacArthur bridge. Operations will be 17 Aug to 30 Oct, Monday to Friday from 0700 to 1930. A turbidity curtain will be installed 100 feet off the shoreline and equipped with lighting. All mariners are request to transit the area with caution.

LNM: 31/20

DETROIT RIVER – MI – Trenton Channel – Chart 14853

From May 26 through September 1, 2020 the Grosse Ile Toll Bridge at Mile 8.80 over the Trenton Channel of the Detroit River will be secured to masted navigation from 0800 to 0900 and again from 1700 to 1800, Monday through Friday, except for federal holidays. From 0800 to 1900, Monday through Friday, except federal holidays the bridge will open on the hour and half hour for recreational vessels. Vessels able to pass under the bridge without an opening may do so at any time.

LNM: 20/20

DETROIT RIVER – MI – Trenton Channel – Chart 14853

From May 4 through October 1, 2020, scaffolding will be installed under the fixed sections and under one-half 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. Between the hours of 0700 to 1900 daily the bridge will require a 2-hour advance notice for openings. Mariners should provide advance notice directly to the drawtender.

LNM: 27/20

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

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

In accordance with 33 CFR 165.T09-0242, from May 4 to October 30th, a 500 yard safety zone will be established around the tug Kimberly Anne and Barge Big Digger in the Straits of Mackinac, 1-2 miles west of the Mackinac Bridge, while survey and dive operations are conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the tug Kimberly Anne and Barge Big Digger on the appropriate VHF channel.

LNM: 18/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

Kokosing Industrial Durocher Marine will be conducting survey and power cable removal in the vacinity of Point LaBarbe and McGulpin Point in the Straits of Mackinaw. Hours of operation are 24 hrs a day 7 days a week. Alpine Ocean Seismic Survey "RV Parker" will be monitoring VHF ch 13 and 16. All mariners are requested ro maintain 1500' feet away and transit the area with caution.

LNM: 20/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

In accordance with 33 CFR 165.T09-242, from May 4th - October 30th, a 500 yard safety zone is established around the TUG KIMBERLY ANNE and BARGE BIG DIGGER in the Straits of Mackinac, 1-2 MILES west of the Mackinac Bridge, while survey and dive operations are being conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the TUG KIMBERLY ANNE and BARGE BIG DIGGER on the appropriate VHF channel.

LNM: 22/20

LAKE HURON - STRAITS OF MACKINAC - CHART 14886

In accordance with 33 CFR 165.T09-242, from June 10th - September 15th, a 500 yard safety zone is established around the TUG VALERIE B and BARGE KOKOSING IV in the Straits of Mackinac, while work, inspection, survey and cable removal operations are being conducted. All vessels are required to remain 500 yards away from these vessels. To coordinate passing arrangements, hail the TUG VALERIE B and BARGE KOKOSING IV on the appropriate VHF channel.

LNM: 22/20

LAKE MICHIGAN - MI – Manistique River - Chart 14908 - Bridge Maintenance

From August 31 through October 28, 2020 a 100-foot by 90-foot barge will be working under the U.S. Route 2 Bridge. The barge will monitor VHF-FM Marine Channel 16 and can move if a 2-hour advance notice is provided

LNM: 33/20

LAKE MICHIGAN - IL – Chicago River - Chart 14927 - Bridge Maintenance
From July 6 through August 13, 2020 between the hours of 0700 to 1530, Monday through Friday, a 125 by 35 foot barge will be working under the 18th Street Bridge at Mile 3.60 (CORPS MILE 323.7) over the South Branch of the Chicago River. The barge will be working on one side of the bridge but it will move if needed with a 1-hour advance notice provided on VHF-FM Marine Channel 16 or by calling 312-747-2470.

LNM: 30/20

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 Canal – Chart 14972 – Proposed Regulation
On August 5, 2020, the Coast Guard published in the Federal Register (85 FR 47328) a Proposed Rule to establish procedures to reduce drawtender service at the Elgin, Joliet, and Eastern Railroad Bridge at mile 0.68 and mile 1.89, over the Indiana Harbor Canal near at East Chicago, IN. We encourage you to read the complete docket and to submit comments identified by docket number USCG-2020-0235 using Federal e-Rulemaking Portal at https://www.regulations.gov. If you have questions on this proposed rule, call or e-mail: Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216-902-6085, e-mail Lee.D.Soule@uscg.mil.

LNM: 31/20

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 – Chart 14930 – Bridge Inspection
On August 25, 2020 between the hours of 0900 and 1700, divers will be inspecting 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. A dive boat will monitor VHF-FM Marine Channel 16 and spotters will warn of approaching vessels and move the divers as needed.

LNM: 31/20

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 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 Inspection
On August 27, 2020 between the hours of 1100 and 1700, divers will be inspecting 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. A dive boat will monitor VHF-FM Marine Channel 16 and spotters will warn of approaching vessels and move the divers as needed.

LNM: 31/20

LAKE MICHIGAN-MI-Muskegon
The Tug Ethan George will be conducting environmental cleanup operations in the viscinity of Muskegon, MI. Operations will commence August 12, 2020 and complete November 30, 2020. Mariners should use caution when tranisiting the area, and stay clear of operations if possible. Contact Tug Ethan George on VHF Channel 16 or 17.

LNM: 32/20

LAKE MICHIGAN – IL – Chicago River – Chart 14872 – Bridge Maintenance
From March 3 through August 31, 2020, between the hours of 0700 and 1530 Monday through Friday a 120 by 35 foot barge will be working under the South Loomis Street Bridge at Mile 5.29 (CORPS MILE 321.9) over the South Branch of the Chicago River. The barge will move if a 2-hour advance notice of arrival is provided directly to the barge on VHF-FM Marine Channel 16 or by calling: 312-747-2470.

LNM: 27/20

LAKE MICHIGAN – IL – Calumet River – Chart 14972 – Bridge Inspections
From August 24 through August 31, 2020 between the hours of 0600 and 1800, Monday through Saturday, a 110-foot by 35-foot barge will be inspecting the all bridges from mile 0.76 (CORPS MILE 332.4) through mile 10.80 (CORPS MILE 322.3) over the Calumet River. The barge will monitor VHF-FM Marine Channel 16 and will move if at least 15-minutes notice is provided.

LNM: 31/20

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

LAKE MICHIGAN – IL – Chicago River – Chart 14927 – Proposed Bridge Construction
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
Due to flooding damage to the motors, the South Halstead Street Bridge at Mile 4.47 (CORPS MILE 322.8) over the South Branch of the Chicago River can only operate one leaf. The estimated date for repairs to be completed is: September 30, 2020.

LNM: 26/20

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 14927 – Bridge Maintenance
From June 22 through September 30, 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: 23/20

LAKE MICHIGAN - IL – Chicago River - Chart 14927 - Bridge Discrepancy
The Coast Guard has received a report that one leaf of the Wabash Street Bridge at Mile 0.98 (CORPS MILE 326.2) over the Main Branch of the Chicago River is stuck in the down position due to an electrical problem. The other leaf operates normally. Estimated time for repairs is August 17, 2020.

LNM: 28/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14927
EA Engineering, Science anf Technology will be conductiong electrofishing and sampling in the Chicago Sanitary and Ship Canal at MM 295.6 to MM 296. Operations will be from May 12th 2020 to October 1st 2020 7 days a week. All mariners are request to transit the area with caution.

LNM: 19/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972
There will be sediment and water sampling taking place from June 8, 2020 to September 30, 2020 on the Chicago Sanitary and Ship Canal between MM 316 and MM 322. Mariners are advised to use caution when transiting the area. To coordinate passing arrangements, call the sampling crew at (847)612-2982 or hail them on vhf channel 16. For further information, please contact Sector Lake Michigan at (414) 747-7182.

LNM: 23/20

LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14972
There will be increased marine traffic, due to electro fishing and sampling operations, intermittently from May 12, 2020 to October 1, 2020, along the left descending bank of the Chicago Sanitary and Ship Canal, beginning 137 m downstream of the Romeo road bridge and extending downstream 500 m; mile marker 295.6 to mile marker 296.0. We are advising mariners to use caution when transiting the area due to fishing nets in the water. All fishing crews will be monitoring VHF channel 16. For further information, please contact sector Lake Michigan at (414) 747-7182.

LNM: 23/20

LAKE MICHIGAN – IL – Calumet Harbor– Chart 14927 – Bridge Maintenance
June 1 through October 1, 2020 between the hours of 0700 and 1900, Monday through Friday the 95th Street Bridge at Mile 1.09 (CORPS MILE 332.1) over the Calumet River will require a 1-hour advance notice for two leaf operations. In addition, a 120-foot by 30-foot barge will be working under the bridge. The barge will move with the 1-hour advance notice. All advance notice for this project may be given directly to the drawtender on VHF-FM Marine Channel 16 or by calling 312-747-0009

LNM: 21/20

LAKE MICHIGAN - IL – Calumet River - Chart 14927 - Bridge Maintenance
From July 20 through October 23, 2020, scaffolding will be installed on the 106th Street Bridge at Mile 2.58 over the Calumet River Bridge that extends out approximately 5-feet from the brick façade. The scaffolding should not extend past the dolphins.

LNM: 28/20

LAKE MICHIGAN – IL – Calumet-SAG Channel – Chart 14927 – Bridge Maintenance
from August 10 through November 15, 2020, between the hours of 0700 and 1600, Monday through Friday a 100-foot by 90-foot barge will be working under the Ashland Avenue Bridge at Mile 13.98 (CORPS MILE 319.0) over the Calumet-SAG Channel. The barge will move if a 2-hour advance notice is provided on VHF-FM Marine Channel 16 or by calling: 815-915-6170 or 847-878-6252.

LNM: 31/20

LAKE MICHIGAN - IL – Calumet-SAG Channel - Chart 14927 - Bridge Inspection
from August 24 through August 26, 2020 between the hours of 0700 and 1800 daily, inspectors will utilize snooper trucks under the Division Street Bridge at Mile 14.49 (CORPS MILE 318.15) over the Calumet-SAG Channel. Spotters will warn of approaching vessels and move the man lift to allow

LAKE MICHIGAN - IL – Calumet-SAG Channel - Chart 14927 - Bridge Inspection
vessels to pass.

LNM: 33/20

LAKE MICHIGAN - IL – Chicago River - Chart 14927 - Bridge Maintenance
From August 10 through September 25, 2020 between the hours of 0700 to 1530, Monday through Friday, a 125 by 35 foot barge will be working under the Harrison Street Bridge at Mile 2.44 (CORPS MILE 324.8) over the South Branch of the Chicago River. The barge will be working on one side of the bridge but it will move if needed with a 1-hour advance notice provided on VHF-FM Marine Channel 16 or by calling 312-747-2470.

LNM: 30/20

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 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: 15/20

LAKE MICHIGAN – IL – Chicago River – Chart 14972 – Bridge Regulation
From June 1 through September 1, 2020, the Coast Guard has authorized a temporary deviation for the Amtrak Railroad Bridge at Mile 3.77 over the South Branch of the Chicago River to test remote operations and establish an intermediate opening position of 34 feet above LWD. A yellow center light will signal mariners when the bridge reaches the intermediate position. At any time during the test, mariners may contact the drawtender on VHF-FM Marine Channel 16 and request a full opening. A green light still indicates a full bridge opening. You may read the full docket and submit comments identified by docket number USCG-2020-0034 using Federal eRulemaking Portal at https://www.regulations.gov. 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.

LNM: 17/20

LAKE MICHIGAN – IL –Illinois River
Marseilles Lock, MM 244.6 and Starved Rock Lock MM 231.0 will be closed to all navigation starting at 6:00 a.m. on Wednesday, July 1, 2020 through 6:00 a.m. on Thursday October 1, 2020. The simultaneous closure of multiple locks will provide time for much needed critical repairs and maintenance while reducing impacts to navigation. All lock and dam facilities on the Illinois Waterway have a single lock chamber for passing vessels. During the scheduled closures, no vessels will be able to pass through the affected locks. Recreational and commercial vessels will be able to navigate within the pools without restriction. Mariners are requested not to tie up along the guide walls during these periods unless instructed by lock staff. Please contact the Illinois Waterway Project Office at (309) 676-4601 for further information.

LNM: 26/20

LAKE MICHIGAN – WI – Milwaukee Harbor– Chart 14924 – Bridge Maintenance
From April 14 through October 15, 2020 one leaf of the North Plankinton Avenue Bridge at Mile 1.08 over the Menomonee River will be secured to masted navigation. A 46-foot by 64-foot barge will be working under the bridge. The barge will move if a 2-hour advance notice is provided on VHF-FM Marine Radio Channel 16.

LNM: 31/20

LAKE MICHIGAN – MI – Manistee Harbor – Chart 14938 – Bridge Inspection
On August 28, 2020 between the hours of 1000 and 1500, divers will be inspecting the U.S. Route 31 Bridge at Mile 1.4 over the Manistee River. A dive boat will monitor VHF-FM Marine Channel 16 and spotters will warn of approaching vessels and move the divers as needed.

LNM: 31/20

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 – Green Bay – Chart 14918
Luedtke Engineering will be conducting dredging operations in Green Bay Harbor, 20 Aug to 15 Oct 24 hours a day 7 days a week. Tug Paul L. Luedtke can be contacted on VHF channels 16, 10, and 19. All mariners are requested to transit the area with caution.

LNM: 31/20

LAKE MICHIGAN – WI – Upper Fox River– Chart 14916 – Bridge Special Event
On August 23, 202 the Racine Street Bridge at Mile 37.91, between the hours of 0700 and 1000, and the Main Street Bridge at Mile 55.97, between the hours of 0630 and 0930, will be secured to masted navigation, in conjunction with the Run the Lake Event. Vessels able to pass under the bridges without an opening may do so at any time.

LNM: 09/20

LAKE MICHIGAN – WI – Fox River – Chart 14916 – Bridge Maintenance
From May 1 through September 1, 2020 barges that extend 8 feet out towards the river will be installed against the abutments, under the Wisconsin Avenue Bridge at Mile 23.78 over the Fox River, at Kaukauna, WI.

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

LNM: 14/20

LAKE MICHIGAN-WI-Sheboygan Harbor-Chart 14922-Pier Maintenance

From approximately mid-April to the end of December 2020, there will be work performed on the south pier of the Sheboygan Harbor in Sheboygan, WI. During this timeframe, barges and construction equipment will be present as part of a large pier rehabilitation project. Mariners are advised to transit this area caution.

LNM: 13/20

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

From February 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: 21/20

LAKE SUPERIOR - WI – Duluth-Superior Harbor - Chart 14975 - Bridge Inspection

From August 10 through August 20, 2020 between the hours of 0900 to 1500, Monday through Thursday inspectors will utilize Snooper trucks under the Bong Bridge at Mile 5.20 over the St. Louis Bay and River at Duluth-Superior Harbor. Spotters will warn of approaching vessel and move the man lift to allow vessels to pass.

LNM: 33/20

LAKE SUPERIOR - MI – Isle Royale East - Chart 14976

Waverider buoy has been deployed 30 nautical miles ESE off Blake Pt.
Latitude 48º 2′ 1.900″ N
Longitude 87º 43′ 47.200″ W

Depth 260 meters

This buoy is operated for the U.S. Army Corps of Engineers and partners as part of the Coastal Data Information Program (CDIP). The wave buoy is a 3-foot diameter sphere with an attached telemetry whip antenna and a night yellow color warning flashing light. The light timing sequence is a series of 5 flashes at 1-second intervals with a period of 20 seconds between each series. Visual range is one kilometer. The buoy is painted yellow and marked "Wave Buoy" with the phone number 858-534-3032.

LNM: 33/20

LAKE OF THE WOODS – MN – Rainy River – Chart 14999 – Bridge Construction

From April 10th through November 27th, 2020 eight 80 foot x 80 foot barges will be working in the river in addition to a 100′ x 60′ causeway extending from the U.S. Shoreline to accommodate building the new International Bridge across the Rainy River between Baudette, Minnesota, and Rainy River, Ontario, Canada at Mile 14.1 over the Rainy River at Baudette, MN. A 200 foot wide channel will be available for vessels to pass through the construction area.

LNM: 11/19

LAKE OF THE WOODS – MN – Rainy River – Chart 14999 – Bridge Regulation

The Coast Guard has authorized a Test Deviation at the Canadian National Railroad Bridge at Mile 85.0 over the Rainy River. This test deviation will allow the bridge to operate remotely from May 1 to October 15, 2020. You may read the full docket and submit comments identified by docket number USCG-2020-0033 using Federal eRulemaking Portal at https://www.regulations.gov. 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.

LNM: 17/20

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	
11165	ALABASTER TRAMWAY RANGE FRONT LIGHT						Remove from list. *	33/20
11170	ALABASTER TRAMWAY RANGE REAR LIGHT						Remove from list. *	33/20
11171.7	U.S. GYPSUM TRAMWAY LIGHT Q	44-11-24.000N 083-31-54.000W	Fl Y 4s				Maintained from Apr.15 to Oct.15. Private Aid.	33/20
*	*	*	*	*	*	*	*	
14552	*Grand Portal Point Weather Buoy*	46-33-41.830N 086-27-56.450W	Fl Y 4s				Maintained from Apr. 15 to Nov. 15. Private Aid.	33/20

*

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	14-Aug	21-Aug	28-Aug	4-Sep	11-Sep
GREAT LAKES							
Lake Ontario		243.3	36	35	34	32	30
Lake Erie		569.2	58	57	57	56	55
Lake St. Clair		572.3	60	60	59	58	58
Lake Michigan-Huron		577.5	55	55	55	54	54
Lake Superior		601.1	24	24	24	24	24
ST. LAWRENCE RIVER							
Above Long Sault Dam	0	237.9	20	18	18	17	14
Above Iroquois Dam	1	240.3	24	22	22	20	18
Ogdensburg	2	242.4	31	28	27	25	23
Alexandria Bay	2.1	243.0	34	33	32	30	28
Head of river at Cape Vincent	3	243.3	36	35	34	32	30
DETROIT RIVER							
Lake Erie at Pelee Passage	4	569.2	58	57	57	56	55
Mouth of River at Gibraltar	5	569.5	59	58	58	57	56
Fort Wayne	5.1	571.1	64	63	63	62	62
Head of River above Belle Isle	6	572.0	61	60	60	59	59
ST. CLAIR RIVER							
Mouth of River at St. Clair Flats	7	572.3	60	60	59	58	58
Algonac	8	572.8	64	63	63	62	62
St. Clair	9	574.4	61	60	60	59	59
Blue Water Bridge	10	576.2	60	59	59	58	58
Head of River at Fort Gratiot	11	577.2	58	57	57	56	56
Lake Huron Approach Channel	12	577.5	55	55	55	54	54
ST. MARYS RIVER							
Mouth of River at Detour	13	577.5	55	55	55	54	54
West and Middle Neebish	14	577.8	51	51	50	50	49
Head of Little Rapids	15	578.4	50	50	49	49	48
U.S. Slip	16	578.7	49	48	48	47	47
Above Locks	17	600.4	29	29	29	29	29
Head of River at Point Iroquois	18	601.1	24	24	24	24	24

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.

FOR FURTHER INFORMATION CONTACT:	FOR MORE INFORMATION VISIT:	WATER LEVEL INFORMATION SUPPLIED BY:
Detroit District Corps of Engineers	Detroit District Great Lakes Homepage	NOAA, National Ocean Service
477 Michigan Avenue	International Joint Commission	SSMC4, STATION 7523
Detroit MI, 48226	Great Lakes Information Network	1305 East-West Hwy
1-888-694-8318 ex. 1	NOAA Tides and Currents	Silver Spring, MD 20910-3233
email: hhpm@usace.army.mil	U.S. Coast Guard - District 9	(301) 713-2902

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
SECTOR BUFFALO

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

LOCATION	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
NEW YORK STATE BARGE CANAL						
LAKE ONTARIO						
LAKE ERIE						
Buffalo, New York	33/20	Dredging Buffalo River	24 hrs 7 days	02 Sep-21 Oct	Ralph Farver	231-627-4333

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	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
LAKE ERIE						
Lorain	32/20	Black River Dredging	0600-1800	10 AUG 20 - 31 AUG 20	Corry Platt	919.656.5799
DETROIT RIVER						
LAKE ST. CLAIR						
Lake Huron						
Saginaw River	33/20	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	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
STRAITS OF MACKINAC						
LAKE SUPERIOR						
Duluth-Superior Harbor	08/20	CONSTRUCTION	24 hrs 7 days	15 May 20 - 31 Aug 21	Nikki Borkovertz	920-743-6533
Duluth-Superior Harbor	26/20	Dredging	24 hrs 7 days	7 Jul - 31 Dec	Nikki Borkovertz	920-743-6533

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	LNM	SUBJECT	HOURS/DAYS	FROM-TO	POC	Tel #
LAKE MICHIGAN						
Waukegan Harbor,Illinois	27/20	Dredging	24 hrs 7 days	13Jul-15Sep	Peter Dunning	231-755-2225

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					
Genesee River - Rochester, NY	RYC 2020 High School Sailing Program	11 Mar-13 Nov	1500-1830	Commodore Chris Dorsey	585-246-4536
Rochester, NY	RYC 2020 One Design and Offshore Racing Series	12 May - 17 Oct	1730-2100	Commodore Chris Dorsey	585-246-4536
Genesee River - Rochester, NY	RYC 2020 Jr Sail Instruction	22 Jun- 28 Aug	0900-1400	Commodore Chris Dorsey	585-246-4536
Rochester, NY	RYC 2020 Laser Great Lakes Championship	12 Sep - 13 Sep	0900-1400	Commodore Chris Dorsey	585-246-4536
Rochester, NY	RYC 2020 US Sailing Match Racing Championship	25 Sep - 27 Sep	0900-1700	Commodore Chris Dorsey	585-246-4536
LAKE ERIE					
Niagara River - Black Rock Canal	Hogan Fries Regatta	31-Oct-20	0900-1200	Miles Schwartz	690-780-5561
Niagara River - Black Rock Canal	Head of the Niagara	11-Oct-20	0900-1500	Miles Schwartz	690-780-5561
Bratenahl/OH	Shoreby Club Fireworks	Saturday, 22 August, 2020	2130-2200	Nick Skuban	(330) 696-2859
Cleveland/OH	East Basin Boat Parade	Saturday, 05 September, 2020	1300-1600	Gil Martello	(440) 479-3820
Fairport/OH	September Fairport Parade	Saturday, 05 September, 2020	1200-1600	Matt Schutt	(440) 725-5173
Bratenahl/OH	Shoreby Club Fireworks	Saturday, 22 August, 2020	2130-2200	Nick Skuban	(330) 696-2859
Cleveland/OH	The Crib Race	Saturday, August 29, 2020	0830-1300	Sam Patterson	(757) 506-1428
Vermilion/OH	Erie Shore Watercross Tour	Saturday, 19 September, 2020	1100-1900	Chris Haynes	(440) 521-0576
Sandusky, OH	Harbor Bay Yacht Club Summer Sailboat Racing	16JUN20-26SEP20	1200-1800	Larry Hurst	614-395-8035
SANDUSKY, OH	MLFLW TOYOTA SERIES	18AUG-20AUG	0600-0400	MARK MCWHA	270-703-9551
SANDUSKY, OH	FLW PHOENIX BASS FISHING LEAGUE	29AUG-30AUG	0600-1500	DAVE MAXFIELD	270-252-5552
DETROIT RIVER					
Trenton	Wed night at the races #8	8/19/2020	1900-2200		
Grosse Ile	FYC Dacron Series #11	8/21/2020	1830-2100		
Grosse Ile	57th LaSalle Mariner's Yacht Club Annual Fighting Islan	8/22/2020	1130-1630		
Trenton	Wed night at the races #13	8/23/2020	1900-2200		
Detroit	Grosse Pointe Sail Club Tuseday Sundown and Fall Serie	8/25/2020	1900-2200		
LAKE ST. CLAIR/St. Clair River					
St. Clair Shores	LSSC Summer Sunset Series #3	8/19/2020	1830-2200		
Harrison Twp	ABYRA Sailboat races #26	8/21/2020	1200-2300		
Detroit	Edison Boat Club Annual Regatta	8/21/2020	1700-2300		
Harrison Twp	ABYRA Sailboat races #27	8/22/2020	1200-2300		
St. Clair Shores	LSSC Commodore's Cup Long Distance Race	8/22/2020	1530-2300		
Harrison Twp	ABYRA Sailboat races #28	8/25/2020	1200-2300		
Port Huron	Women's Race	8/22/2020	1200-1800		
Marine City	Trumptilla Boat Parade	8/22/2020	1200-1600		

LAKE HURON

Port Huron	CRAM Port Sanilac Regatta	8/22/2020	0900-1800
Port Huron	PHYC Triangle Race #13	8/23/2020	1100-1800
Port Huron	CRAM Port Sanilac Regatta	8/23/2020	0900-1800

LAKE MICHIGAN & Green Bay

Monroe Harbor to Burnham Harbor	Columbia Yacht Club	15JUL-15SEP	1800-2100	MSTC Kyle Weitzell	414-747-7175
Milwaukee, WI	Festival of Sail Milwaukee; Shore side event with tall ship tours, no moving water activities	21 - 23 AUGUST 2020	0900 - 1700 daily	MSTC Kyle Weitzell	(414) 747-7148

NOTICE TO MARINERS

Issued By:

CENTER FOR OPERATIONAL OCEANOGRAPHIC
PRODUCTS & SERVICES

1305 East-West Highway, N/OPS3
Silver Spring, MD 20910-3281
301-713-2815
Tide.Predictions@noaa.gov
<https://tidesandcurrents.noaa.gov>

NOAA is Discontinuing the Printed Tide Tables and Tidal Current Tables After 2020.

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from https://tidesandcurrents.noaa.gov/historic_tide_tables.html, are the final printed editions.

NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast.

Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: https://tidesandcurrents.noaa.gov/tide_predictions.html
- NOAA Current Predictions: https://tidesandcurrents.noaa.gov/noaacurrents/Regions

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information.
E-mail: Tide.Predictions@noaa.gov
Phone: 301-713-2815

Issued: March 16, 2020

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.

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.

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’’.

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

interface, do not transfer it from or to the vessel.

* * * * *

Dated: October 31, 2019.

Karl L. Schultz,

Admiral, U.S. Coast Guard, Commandant.

Editorial note: The U.S. Coast Guard requested that the Office of the Federal Register hold this document from publication until delivery to Congress of the assessment required by the Transportation Worker Identification Credential Security Card Program Act (Pub. L. 114–278).

[FR Doc. 2019–24343 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2019–0824]

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

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations; request for comments.

SUMMARY: The Coast Guard is seeking information and comments during a test schedule for the bridges crossing the Milwaukee, Menomonee, Kinnickinnic River, South Menomonee River, and Burnham Canals. The city of Milwaukee requested the regulations to be reviewed and updated to allow for a more balanced flow of maritime and land based transportation. The current regulation has been in place for over 30 years and is obsolete. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. The Coast Guard is seeking comments from the public regarding these proposed changes.

DATES: This deviation is effective from midnight on April 15, 2020 and ends at midnight on November 2, 2020.

Comments and related material must reach the Coast Guard on or before November 2, 2020.

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

See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

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

SUPPLEMENTARY INFORMATION:

I. Background, Purpose, and Legal Basis

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

The South Menomonee Canal and the Burnham Canal were both excavated during a waterways improvement project in 1864. Both man-made canals are tributaries of the Menomonee River branching just above its mouth. The South Menomonee Canal is crossed by two bridges and the Burnham Canal is crossed by three bridges. The Kinnickinnic River flows north through the southern portion of the City of Milwaukee connecting with the Milwaukee River near Lake Michigan. Only the lower 2.30 miles of the river have been improved for vessel use. Five bridges cross the river with the Lincoln Avenue Bridge at the head of navigation. Freighters up to 1,000 feet in length transfer cargoes at the confluence of the Kinnickinnic and Milwaukee Rivers. Most of the recreational vessels in Milwaukee moor in the lake front marinas and only transit the rivers. Boat yards on the Menomonee and Kinnickinnic rivers haul out and store most of the recreational vessels in the fall and winter months and launch the vessels in the spring. This action contributes to a considerable surge in drawbridge openings in the fall and spring.

The following bridges will be included in the test deviation: The Union Pacific Railroad Bridge, mile 0.59, over the Milwaukee River with a vertical clearance in the closed position of 7 feet above internet Great Lakes Datum of 1985 (IGLD85). The Broadway Street Bridge, mile 0.79, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Water Street Bridge, mile 0.94, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The St. Paul Avenue Bridge, mile 1.21, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Clybourn Street Bridge, mile 1.28, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. Michigan Street Bridge, mile 1.37, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Wisconsin Avenue Bridge, mile 1.46, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Wells Street Bridge, mile 1.61, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Kilbourn Avenue Bridge, mile 1.70, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The State Street Bridge, mile 1.79, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Highland Avenue Pedestrian Bridge, mile 1.97, over the Milwaukee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Juneau Avenue Bridge, mile 2.06, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Knapp Street/Park Freeway Bridge, mile 2.14, over the Milwaukee River with a vertical clearance in the closed position of 16 feet above IGLD85. The Cherry Street Bridge, mile 2.29, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Pleasant Street Bridge, mile 2.58, over the Milwaukee River with a vertical clearance in the closed position of 14 feet above IGLD85. The Canadian Pacific Railroad Bridge, mile 1.05, over the Menomonee River with a vertical clearance in the closed position of 8 feet above IGLD85. The North Plankinton Avenue Bridge, mile 1.08, over the Menomonee River with a vertical clearance in the closed position

of 14 feet above IGLD85. The North Sixth Street Bridge, mile 1.37, over the Menomonee River with a vertical clearance in the closed position of 23 feet above IGLD85. The Ember Lane Bridge, mile 1.95, over the Menomonee River with a vertical clearance in the closed position of 12 feet above IGLD85. The Sixteenth Street Bridge, mile 2.14, over the Menomonee River with a vertical clearance in the closed position of 35 feet above IGLD85. The South Sixth Street Bridge, mile 1.51, over the South Menomonee Canal with a vertical clearance in the closed position of 8 feet above IGLD85. The Union Pacific Railroad Bridge, mile 1.19, over the Kinnickinnic River with a vertical clearance in the closed position of 8 feet above IGLD85. The Kinnickinnic Avenue Bridge, mile 1.67, over the Kinnickinnic River with a vertical clearance in the closed position of 8 feet above IGLD85. The Canadian Pacific Railroad Bridge, mile 1.67, over the Kinnickinnic River with a vertical clearance in the closed position of 15 feet above IGLD85. Finally, the South First Street Bridge, mile 1.78, over the Kinnickinnic River with a vertical clearance in the closed position of 14 feet above IGLD85. These bridges currently operate under Title 33 of the Code of Federal Regulations (33 CFR) section 117.1093.

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

Over the years these regulations have been amended considerably. This has had the effect of making them difficult to comprehend to the average person. Additionally, the cyclic higher water levels over the past 3 years and increased number of passenger vessels in the downtown area have resulted in significantly more bridge openings. Finally, the conversion of older business buildings into condominiums have increased the evening vehicle traffic causing major traffic delays when the bridges are lifted. While the Milwaukee River is the primary concern with residents and mariners, this rulemaking proposes changes to the language governing bridges in the entire Milwaukee Harbor area, for the purpose of updating these regulations to accurately reflect the current operational needs of these bridges and make them easier to understand by the general public.

Currently, the Canadian Pacific Railroad Bridge at Mile 1.74 over the Burnham Canal and the Sixth Street Bridge at Mile 1.37 over the Menomonee River are closed by regulation and do not need to open for the passage of vessels. The City of Milwaukee has requested that the Sixteenth Street Bridge, mile 2.14, over the Menomonee River remain closed and not open by regulation. No vessels have requested a bridge opening in at least 10 years and the bridge provides a horizontal clearance of 120 feet and a vertical clearance of 35 feet above IGLD85, allowing most vessels to pass under the bridge without an opening. The Coast Guard is working with the city of Milwaukee to convert the Sixteenth Street Bridge to a fixed structure.

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

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

The City of Milwaukee also reported receiving several complaints from residents in the downtown area concerning the noise associated with the waterfront. To improve the quality of downtown living we propose to remove the special sound signals listed in the CFR for each bridge. Mariners would request openings by using the standard sound signal of one prolonged blast followed by one short blast or by agreement on VHF–FM Marine Radio or by telephone. From Midnight to 7 a.m. the bridges would require a 2-hour advance notice of arrival provided by VHF–FM Marine Radio or by telephone, thus reducing some of the noise associated with the waterfront.

The City of Milwaukee requests to operate the following bridges remotely: North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Ember Lane, mile 1.95, all over the Menomonee River. Each remotely operated bridge will have sufficient equipment to operate as if a drawtender is in attendance at the bridge. No drawtender will be responsible for monitoring or operating more than 3 drawbridges at any time. At a minimum each remotely operated drawbridge will have the capabilities to communicate by 2-way public address system, equipment capable of making appropriate sound signals as required, and have adequate camera systems in place to safely operate the bridge.

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

Bridge name	Daily average vehicle counts	Average vehicle counts 4:30 p.m. to 5:30 p.m.	Average vehicle counts 4 p.m. to 4:30 p.m.	Average vehicle counts 4:00 p.m. to 5:30 p.m.
Broadway	11,201	1,582	332	1,914.
Water St	17,753	1,669	742	2,411.
St Paul Ave	10,344	No Data	No Data	No Data.
Clybourn St	11,262	955	848	1,803.
Michigan St	10,484	1,202	304	1,506.
Wisconsin Ave	10,423	1,144	323	1,467.
Wells St	8,372	1,114	295	1,409.
Kilbourn Ave	15,590	No Data	No Data	No Data.

Bridge name	Daily average vehicle counts	Average vehicle counts 4:30 p.m. to 5:30 p.m.	Average vehicle counts 4 p.m. to 4:30 p.m.	Average vehicle counts 4:00 p.m. to 5:30 p.m.
Juneau Ave	7,265	No Data	No Data	No Data.
Cherry St	No Data	No Data	No Data	No Data.
Pleasant St	6,307	No Data	882 PEAK	No Data.
Knapp St	20,792	No Data	No Data	No Data.
Kinnickinnic Ave	17,019	No Data	No Data	No Data.
South First St	12,992	No Data	No Data	No Data.
North Plankinton Ave	6,578	No Data	768 PEAK Daily	No Data.
North 6th St	15,045	No Data	No Data	No Data.
South 6th St	15,045	No Data	No Data	No Data.
(Muskego) Emmber Ln	4,616	No Data	No Data	No Data.
1st Street	13,772	No Data	902	4,107.

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

Additionally, at the time when the original regulation was being written the stipulating regulation regarding the opening of bridges for public safety vessels had not yet been promulgated. An exception was included for vessels carrying U.S. mail and vessels that carry over 50 passengers for hire. The mail service no longer arrives by vessel. Limiting the exclusion by passenger count excludes other commercial vessels from transiting the river. This exclusion is only for the times the bridges do not need to open during high traffic times. During the test deviation, which is planned for the summer of 2020, the intent is to modify this exception to read: ''vessels documented at 10 tons or more.'' This prevents tug and barge, cement boats, some passenger vessels, and other large vessels (commercial or recreational) from getting trapped between bridges, which creates an especially unsafe condition.

The new exemption only prevents vessels from being trapped between bridges and does not exempt vessels from any times the bridges are not required to open. In other Great Lakes ports exemptions are allowed for safety reasons, it prevents a large vessel from station keeping in a restricted area with other smaller craft that could be damaged from the larger vessel. Additionally, if all commercial vessels were given a complete exemption to the periods where no bridge openings are required, also known as ''Rush Hours,'' then there would be no relief for the traffic congestion the downtown area is experiencing.

The two-hour advance notice requirement for all other bridges as noted in the ANPRM, has been in place since 1965 with no request to amend it. Most of these bridges have a clearance of 14 feet above IGLD85 or have limited requests for openings.

The test deviation will start at midnight on April 15, 2020 and end at midnight on November 1, 2020.

The operating schedule authorized:

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

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

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

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

(4) No vessel documented 10 tons or greater shall be held between any bridge at any time and must be passed as soon as possible.

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

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

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

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

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

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

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

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

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

(2) The draws of all other bridges across the Kinnickinnic River shall open on signal if at least 2-hours' notice is given except that, from April 16th through November 1st, from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 5:30 p.m.

Monday through Friday, except Federal holidays, the draws need not be opened.

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

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

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

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

During non-special event weekdays the owners of all affected bridges will provide records showing the dates and times of bridge openings and the type of vessels the bridge opened for. The city of Milwaukee will also provide information on the vehicle congestion caused or improved by the temporary deviation by providing the number of vehicles waiting for the bridge to close after a vessel passes.

Because we took into consideration the comments from the ANPRM, vehicle counts, and past three years of vehicle counts, we believe the test deviation will have a limited impact on vessels.

The city of Milwaukee held public discussions about the potential rule change through public works meetings conducted throughout the summer of 2018. Prior to asking for our review, this office reached out to several commercial vessels which operate on the affected waterways prior to the release of the ANPRM. These actions were aimed at developing a test deviation that took all pertinent comments and concerns under consideration.

Vessels that can safely pass under the bridge without an opening may do so at any time. The Coast Guard will also inform the users of the waterways of the change in operating schedule for the bridges through our Local and Broadcast Notices to Mariners.

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

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

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

We accept anonymous comments. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you have provided. Documents mentioned in this NPRM as being available in this docket and all public comments, will be in our online docket at *http://www.regulations.gov,* and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

Dated: February 25, 2020.

D. L. Cottrell,

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

[FR Doc. 2020–04659 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2020–0105]

Safety Zone; New Orleans, LA

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a temporary safety zone between mile marker (MM) 95.7 and MM 96.7 above Head of Passes, Lower Mississippi River, LA. This action is necessary to provide for the safety of life on these navigable waters near New Orleans, LA, during a fireworks display on March 18, 2020. During the enforcement periods, the operator of any vessel in the regulated area must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign.

DATES: The regulations in 33 CFR 165.845 will be enforced from 9 p.m. to 10 p.m. on March 18, 2020.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, call or email Lieutenant Commander Corinne Plummer, Sector New Orleans, U.S. Coast Guard; telephone 504–365–2375, email *Corinne.M.Plummer@uscg.mil.*

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the safety zone located in 33 CFR 165.845 for the River Center Fireworks Display event. The regulations will be enforced from 9:00 p.m. through 10:00 p.m. on March 18, 2020. This action is being taken to provide for the safety of life on navigable waterways during this event, which will be located between MM 95.7 and MM 96.7 above Head of Passes, Lower Mississippi River, LA. During the enforcement periods, if you are the operator of a vessel in the regulated area you must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard Ensign.

In addition to this notice of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via a Marine Safety Information Bulletin and Broadcast Notice to Mariners.

Dated: March 2, 2020.

K.M. Luttrell,

Captain, U.S. Coast Guard, Captain of the Port Sector New Orleans.

[FR Doc. 2020–04664 Filed 3–6–20; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR 165

[Docket Number USCG–2016–1067]

RIN 1625–AA00

Safety Zone; Hurricanes, Tropical Storms and Other Disasters in South Florida

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard will establish a safety zone that would restrict certain vessels from entering or transiting through certain navigable waters in the Miami River and Ports of Miami, Everglades, Palm Beach and Fort Pierce during periods of reduced or restricted visibility due to tropical storm force winds (39–73 mph/34–63 knots), hurricanes and/or other disasters. This action is necessary for the safety of life

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2020–0235]

RIN 1625–AA09

Drawbridge Operation Regulation; Indiana Harbor Canal, East Chicago, IN

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify the operating schedule that governs the Elgin, Joliet, and Eastern Railroad Bridge, mile 0.68, and the Elgin, Joliet, and Eastern Railroad Bridge, mile 1.89, both over the Indiana Harbor Canal near the town of East Chicago, IN. Canadian National, the owner and operator of these bridges has requested to stop continual drawtender service to both bridges and operate the bridges only while trains are crossing the bridge.

DATES: Comments and related material must reach the Coast Guard on or before October 5, 2020.

ADDRESSES: You may submit comments identified by docket number USCG–2020–0235 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

All drawbridges over the Indiana Harbor Canal are required to open on signal and there are no previous rulemakings to discuss. The Elgin, Joliet, and Eastern Railroad Bridge, mile 0.68, and the Elgin, Joliet, and Eastern Railroad Bridge, mile 1.89, both over the Indiana Harbor Canal, currently open on signal and are manned by a drawtender at each bridge. The rail traffic at both bridges has decreased to approximately three trains a week and the bridge owner has requested to discontinue continuous drawtender service. The operation of the bridges should remain transparent to the vessels navigating the waterway.

The Indiana Harbor Canal is a commercial waterway that serves several industries near the city of East Chicago, IN. 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 waterway to allow larger vessels to use the waterway. Currently the waterway is used by commercial tug and barge traffic; however, larger international oil tankers and bulk transfer vessels have shown interest in establishing docks above the Indianapolis Boulevard Bridge, mile 2.59. We have no reports of recreational vessel traffic in this waterway.

The Elgin, Joliet, and Eastern Railroad Bridge, mile 0.68, Indiana Harbor Canal is a single leaf bascule bridge that provides a vertical clearance of 7 feet above LWD in the closed position and the Elgin, Joliet, and Eastern Railroad Bridge, mile 1.89, over the Indiana Harbor Canal is a single leaf bascule bridge that provides a vertical clearance of 5 feet above LWD in the closed position. Both bridges provide an unlimited clearance in the open position.

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 will be made 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 will be raised and locked in the fully open to navigation position.

IV. Regulatory Analyses

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

A. Regulatory Planning and Review

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

This 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. Add § 117.400 to part 117 to read as follows:

§ 117.400 Indiana Harbor Canal.

(a) Elgin, Joliet, and Eastern Railroad Bridge, 0.68, over the Indiana Harbor Canal need not have a drawtender in continued 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 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.

(b) Elgin, Joliet, and Eastern Railroad Bridge, mile 1.89, over the Indiana

Harbor Canal need not have a drawtender in continued 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 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.

Dated: July 17, 2020.

D.L. Cottrell,

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

[FR Doc. 2020–15887 Filed 8–4–20; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[EPA–HQ–OPP–2020–0053; FRL–10012–32]

Receipt of a Pesticide Petition Filed for Residues of Pesticide Chemicals in or on Various Commodities (June 2020)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Filing of petition and request for comment.

SUMMARY: This document announces the Agency's receipt of an initial filing of a pesticide petition requesting the establishment or modification of regulations for residues of pesticide chemicals in or on various commodities.

DATES: Comments must be received on or before September 4, 2020.

ADDRESSES: Submit your comments, identified by docket identification (ID) number by one of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the online instructions for submitting comments. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute.
- *Mail:* OPP Docket, Environmental Protection Agency Docket Center (EPA/DC), (28221T), 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001.
- *Hand Delivery:* To make special arrangements for hand delivery or delivery of boxed information, please follow the instructions at *http://www.epa.gov/dockets/contacts.html.*

Please note that due to the public health emergency the EPA Docket Center (EPA/DC) and Reading Room was closed to public visitors on March 31, 2020. Our EPA/DC staff will continue to provide customer service via email, phone, and webform. For further information on EPA/DC services, docket contact information and the current status of the EPA/DC and Reading Room, please visit *https://www.epa.gov/dockets.*

FOR FURTHER INFORMATION CONTACT: Michael Goodis, Registration Division (7505P), main telephone number: (703) 305–7090, email address: *RDFRNotices@epa.gov;* or Robert McNally, Biopesticides and Pollution Prevention Division (7511P), main telephone number: (703) 305–7090, email address: *BPPDFRNotices@epa.gov.* The mailing address for each contact person is: Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001. As part of the mailing address, include the contact person's name, division, and mail code. The division to contact is listed at the end of each pesticide petition summary.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).
- Food manufacturing (NAICS code 311).
- Pesticide manufacturing (NAICS code 32532).

B. What should I consider as I prepare my comments for EPA?

1. *Submitting CBI.* Do not submit this information to EPA through *regulations.gov* or email. Clearly mark the part or all of the information that you claim to be CBI. For CBI information in a disk or CD–ROM that you mail to EPA, mark the outside of the disk or CD–ROM as CBI and then identify electronically within the disk or CD–ROM the specific information that is claimed as CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. *Tips for preparing your comments.* When preparing and submitting your comments, see the commenting tips at *http://www.epa.gov/dockets/comments.html.*

3. *Environmental justice.* EPA seeks to achieve environmental justice, the fair treatment and meaningful involvement of any group, including minority and/or low-income populations, in the development, implementation, and enforcement of environmental laws, regulations, and policies. To help address potential environmental justice issues, the Agency seeks information on any groups or segments of the population who, as a result of their location, cultural practices, or other factors, may have atypical or disproportionately high and adverse human health impacts or environmental effects from exposure to the pesticides discussed in this document, compared to the general population.

II. What action is the Agency taking?

EPA is announcing receipt of a pesticide petition filed under section 408 of the Federal Food, Drug, and Cosmetic Act (FFDCA), 21 U.S.C. 346a, requesting the establishment or modification of regulations in 40 CFR [part 174 and/or part 180] for residues of pesticide chemicals in or on various food commodities. The Agency is taking public comment on the request before responding to the petitioner. EPA is not proposing any particular action at this time. EPA has determined that the pesticide petition described in this document contains data or information prescribed in FFDCA section 408(d)(2), 21 U.S.C. 346a(d)(2); however, EPA has not fully evaluated the sufficiency of the submitted data at this time or whether the data supports granting of the pesticide petition. After considering the public comments, EPA intends to evaluate whether and what action may be warranted. Additional data may be