LOCAL NOTICE TO MARINERS

District: 9
Week: 34/20

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/

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 - B060-20 through B071-20
Ninth District - C093-20 through C095-20
Sector Detroit, MI - D052-20 through D052-20
Sector Lake Michigan, WI - M181-20 through M184-20
Sector Sault Ste Marie, MI - S101-20 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
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DayBD - Dayboard
DEFAC - Defaced
DEST - Destroyed

I through O

1 - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz

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
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 tanker 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 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 updated 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


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
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.

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.

LAKE SUPERIOR - REDRIDGE TO SAXON HARBOR - Chart 14965
Ontonagon Harbor East Breakwater Light (LLNR 15220) A Virtual AIS ATON has been established to mark the end of the Ontonagon Harbor East Breakwater. Position 46-52-47.040N / 089-19-47.786W. The physical lighted structure was damaged by ice and is missing.

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

DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
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<tbody>
<tr>
<td>4615</td>
<td>Moseley Channel Lighted Buoy 9</td>
<td>LT EXT</td>
<td>14845</td>
<td>31/20</td>
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<tr>
<td>6050</td>
<td>Maumee Bay Entrance Light 2</td>
<td>RAC INOP</td>
<td>14847</td>
<td>29/20</td>
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<tr>
<td>6905</td>
<td>East Outer Channel Lighted Buoy 3</td>
<td>OFF STA</td>
<td>14848</td>
<td>33/20</td>
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<td>16963</td>
<td>Driftwood Point Light</td>
<td>LT EXT</td>
<td>14848</td>
<td>37/19</td>
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<tr>
<td>18415</td>
<td>Portage Lake North Pierhead Light</td>
<td>REDUCED INT</td>
<td>14939</td>
<td>34/20</td>
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<tr>
<td>19305</td>
<td>Lake Macatawa Light</td>
<td>STRUCT DMGD</td>
<td>14932</td>
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<tr>
<td>19320</td>
<td>Big Bay Lighted Buoy 1</td>
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<td>19515</td>
<td>St. Joseph North Pierhead Light</td>
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<td>34/20</td>
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<td>19525</td>
<td>St. Joseph South Pierhead Light</td>
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<td>21160</td>
<td>Sturgeon Bay Ship Channel Light 21</td>
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DISCREPANCIES (FEDERAL AIDS) CORRECTED

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<td>20830</td>
<td>Sheboygan South Pierhead Light</td>
<td>WATCHING PROPERLY</td>
<td>14922</td>
<td>33/20</td>
<td>34/20</td>
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<tr>
<td>20885</td>
<td>Manitowoc Harbor Of Refuge Buoy 2</td>
<td>RESET ON STATION</td>
<td>14922</td>
<td>28/20</td>
<td>34/20</td>
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<tr>
<td>21825</td>
<td>Eagle Bluff Light</td>
<td>WATCHING PROPERLY</td>
<td>14909</td>
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DISCREPANCIES (PRIVATE AIDS)

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<td>1527</td>
<td>Clayton Floating Dock Light</td>
<td>LT EXT</td>
<td>14774</td>
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<td>2515</td>
<td>Youngstown Safe Boating Zone Lighted</td>
<td>MISSING</td>
<td>14816</td>
<td>25/20</td>
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<td>Lockport Intake Crib Light</td>
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<td>Willow Point Buoy B</td>
<td>SINKING</td>
<td>14842</td>
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<td>6015</td>
<td>Cooley Canal Front Range Light</td>
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<td>14846</td>
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<td>Recors Point Dock Lower Light</td>
<td>LT EXT</td>
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### PLATFORM DISCREPANCIES CORRECTED

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<th>Name</th>
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### 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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
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<tbody>
<tr>
<td>2105</td>
<td>Oswego Harbor West Channel Light 2</td>
<td>TRLB</td>
<td>14813</td>
<td>17/19</td>
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<tr>
<td>2720</td>
<td>Buffalo Harbor North Entrance Light 7</td>
<td>DISCONTINUED</td>
<td>14833</td>
<td>33/19</td>
<td></td>
<td></td>
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<tr>
<td>4175</td>
<td>Cleveland Harbor Light 4</td>
<td>DISCONTINUED</td>
<td>14839</td>
<td>33/20</td>
<td></td>
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<tr>
<td>10615</td>
<td>Saginaw Bay Channel Buoy 8</td>
<td>TRUB</td>
<td>14867</td>
<td>20/20</td>
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<td>12140</td>
<td>Crooked Lake Daybeacon 81</td>
<td>TRUB</td>
<td>14886</td>
<td>28/19</td>
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<td>12915</td>
<td>Lime Island Traffic Lighted Buoy LI</td>
<td>DISCONTINUED</td>
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<td>13/20</td>
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<td>Ontonagon Harbor East Breakwater Light</td>
<td>DISCONTINUED</td>
<td>14965</td>
<td>11/18</td>
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<td>15235</td>
<td>Black River West Breakwater Light 2</td>
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<td>Racine Reef Light</td>
<td>DISCONTINUED</td>
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<td>42/17</td>
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### PLATFORM TEMPORARY CHANGES

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<th>Name</th>
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### PLATFORM TEMPORARY CHANGES CORRECTED

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</table>

### 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.

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Edition Date</th>
<th>Last Local Notice</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
</tr>
</thead>
<tbody>
<tr>
<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td>NAD 83</td>
<td>27/97</td>
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</tbody>
</table>

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245 NEW YORK HARBOR

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

Corrective Action

Green can

Object of Corrective Action

Position

(Nos) 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.
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)**

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)

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

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LNM: 20/19
Presque Isle Light (LLNR 11550) Reduce the range of the light from 22 statute miles to 16 statute miles.

**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)

**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.

**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.

**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.

**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.

**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.

**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

**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.

**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 14965)  
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)
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)

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

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LAKE ERIE - Niagara River to Welland Canal - Chart 14822</strong></td>
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<tr>
<td>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.</td>
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<tr>
<td>Chart 14822</td>
<td>LNM: 24/20</td>
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<tr>
<td><strong>LAKE ERIE - TOLEDO HARBOR - Chart 14847</strong></td>
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<tr>
<td>Maumee Bay Entrance Light “2” (LLNR 6050) Permanently discontinue the RACON &quot;M&quot;. Maumee Bay Entrance Lighted Buoy (LLNR 6045) is currently Synthetic AIS and will remain Synthetic AIS.</td>
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<tr>
<td>LNM: 29/20</td>
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<td><strong>LAKE HURON - HARRISVILLE TO FORTY MILE POINT - CHART 14864</strong></td>
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<tr>
<td>Thunder Bay Traffic Lighted Buoy &quot;TB&quot; (LLNR 11355) Discontinue the physical aid to navigation and replace it with VAIS (Virtual Aid to Navigation).</td>
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<td>LNM: 07/20</td>
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<tr>
<td><strong>LAKE HURON – SAGINAW BAY CHANNEL – CHART 14867 (Part I)</strong></td>
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<tr>
<td>The following changes are being proposed for Saginaw Bay Channel Aids to Navigation. In summary between Saginaw Bay Channel Light &quot;1&quot; and &quot;12&quot; 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 &quot;12&quot; to Lighted Buoy &quot;28&quot; the physical unlighted buoy gates will be eliminated and replaced with VAIS. The aids will be renumbered as described below. Saginaw Bay Channel Buoy &quot;3&quot; (LLNR 10590) move the buoy to approximate 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 &quot;4&quot; (LLNR 10595) move the buoy to approximate position 43-46-53.763N / 083-44-27.273W gated with Lighted Buoy &quot;3&quot;. 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 &quot;5&quot; (LLNR 10600) move the buoy to approximate 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.</td>
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<tr>
<td>LNM: 34/20</td>
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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 Lighted Buoy "5". 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.

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".

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)

LAKE MICHIGAN - STRAITS OF MACKINAW - Chart 14881
Enbridge Energy, Limited Partnership anticipate to activate Private Aid -AIS (Automatic Identification System) signal in the vicinity of Straits of Mackinaw. AIS signal will transmitting under VAIS assigned name:  Enbridge Pipeline E/W . Anticipate AIS radio frequency - dual channel transmit and receive signals frequency as follows: 161.975 and 162.025 MHz.


LAKE MICHIGAN - 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).

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.

LAKE MICHIGAN - UPPER GREEN BAY - CHART 14909
Horseshoe Island Light (LLNR 21815) permanently discontinue the aid to navigation.

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.
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.

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)
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)

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.

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

feet of navigation channel.

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.

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.

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.

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
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 232.7 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
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.

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.

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-foot below low steel.

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.

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.

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.

Dean Marine and Excavating will be conducting pier repair at Rochester Harbor, Genesee 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.

From January 1, 2022, through April 16, 2022, the draw of the Ohio Street Bridge at Mile 2.10 over the Cuyahoga River will be secured to masted navigation 53 feet lower than fully open to allow workers access for rehabilitation.

U.S. Army Corps of Engineers will be conducting repairs at the Conneaut Main Entrance breakwater, Conneaut, OH, from Sep. 1, 2020, through 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.

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.

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.

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.
Kokosing Industrial will be conducting breakwater repair in the vicinity 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.

From August 3 through August 24, 2020 between the hours of 0800 and 1700, 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.

From 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.

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.

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.

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.

A safety zone is established to include all U.S. navigable waters of the Saginaw River, Essexville MI within a 1500-foot radius of position 43°38.373'N, 083°50.703'W (NAD 83) for the demolition of the Consumers Energy Boiler House. The regulated area will be enforced from 7:30 a.m. until 8:15 a.m. on August 29, 2020. No vessel or person may enter, transit through, or anchor within the safety zone unless authorized by the Captain of the
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.

Kokosing Industrial Durocher Marine will be conducting survey and power cable removal in the vicinity 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.

In accordance with 33 CFR 165.T09-09-242, 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, 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.

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.

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

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.

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.

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.

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.

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.

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.
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.

On August 27, 2020 between the hours of 1100 and 1700, divers will be inspecting the US 31 Bridge at Mile 2.89 and the Route 104 Bridge at Mile 3.15 over the Grand River and the Spring Lake Channel. A dive boat will monitor VHF-FM Marine Channel 16 and spotters will warn of approaching vessels and move the divers as needed.

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

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.

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.

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.

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.

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.

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

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

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.

Lake Michigan – Grand Haven – Chart 14939 – 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.

Lake Michigan – Grand Haven – Chart 14939 – 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.

Lake Michigan – 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.

Lake Michigan – Chicago Sanitary and Ship Canal – 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.

Lake Michigan – Chicago Sanitary and Ship Canal – Chart 14927
LAKE MICHIGAN – IL – Chicago Sanitary and Ship Canal – Chart 14927
EA Engineering, Science and Technology will be conducting 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 electrofishing 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 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 and 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

LAKE SUPERIOR - MI – Isle Royale East - Chart 14976

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.

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.

### SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
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<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
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<td>21825</td>
<td>LAKE OF THE WOODS – MN – Rainy River – Chart 14999 – Bridge Construction</td>
<td>45-10-07.410N 087-14-12.162W</td>
<td>Fl W 6s</td>
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<td>6</td>
<td>Yellow square tower with brown roof attached to dwelling</td>
<td>Light is obscured from 220° to 030°.</td>
<td>34/20</td>
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*
## 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).

### Great Lakes

<table>
<thead>
<tr>
<th>Point</th>
<th>Low Water Datum</th>
<th>Expected Levels (inches above or below Low Water Datum,0)</th>
<th>IGLD 1985</th>
<th>21-Aug</th>
<th>28-Aug</th>
<th>4-Sep</th>
<th>11-Sep</th>
<th>18-Sep</th>
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<tbody>
<tr>
<td>Lake Ontario</td>
<td>243.3</td>
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<td>Lake Erie</td>
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<td>Lake St. Clair</td>
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<td>Lake Michigan-Huron</td>
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<tr>
<td>Lake Superior</td>
<td>601.1</td>
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### St. Lawrence River

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<th>Expected Levels (inches above or below Low Water Datum,0)</th>
<th>IGLD 1985</th>
<th>21-Aug</th>
<th>28-Aug</th>
<th>4-Sep</th>
<th>11-Sep</th>
<th>18-Sep</th>
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<td>Above Long Sault Dam</td>
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<td>Ogdensburg</td>
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<td>Alexandria Bay</td>
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<tr>
<td>Head of river at Cape Vincent</td>
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<td>34 33 31 30 28</td>
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### Detroit River

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<tr>
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<th>Low Water Datum</th>
<th>Expected Levels (inches above or below Low Water Datum,0)</th>
<th>IGLD 1985</th>
<th>21-Aug</th>
<th>28-Aug</th>
<th>4-Sep</th>
<th>11-Sep</th>
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<td>Mouth of River at Gibraltar</td>
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<tr>
<td>Head of River above Belle Isle</td>
<td>572.0</td>
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<tbody>
<tr>
<td>Mouth of River at Detour</td>
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<tr>
<td>West and Middle Neebish</td>
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<td>Head of Little Rapids</td>
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<td>U.S. Slip</td>
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## Understanding the Forecast

Available water depth is determined for a location by adding (+) or subtracting (-) 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:

- Detroit District Corps of Engineers
- 477 Michigan Avenue
- Detroit MI, 48226
- 1-888-694-8318 ex. 1
- email: hhpm@usace.army.mil

## For More Information Visit:

- Detroit District Great Lakes Homepage
- International Joint Commission
- Great Lakes Information Network
- NOAA Tides and Currents

## Water Level Information Supplied By:

- NOAA, National Ocean Service
- SSMD4, STATION 7523
- U.S. Coast Guard - District 9
- Silver Spring, MD 20910-3233
### Sector Buffalo
The LNM column is where the entry originally appeared. The dates listed are tentative.

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<th>Location</th>
<th>LNM</th>
<th>Subject</th>
<th>Hours/Days</th>
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<tr>
<td>Buffalo, New York</td>
<td>33/20</td>
<td>Dredging Buffalo River</td>
<td>24 hrs 7 days</td>
<td>02 Sep-21 Oct</td>
<td>Ralph Farver</td>
<td>231-627-4333</td>
</tr>
<tr>
<td>Monroe, MI</td>
<td>34/20</td>
<td>Hydraulic Dredging</td>
<td>24 hrs 7 days</td>
<td>28 Aug-23 Oct</td>
<td>Timothy Lucas</td>
<td>616-994-2272</td>
</tr>
</tbody>
</table>

### Dredging

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

<table>
<thead>
<tr>
<th>Location</th>
<th>LNM</th>
<th>Subject</th>
<th>Hours/Days</th>
<th>From-To</th>
<th>POC</th>
<th>Tel #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Erie</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lorain</td>
<td>32/20</td>
<td>Black River Dredging</td>
<td>0600-1800</td>
<td>10 AUG 20 - 31 AUG 20</td>
<td>Corry Platt</td>
<td>919.656.5799</td>
</tr>
</tbody>
</table>

### Detroit River

### Lake St. Clair

<table>
<thead>
<tr>
<th>Location</th>
<th>LNM</th>
<th>Subject</th>
<th>Hours/Days</th>
<th>From-To</th>
<th>POC</th>
<th>Tel #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Huron</td>
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</tr>
<tr>
<td>Saginaw River</td>
<td>33/20</td>
<td>Dredging Saginaw River</td>
<td>24 hrs 7 days</td>
<td>26-Aug-15 Oct</td>
<td>Ralph Farver</td>
<td>231-627-4333</td>
</tr>
</tbody>
</table>
### 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.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LNM</th>
<th>SUBJECT</th>
<th>HOURS/DAYS</th>
<th>FROM-TO</th>
<th>POC</th>
<th>Tel #</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRAITS OF MACKINAC</strong></td>
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<tr>
<td><strong>LAKE SUPERIOR</strong></td>
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</tr>
<tr>
<td>Duluth-Superior Harbor</td>
<td>08/20</td>
<td>CONSTRUCTION</td>
<td>24 hrs 7 days</td>
<td>15 May 20 - 31 Aug 21</td>
<td>Nikki Borkovertz 920-743-6533</td>
<td></td>
</tr>
<tr>
<td>Duluth-Superior Harbor</td>
<td>26/20</td>
<td>Dredging</td>
<td>24 hrs 7 days</td>
<td>7 Jul - 31 Dec</td>
<td>Nikki Borkovertz 920-743-6533</td>
<td></td>
</tr>
</tbody>
</table>
| **SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT**  
**SECTOR LAKE MICHIGAN**  
The LNM column is where the entry originally appeared. The dates listed are tentative. |       |           |            |                       |                                  |                           |
| **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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Name of Event</th>
<th>Date</th>
<th>Time of Event</th>
<th>POC</th>
<th>Tel #</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>St. Lawrence River</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>LAKE ONTARIO</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rochester, NY</td>
<td>RYC 2020 Laser Great Lakes Championship</td>
<td>12 Sep - 13 Sep</td>
<td>0900-1400</td>
<td>Commodore Chris Dorsey</td>
<td>585-246-4536</td>
</tr>
<tr>
<td><strong>LAKE ERIE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Niagara River - Black Rock Canal</td>
<td>Hogan Fries Regatta</td>
<td>31-Oct-20</td>
<td>0900-1200</td>
<td>Miles Schwartz</td>
<td>690-780-5561</td>
</tr>
<tr>
<td>Niagara River - Black Rock Canal</td>
<td>Head of the Niagara</td>
<td>11-Oct-20</td>
<td>0900-1500</td>
<td>Miles Schwartz</td>
<td>690-780-5561</td>
</tr>
<tr>
<td>Cleveland/OH</td>
<td>East Basin Boat Parade</td>
<td>Saturday, 05 September, 2020</td>
<td>1300-1600</td>
<td>Gil Martello</td>
<td>(440) 479-3820</td>
</tr>
<tr>
<td>Fairport/OH</td>
<td>September Fairport Parade</td>
<td>Saturday, 05 September, 2020</td>
<td>1200-1600</td>
<td>Matt Schutt</td>
<td>(440) 725-5173</td>
</tr>
<tr>
<td>Cleveland/OH</td>
<td>The Crib Race</td>
<td>Saturday, August 29, 2020</td>
<td>0830-1300</td>
<td>Sam Patterson</td>
<td>(757) 506-1428</td>
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<tr>
<td>Vermilion/OH</td>
<td>Erie Shore Watercross Tour</td>
<td>Saturday, 19 September, 2020</td>
<td>1100-1900</td>
<td>Chris Haynes</td>
<td>(440) 521-0576</td>
</tr>
<tr>
<td>Sandusky, OH</td>
<td>Harbor Bay Yacht Club Summer Sailboat Racing</td>
<td>16JUN20-26SEP20</td>
<td>1200-1800</td>
<td>Larry Hurst</td>
<td>614-395-8035</td>
</tr>
<tr>
<td>SANDUSKY, OH</td>
<td>FLW Phoenix Bass Fishing League</td>
<td>29Aug20-30Aug20</td>
<td>0600-1500</td>
<td>DAVE MAXFIELD</td>
<td>270-252-5552</td>
</tr>
<tr>
<td>MARBLEHEAD, OH</td>
<td>Lakeside Association Fireworks</td>
<td>5-Sep-20</td>
<td>2100-2200</td>
<td>BRIAN HIRSCH</td>
<td>216-346-2042</td>
</tr>
<tr>
<td>SANDUSKY, OH</td>
<td>Robby's Voice Regatta</td>
<td>12-Sep-20</td>
<td>1200-1800</td>
<td>LARRY HURST</td>
<td>614-395-8035</td>
</tr>
<tr>
<td>PORT CLINTON, OH</td>
<td>Catawba Island Club Fireworks</td>
<td>12-Sep-20</td>
<td>2100-2130</td>
<td>MATTHEW STOUFFER</td>
<td>419-797-4428</td>
</tr>
<tr>
<td>SANDUSKY, OH</td>
<td>FLW PHOENIX BASS FISHING LEAGUE</td>
<td>29AUG-30AUG20</td>
<td>0600-1500</td>
<td>DAVE MAXFIELD</td>
<td>270-252-5552</td>
</tr>
<tr>
<td><strong>DETROIT RIVER</strong></td>
<td></td>
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<tr>
<td>Trenton</td>
<td>Wed night at the races #9</td>
<td>8/26/2020</td>
<td>1900-2200</td>
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<tr>
<td>Detroit</td>
<td>Bayview Yacht Club Thursday night series</td>
<td>8/27/2020</td>
<td>1900-2130</td>
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<tr>
<td>Trenton</td>
<td>Wed night at the races #14</td>
<td>8/30/2020</td>
<td>1900-2200</td>
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<tr>
<td>Detroit</td>
<td>Ford Fireworks</td>
<td>8/31/2020</td>
<td>1500-2359</td>
<td></td>
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<tr>
<td>Detroit</td>
<td>Full Moon Tour</td>
<td>9/1/2020</td>
<td>1930-2230</td>
<td></td>
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<tr>
<td>Detroit</td>
<td>Grosse Pointe Sail Club Tuseday Sundown and Fall Serie</td>
<td>9/1/2020</td>
<td>1900-2200</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LAKE ST. CLAIR/St. Clair River</strong></td>
<td></td>
<td></td>
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<tr>
<td>St. Clair Shores</td>
<td>LSSC Summer Sunset Series #4</td>
<td>8/26/2020</td>
<td>1830-2200</td>
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<tr>
<td>Harrison Twp</td>
<td>ABYRA Sailboat races #29</td>
<td>8/28/2020</td>
<td>1200-2300</td>
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<tr>
<td>Harrison Twp</td>
<td>ABYRA Sailboat races #30</td>
<td>8/29/2020</td>
<td>1200-2300</td>
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<tr>
<td>St. Clair Shores</td>
<td>Petticoat race</td>
<td>8/30/2020</td>
<td>1300-1630</td>
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<tr>
<td>Harrison Twp</td>
<td>ABYRA Sailboat races #31</td>
<td>9/1/2020</td>
<td>1200-2300</td>
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<td><strong>LAKE HURON</strong></td>
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<tr>
<td>Location</td>
<td>Event Description</td>
<td>Date</td>
<td>Time</td>
<td></td>
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<td>------------------</td>
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<tr>
<td>Port Huron</td>
<td>St. Clair River Race</td>
<td>8/29/2020</td>
<td>1000-1800</td>
<td></td>
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<tr>
<td>Essexville</td>
<td>Consumers Energy Boiler House Demolition</td>
<td>8/29/2020</td>
<td>0715-0830</td>
<td></td>
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<tr>
<td>Port Huron</td>
<td>PHYC Triangle Race #14</td>
<td>8/30/2020</td>
<td>1100-1800</td>
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</tbody>
</table>

**LAKE MICHIGAN & Green Bay**

<table>
<thead>
<tr>
<th>Location</th>
<th>Event Description</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monroe Harbor to Burnham Harbor</td>
<td>Columbia Yacht Club</td>
<td>15JUL-15SEP</td>
<td>1800-2100</td>
</tr>
</tbody>
</table>

Contact: MSTC Kyle Weitzell, 414-747-7175
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
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.

---

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

- Revise the authority citation for part 26 to read as follows:
  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
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 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...
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 the bridges would require a 12-hour advance notice for openings from November 1st to April 15th each year.

The City of Milwaukee proposed the following bridges remotely: North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Wells Street, 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:

<table>
<thead>
<tr>
<th>Bridge name</th>
<th>Daily average vehicle counts</th>
<th>Average vehicle counts 4:30 p.m. to 5:30 p.m.</th>
<th>Average vehicle counts 4 p.m. to 4:30 p.m.</th>
<th>Average vehicle counts 4:00 p.m. to 5:30 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadway</td>
<td>11,201</td>
<td>1,582</td>
<td>332</td>
<td>1,914</td>
</tr>
<tr>
<td>Water St</td>
<td>17,753</td>
<td>1,669</td>
<td>742</td>
<td>2,411</td>
</tr>
<tr>
<td>St Paul Ave</td>
<td>10,344</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>Clybourn St</td>
<td>11,262</td>
<td>955</td>
<td>848</td>
<td>1,803</td>
</tr>
<tr>
<td>Michigan St</td>
<td>10,484</td>
<td>1,202</td>
<td>304</td>
<td>1,506</td>
</tr>
<tr>
<td>Wiccon Ave</td>
<td>10,423</td>
<td>1,144</td>
<td>323</td>
<td>1,467</td>
</tr>
<tr>
<td>Wells St</td>
<td>12,114</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>Kilbourn Ave</td>
<td>15,590</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
</tbody>
</table>

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 Wells Street, 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:
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.

<table>
<thead>
<tr>
<th>Bridge name</th>
<th>Daily average vehicle counts</th>
<th>Average vehicle counts 4:30 p.m. to 5:30 p.m.</th>
<th>Average vehicle counts 4 p.m. to 4:30 p.m.</th>
<th>Average vehicle counts 4:00 p.m. to 5:30 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juneau Ave</td>
<td>7,265</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>Cherry St</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>Pleasant St</td>
<td>8,307</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>Knapp St</td>
<td>17,019</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>South First St</td>
<td>12,992</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>North Plankinton Ave</td>
<td>6,578</td>
<td>No Data</td>
<td>768 PEAK Daily</td>
<td>No Data</td>
</tr>
<tr>
<td>North 6th St</td>
<td>15,045</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>South 6th St</td>
<td>15,045</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>(Muskego) Emler Ln</td>
<td>4,618</td>
<td>No Data</td>
<td>No Data</td>
<td>No Data</td>
</tr>
<tr>
<td>1st Street</td>
<td>13,772</td>
<td>No Data</td>
<td>902</td>
<td>4,107.</td>
</tr>
</tbody>
</table>

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 0.7, 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; 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, 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.
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.


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

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 event. The regulations will be enforced from 9:00 p.m. through 10:00 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 period, 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.


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

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
I. Table of Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>DHS</td>
<td>Department of Homeland Security</td>
</tr>
<tr>
<td>FR</td>
<td>Federal Register</td>
</tr>
<tr>
<td>IGLD85</td>
<td>International Great Lakes Datum of 1985</td>
</tr>
<tr>
<td>LWD</td>
<td>Low Water Datum based on IGLD85</td>
</tr>
<tr>
<td>OMB</td>
<td>Office of Management and Budget</td>
</tr>
<tr>
<td>NPRM</td>
<td>Notice of Proposed Rulemaking</td>
</tr>
</tbody>
</table>

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 drawtender is satisfied that it is safe the bridge will be lowered for rail traffic. Once the rail traffic has cleared the bridge, the bridge will be raised and locked in the fully open to navigation position.

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 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...
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 encouraged 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 listed 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

§ 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 the 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 position.

(b) Elgin, Joliet, and Eastern Railroad Bridge, mile 1.89, over the Indiana...
ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[40 CFR Part 180; 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.
- 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: RDFHNotices@epa.gov; or Robert McNally, Biopesticides and Pollution Prevention Division (7511P), main telephone number: (703) 305–7090, email address: BPPDPRNotices@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 parts 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