

<http://www.regulations.gov>, type the docket number (USCG–2014–0952) in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

3. Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

4. Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for one using one of the three methods specified under **ADDRESSES**. Please explain why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

B. Basis and Purpose

The bridge owner, the Victoria County Navigation District, in conjunction with the UPRR requested permission to remotely operate the Victoria Barge Canal Railroad Bridge across the Victoria Barge Canal, mile 29.4 at Bloomington, Victoria County, Texas. Traffic on the waterway consists of primarily commercial traffic, vessels and tows providing services to the Port of Victoria. The vertical lift bridge has a vertical clearance of 22 feet above high water in the closed-to-navigation position and 50 feet above high water in the open-to-navigation position.

Presently, the bridge is required to open on signal for the passage of vessels in accordance with 33 CFR 117.5. However, due to the passing trains, when a request signal to open the bridge is received and before opening the bridge for vessel traffic, the tender is required by his company to contact the railroad dispatcher so that railroad traffic can be stopped, if necessary. The bridge will continue to open on signal for the passage of vessels, but the method of opening the bridge will be accomplished through remote operation by the railroad dispatcher.

The bridge operator, UPRR, determined that by remotely operating the bridge, vessel transit through the bridge will become more efficient. This new remote method of operation provides for the signal to open to be received directly by the railroad dispatcher and will allow the railroad dispatcher to then open the bridge from the remote location.

Vessel traffic on the waterway will be monitored by the railroad dispatcher through the use of Automatic Identification System (AIS). The Victoria County Navigation District recommends that all vessels wishing to transit on the Victoria Barge Canal up to the Port of Victoria have an operating AIS transponder onboard. This AIS tracking system allows the Port of Victoria and the railroad dispatcher to determine where vessels are located on the waterway in relationship to the bridge. Movements of vessels with AIS onboard within two miles of the bridge will trigger notification to the railroad dispatcher that a vessel is approaching the bridge and needs the bridge to be opened. Any vessel that has passed the two-mile signage may also choose to contact the railroad dispatcher via telephone. Upon receipt of this initial notification, the railroad dispatcher must contact the vessel via radiotelephone (marine radio) on VHF–FM channel 13 to coordinate the safe passage of the vessel through the bridge. The railroad dispatcher must provide information to include, but not limited to, the availability to continue the vessel transit as the bridge is open for navigation or that the vessel will have to wait as a train is in the block. If a vessel is required to wait, the railroad dispatcher must indicate to the vessel the amount of time the vessel will have to wait so that the train can be cleared from the block.

In preparation for this test deviation, the bridge owner has posted signage regarding the operation of the bridge at two miles, at one mile, and at one-half mile from the bridge in each direction. To facilitate the continued smooth operation of the bridge, mariners should exchange opening requests using the following method:

1. When a vessel with AIS equipment onboard approaches the two-mile post, the vessel may continue to transit the waterway but must tune their radiotelephone to VHF–FM channel 13 and receive passing instructions from the railroad dispatcher. The dispatcher must contact the vessel promptly to provide passing instruction to insure the continued safe transit of the vessel. Vessels without AIS equipment or vessels with AIS who would prefer to call via telephone, may call the railroad dispatcher at 800–262–4691 to arrange passing instructions.

2. When any vessel approaches the one-mile post, the railroad dispatcher should have either cleared the vessel through the bridge or given an indication that a train is in the block and the vessel will be cleared as soon as practicable. If the vessel has not yet spoken with the railroad dispatcher, the vessel should immediately call the railroad dispatcher via telephone at 800–262–4691.

3. When any vessel reaches the one-half mile post and has not communicated with the railroad dispatcher nor been cleared to proceed, the vessel should stop and contact either the railroad dispatcher at 800–262–4691 or the Port of Victoria emergency contact at 361–570–8855.

During the test deviation phase, the bridge will be operated from Spring, TX, but the bridge operator will be required to have a signal maintainer on call to respond to bridge operation issues should one occur.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedules 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.

Dated: December 4, 2014.

David M. Frank,

Bridge Administrator, Eighth Coast Guard District.

[FR Doc. 2014–30494 Filed 12–29–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2014–1026]

Drawbridge Operation Regulations; Mystic River, Mystic, CT

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Amtrak Railroad Bridge across the Mystic River, mile 2.4, at Mystic, Connecticut. This deviation is necessary to allow the bridge owner to perform mechanical and electrical repairs at the bridge. This deviation allows the bridge to remain closed for two 14 day closures and two 10 day closures.

DATES: This deviation is effective from January 24, 2015 through March 27, 2015.

ADDRESSES: The docket for this deviation, [USCG–2014–1026] is available at <http://www.regulations.gov>.

Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140, on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC, 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Ms. Judy Leung-Yee, Project Officer, First Coast Guard District, telephone (212) 514-4330, judy.k.leung-ye@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION: The Amtrak Railroad Bridge across the Mystic River, mile 2.4, at Mystic, Connecticut, has a vertical clearance in the closed position of 4 feet at mean high water and 8 feet at mean low water. The existing bridge operating regulations are found at 33 CFR 117.211(a).

The waterway is transited by commercial vessels and seasonal recreational vessels of various sizes.

The bridge owner, National Railroad Passenger Corporation (Amtrak), requested a temporary deviation from the normal operating schedule to facilitate mechanical and electrical repairs at the bridge.

Under this temporary deviation, in effect from January 24, 2015 through March 27, 2015, the Amtrak Railroad Bridge shall remain in the closed position from January 24, 2015 through February 6, 2015; from February 12, 2015 through February 25, 2015; from March 3, 2015 through March 12, 2015; and from March 18, 2015 through March 27, 2015.

The draw shall maintain its normal operating schedule at all other times.

There are no alternate routes for vessel traffic; however, vessels that can pass under the closed draws during this closure may do so at all times. The bridge may be opened in the event of an emergency.

The Coast Guard will inform the users of the waterways through our Local and Broadcast Notice to Mariners of the change in operating schedule for the bridges so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

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.

Dated: December 15, 2014.

C.J. Bisignano,
Supervisory Bridge Management Specialist,
First Coast Guard District.

[FR Doc. 2014-30454 Filed 12-29-14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2014-1045]

Drawbridge Operation Regulation; Intracoastal Waterway, Surf City, NC

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the NC Route 50-210 Highway Bridge, on the Atlantic Intracoastal Waterway, mile 260.7, in Surf City, NC. This drawbridge is presently regulated to open on signal for commercial vessels and pleasure vessels, except between 7 a.m. and 7 p.m. when the draw need only open on the hour for pleasure vessels. To facilitate necessary repairs, this deviation allows for the bridge to remain closed to navigation from 6 p.m. on February 22, 2015 to 6 p.m. February 24, 2015, except for two openings at 10 a.m. and 3 p.m. each day.

DATES: This deviation is effective from 6 p.m. on Sunday, February 22, 2015 to 6 p.m. Tuesday, February 24, 2015.

ADDRESSES: The docket for this deviation [USCG-2014-1045] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH". Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Terrance Knowles, Environmental Protection Specialist, Coast Guard; telephone (757)398-6587, email at

Terrance.A.Knowles@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, at 202-366-9826.

SUPPLEMENTARY INFORMATION: The North Carolina Department of Transportation (NCDOT), who owns and operates this swing-type highway drawbridge, has requested a temporary deviation from the current operating regulations to facilitate the repairs to the terminal cabinets and submarine cables. The NC Route 50-210 drawbridge located on the Atlantic Intracoastal Waterway, mile 260.7, in Surf City, NC has a vertical clearance of 12 feet above mean high water in the closed to navigation position.

Under the current operating schedule set out in 33 CFR 117.821(a)(2), this bridge is regulated to open on signal for commercial vessels and pleasure vessels, except between 7 a.m. and 7 p.m. when the draw need only open on the hour for the pleasure vessels.

Under this temporary deviation, it allows for the bridge to remain closed to navigation from 6 p.m. on February 22, 2015 to 6 p.m. February 24, 2015, except for two openings at 10 a.m. and 3 p.m. each day. Vessels able to pass underneath the bridge in the closed position may do so at anytime. Also, the bridge can be opened for emergencies and there is an alternate route using the ocean.

The Coast Guard will inform the users of the waterway through Local and Broadcast Notice to Mariners of the temporary deviation in operating schedule for the bridge so that vessels can arrange their transit plans accordingly. Waterway traffic consists of fishing boats, recreational boats, tugs, and barges.

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.

Dated: December 11, 2014.

James L. Rousseau,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2014-30459 Filed 12-29-14; 8:45 am]

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