

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the I-695 Bridge across Curtis Creek, mile 0.9, at Baltimore, MD. This deviation allows the drawbridge to remain closed to navigation on two 5-day closure periods to facilitate repairs to the main control system of the bridge.

DATES: This deviation is effective from 7 a.m. on August 8, 2005, to 5 p.m. on August 26, 2005.

ADDRESSES: Materials referred to in this document are available for inspection or copying at Commander (obr), Fifth Coast Guard District, Federal Building, 1st Floor, 431 Crawford Street, Portsmouth, VA 23704-5004 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (757) 398-6222. Commander (obr), Fifth Coast Guard District maintains the public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT: Bill Brazier, Bridge Management Specialist, Fifth Coast Guard District, at (757) 398-6422.

SUPPLEMENTARY INFORMATION: The I-695 Bridge has a vertical clearance in the closed-to-vessels position of 58 feet, at mean high water.

The Whiting Turner Contracting (WTC) Company, on behalf of the bridge owner, the Maryland Department of Transportation, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.557. WTC has requested the temporary deviation to close the I-695 double-leaf bascule bridge to navigation to replace all of the control mechanisms. The work involves replacing the bridge control systems (electrical & mechanical) on both spans of the drawbridge. Each lift span will be locked in the closed-to-navigation position for two 5-day closure periods from 7 a.m. on August 8, 2005, to 5 p.m. on August 12, 2005, and from 7 a.m. on August 22, 2005, to 5 p.m. on August 26, 2005. During these periods, the work requires completely immobilizing the operation of the lift spans in the closed-to-navigation position.

The Coast Guard has informed the known users of the waterway of the closure periods for the bridge so that these vessels can arrange their transits to minimize any impact caused by the temporary deviation.

The District Commander has granted temporary deviation from the operating requirements listed in 33 CFR 117.35 for

the purpose of repairing the drawbridge. The temporary deviation allows the I-695 Bridge across Curtis Creek, mile 0.9, at Baltimore, Maryland, to remain closed to navigation on two 5-day closure periods: From 7 a.m. on August 8, 2005, to 5 p.m. on August 12, 2005; and from 7 a.m. on August 22, 2005, through 5 p.m. on August 26, 2005.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: August 1, 2005.

Waverly W. Gregory, Jr.,
Chief, Bridge Administration Branch, Fifth Coast Guard District.

[FR Doc. 05-15618 Filed 8-5-05; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[CGD05-05-093]

RIN 1625-AA-09

Drawbridge Operation Regulations; Potomac River, Between Alexandria, VA and Oxon Hill, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the Woodrow Wilson Memorial (I-95) Bridge, mile 103.8, across the Potomac River between Alexandria, VA and Oxon Hill, MD. This deviation allows the drawbridge to remain closed to navigation from 8 p.m. on August 12, 2005, to 5 a.m. on August 15, 2005, to facilitate the beltway shift of vehicular traffic for the new Woodrow Wilson Bridge construction project.

DATES: This deviation is effective from 8 p.m. on August 12, 2005, to 5 a.m. on August 15, 2005.

ADDRESSES: Materials referred to in this document are available for inspection or copying at Commander (obr), Fifth Coast Guard District, Federal Building, 1st Floor, 431 Crawford Street, Portsmouth, VA 23704-5004 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (757) 398-6222. Commander (obr), Fifth Coast Guard District maintains the

public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT:

Waverly W. Gregory, Jr., Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The existing Woodrow Wilson Memorial (I-95) Bridge has a vertical clearance in the closed-to-vessel position of 50 feet at mean high water and 52 feet at mean low water.

Coordinators for the construction of the new Woodrow Wilson Bridge Project requested a temporary deviation from the current operating regulation for the existing Woodrow Wilson Memorial (I-95) Bridge set out in 33 CFR 117.255(a). The coordinators requested the temporary deviation to close the existing drawbridge to navigation to accommodate the shifting of vehicular traffic on the Outer Loop of the Capital Beltway/I-95 North. The Outer Loop of the Capital Beltway/I-95 North will be reduced from three lanes to only one lane between the Route 1 Interchange and the Wilson Bridge. Project traffic engineers anticipate traffic impacts to peak on Saturday afternoon, with 10 to 15 mile backups and delays of 60 to 90 minutes. Maintaining the existing drawbridge in the closed-to-navigation position from 8 p.m. on Friday, August 12, 2005, to 5 a.m. on Monday, August 15, 2005, will help reduce the impact on vehicular traffic during this phase of new bridge construction.

The Coast Guard has informed the known users of the waterway of the closure period for the bridge so that these vessels can arrange their transits to minimize any impact caused by the temporary deviation.

The District Commander has granted a temporary deviation from the operating requirements listed in 33 CFR 117.35 for the purpose of repair completion of the drawbridge. The temporary deviation allows the Woodrow Wilson Memorial (I-95) Bridge, mile 103.8, across the Potomac River between Alexandria, Virginia and Oxon Hill, Maryland, to remain closed to navigation from 8 p.m. on August 12, 2005, through 5 a.m. on August 15, 2005.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: August 1, 2005.

Waverly W. Gregory, Jr.,
Chief, Bridge Administration Branch, Fifth
Coast Guard District.

[FR Doc. 05-15619 Filed 8-5-05; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[CGD13-05-031]

RIN 1625-AA87

Security Zone; Protection of Military Cargo, Captain of the Port Zone Puget Sound, WA

AGENCY: Coast Guard, DHS.

ACTION: Final rule; correction.

SUMMARY: The Coast Guard Captain of the Port Puget Sound published in the *Federal Register* of December 10, 2004, a final rule concerning security zones for the protection of military cargo loading and unloading operations in the navigable waters of Puget Sound.

Wording in § 165.1321(c)(3) is being corrected to fix a typographical error in the latitude and longitude of the last point listed in the security zone. This document makes this correction.

DATES: This rule is effective August 8, 2005.

FOR FURTHER INFORMATION CONTACT: Lieutenant Junior Grade Jessica Hagen, c/o Captain of the Port Puget Sound, Coast Guard Sector Seattle, 1519 Alaskan Way South, Seattle, WA 98134 at (206) 217-6232.

SUPPLEMENTARY INFORMATION: The Coast Guard published a document in the *Federal Register* on December 10, 2004 (69 FR 71709), which amended 33 CFR 165.1321 by adding Budd Inlet, Olympia, WA as a permanent security zone. In this document, paragraph (c)(3) of the regulatory text contained a typographical error in the latitude and longitude of the last point listed in the security zone.

■ Accordingly, 33 CFR 165.1321 is corrected by making the following correcting amendments:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

§ 165.1321 [Amended]

■ 2. In § 165.1321, in paragraph (c)(3), remove the phrase “47°03’01”N, 122°54’21”W” and add, in its place, the phrase “47°03’04”N, 122°54’19.5”W”.

Dated: July 26, 2005.

Stephen P. Metruck,

Captain, U.S. Coast Guard, Captain of the
Port, Puget Sound.

[FR Doc. 05-15565 Filed 8-5-05; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[CGD13-05-033]

RIN 1625-AA00

Safety Zone Regulations, New Tacoma Narrows Bridge Construction Project

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone during the construction of temporary aerial scaffolding, catwalk, superstructure suspension system, main cable wires, cable bands, and suspender ropes being used for the Tacoma Narrows Bridge construction project. The Coast Guard is taking this action to safeguard the public from hazards associated with the transport and construction of the cable wires and cable bands being used to construct the catwalk for the new bridge. Entry into this zone is prohibited unless authorized by the Captain of the Port, Puget Sound or his designated representatives.

DATES: This rule is effective daily 5 a.m. to 9 p.m., Pacific daylight time, from August 3 to August 20, 2005.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket CGD13-05-033 and are available for inspection or copying at the Waterways Management Division, Coast Guard Sector Seattle, 1519 Alaskan Way South, Seattle, WA, 98134, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Junior Grade Jessica Hagen, Waterways Management Division, Coast Guard Sector Seattle, at (206) 217-6232.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) has not been published for this regulation and good cause exists for making it effective without publication of an NPRM in the *Federal Register*. Publishing a NPRM would be contrary to public interest since immediate action is necessary to ensure the safety of vessels and persons that transit in the vicinity of the Tacoma Narrows Bridge. If normal notice and comment procedures were followed, this rule would not become effective until after the date of the event.

Discussion of Rule

The Coast Guard is adopting a temporary safety zone regulation on the waters of Tacoma Narrows, Washington, for the Tacoma Narrows Bridge construction project. The Coast Guard has determined it is necessary to limit access to 250 yards on either side of a line from the approximate position of 47°16’15” N, 122°33’15” W, to 47°15’54” N, 122°32’49” W, to 47°15’49” N, 122°32’43” W, in order to safeguard people and property from hazards associated with this project. These safety hazards include, but are not limited to, hazards to navigation, collisions with the cables, and collisions with work vessels and barges. The Coast Guard, through this action, intends to promote the safety of personnel, vessels, and facilities in the area. Entry into these zones will be prohibited unless authorized by the Captain of the Port or his representative. These safety zones will be enforced by Coast Guard personnel. The Captain of the Port may be assisted by other federal, state, or local agencies.

Regulatory Evaluation

This temporary rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not significant under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this temporary rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DHS is unnecessary. This expectation is based on the fact that the regulated area established by this regulation would encompass a small area that should not impact commercial or recreational traffic. For the above reasons, the Coast