

have concluded this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction. This rule involves a special local regulation to establish vessel movement restrictions in designated race areas immediately prior to, during and immediately following permitted hydroplane race events. An environmental analysis checklist and a categorical exclusion determination are available in the docket where indicated under

ADDRESSES.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water).

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—REGATTAS AND MARINE PARADES

■ 1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233.

■ 2. Add § 100.1308 to read as follows:

§ 100.1308 Special Local Regulation; Hydroplane Races within the Captain of the Port Puget Sound Area of Responsibility.

(a) *Location.* The following areas are designated race areas for the purpose of reoccurring hydroplane races:

(1) *Dyes Inlet.* West of Port Orchard, WA to include all waters north to land from a line connecting the following points 47°37.36' N, 122°42.29' W and 47°37.74' N, 122°40.64' W (NAD 1983).

(2) *Lake Washington.* South of the Interstate 90 bridge and north of Andrew's Bay to include all waters east of the shoreline within the following points: 47°34.15' N, 122°16.40' W; 47°34.31' N, 122°15.96' W; 47°35.18' N, 122°16.31' W; 47°35.00' N, 122°16.71' W (NAD 1983).

(3) *Lake Sammamish.* South to land from a line connecting the following points 47°33.810' N, 122°04.810' W and 47°33.810' N, 122°03.674' W (NAD 1983).

(b) *Notice of enforcement or suspension of enforcement.* This special local regulation will be activated and thus subject to enforcement, under the following conditions: the Coast Guard must receive and approve a marine event permit for each hydroplane event in accordance with 33 CFR 100. The Captain of the Port will provide notice of the enforcement of this special local regulation by all appropriate means to ensure the widest dissemination among the affected segments of the public, as

practicable; such means of notification may include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners.

(c) *Regulations.* (1) When this special local regulation is enforced, non-participant vessels are prohibited from entering the designated race areas unless authorized by the designated on-scene Patrol Commander. Spectator craft may remain in designated spectator areas but must follow the directions of the designated on-scene Patrol Commander. The event sponsor may also function as the designated on-scene Patrol Commander. Spectator craft entering, exiting or moving within the spectator area must operate at speeds which will create a minimum wake.

(2) *Emergency signaling.* A succession of sharp, short signals by whistle or horn from vessels patrolling the areas under the discretion of the designated on-scene Patrol Commander shall serve as a signal to stop. Vessels signaled shall stop and shall comply with the orders of the patrol vessel. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

Dated: March 3, 2011.

A.T. Ewalt,

Captain, U.S. Coast Guard, Acting District Commander, Thirteenth Coast Guard District.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

Drawbridge Operation Regulations; Columbia River, OR

CFR Correction

In Title 33 of the Code of Federal Regulations, Parts 1 to 124, revised as of July 1, 2010, on page 624, in § 117.869, paragraph (d) is removed.

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DEPARTMENT OF AGRICULTURE

Forest Service

36 CFR Part 294

Idaho Roadless Rule

AGENCY: Forest Service, USDA.

ACTION: Final administrative correction.

SUMMARY: The Forest Service, U.S. Department of Agriculture (USDA), is

issuing administrative corrections affecting Big Creek Fringe, French Creek, Placer Creek, Secesh, and Smith Creek Idaho Roadless Areas on the Payette National Forest. These corrections remedy clerical errors relating to regulatory classifications involving two Forest Plan Special Areas (Big Creek and French Creek) and a mapping error. These corrections are made pursuant to 36 CFR 294.27(a).

DATES: This correction is effective March 29, 2011.

FOR FURTHER INFORMATION CONTACT:

Idaho Roadless Coordinator Joan Dickerson at 406-329-3314. Additional information concerning these administrative corrections, including the corrected maps, may be obtained on the Internet at <http://roadless.fs.fed.us>. Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8 a.m. and 8 p.m., Eastern Standard Time, Monday through Friday.

SUPPLEMENTARY INFORMATION: The Idaho Roadless Rule authorizes administrative corrections to the maps of lands identified in 36 CFR 294.22(c), including but not limited to, adjustment that remedy clerical errors, typographical errors, mapping errors, or improvements in mapping technology. The Chief may issue administrative corrections after a 30-day public notice and opportunity to comment.

The Agency presented the corrections to the State of Idaho's Roadless Rule Advisory Commission on September 28, 2010. The Commission recommended to the Governor of Idaho that the corrections be made and that the Agency contact the Valley County Commissioners. The Valley County Commissioners supported the corrections.

The Agency requested comment and/or met with the Shoshone-Paiute Tribes of Duck Valley, the Shoshone-Bannock Tribes of Fort Hall, and the Nez Perce Tribe. No comments or concerns from the Tribes were received.

Consideration of Comments

The Chief provided a 30-day public notice and opportunity to comment (75 FR 54542). A total of 13 comments were received from 9 individuals.

Two respondents were concerned about the original classification of lands in the Big Creek Fringe, Placer Creek, Secesh and French Creek Roadless Areas. In addition these respondents were concerned about the original mapping of these roadless areas and felt the boundaries of the roadless areas should be modified to exclude existing