

Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

#### E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have made a determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. This rule simply promulgates the operating regulations or procedures for drawbridges. This action is categorically excluded from further review, under figure 2–1, paragraph (32)(e), of the Instruction.

Under figure 2–1, paragraph (32)(e), of the Instruction, an environmental analysis checklist and a categorical exclusion determination are not required for this rule.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

#### List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

#### PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

**Authority:** 33 U.S.C. 499; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 0170.1.

■ 2. In § 117.631, revise paragraph (a) to read as follows:

#### § 117.631 Detroit River (Trenton Channel).

(a) The draw of the Grosse Ile Toll Bridge (Bridge Road), mile 8.8, at Grosse Ile, shall operate as follows:

(1) From March 16 through December 14—

(i) Between the hours of 7 a.m. and 11 p.m., seven days a week and holidays, the draw need open only from three minutes before to three minutes after the hour and half-hour for pleasure craft; for commercial vessels, during this period of time, the draw shall open on signal as soon as possible.

(ii) Between the hours of 11 p.m. and 7 a.m., the draw shall open on signal for pleasure craft and commercial vessels.

(2) From December 15 through March 15, no bridge tenders are required to be on duty at the bridge and the bridge shall open on signal if at least a twelve-hour advance notice is given.

\* \* \* \* \*

Dated: March 10, 2017.

**J.E. Ryan,**

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

[FR Doc. 2017–05998 Filed 3–24–17; 8:45 am]

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#### DEPARTMENT OF HOMELAND SECURITY

#### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2017–0071]

#### Change Schedule Deviation Dates on Atchafalaya River, Morgan City, LA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from drawbridge regulation; correction.

**SUMMARY:** The Coast Guard is correcting a regulation that appeared in the **Federal Register** of February 17, 2017. The document issued a temporary deviation from the operating schedule that governs the Morgan City Railroad Bridge across the Atchafalaya River (also known as Berwick Bay), mile 17.5 [Gulf Intracoastal Waterway (Morgan City-Port Allen Alternate Route), mile 0.3] in Morgan City, St. Mary Parish, Louisiana. The document had the incorrect dates in the **SUMMARY, DATES,** and **SUPPLEMENTARY INFORMATION** sections.

**DATES:** This corrected deviation is effective from 6 a.m. Thursday, April

20, 2017, through 9 p.m. on Friday, April 28, 2017.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice contact Donna Gagliano, Bridge Administration Branch, Coast Guard, telephone (504) 671–2128, email [Donna.Gagliano@uscg.mil](mailto:Donna.Gagliano@uscg.mil).

#### Correction

1. In the **Federal Register** of February 17, 2017 (82 FR 10960), in FR Doc. 2017–03186, on page 10960, in the second column, third and fourth paragraphs, correct the “Summary” and “Dates” sections by correcting the effective deviation dates to 6 a.m. Thursday, April 20, 2017, through 9 p.m. on Friday, April 28, 2017.

2. On the same page, in the third column, in the third paragraph, correct the **SUPPLEMENTARY INFORMATION** section to read:

“For the purposes of this deviation, the bridge will be allowed to remain in the closed-to-navigation position from 6 a.m. to 1 p.m. each day. From 1 p.m. until 2:30 p.m. the bridge will be opened for the passage of vessels. The bridge will again be closed-to-navigation from 2:30 p.m. to 9 p.m. This schedule will occur for two (2) separate two-day periods, on April 20 through 21, and on April 27 through April 28, 2017. At all other times the bridge will operate in accordance with 33 CFR 117.5.”

Dated: March 22, 2017.

**Katia Kroutil,**

*Chief, Office of Regulations & Administrative Law, U.S. Coast Guard.*

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**BILLING CODE 9110–04–P**

#### DEPARTMENT OF HOMELAND SECURITY

#### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2017–0225]

#### Drawbridge Operation Regulation; Curtis Creek, Baltimore, MD

**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 I695 Bridge, at mile 1.0, across Curtis Creek, Baltimore, MD. This deviation is necessary to remove, repair, and replace the inner loop locking bar and couplings. This deviation allows the bridge to remain in the closed-to-navigation position.