

schedule that governs three bridges at Astoria, OR; they include the US 101 highway bridge (Youngs Bay Bridge) across Youngs Bay, mile 0.7, the Oregon State highway bridge (Old Youngs Bay Bridge) across Youngs Bay, mile 2.4, foot of Fifth Street, and the Oregon State highway bridge (Lewis and Clark River Bridge) across the Lewis and Clark River, mile 1.0. The deviation allows the three subject bridges' owner to remove the bridge operator during the late evening and early morning hours. This deviation allows the bridge to open during weekends and nighttime hours after receiving a 2 hour advance notice.

DATES: This deviation is effective without actual notice from October 1, 2018 to 7 a.m. on March 19, 2019. For the purposes of enforcement, actual notice will be used from 7 a.m. on September 22, 2018, until October 1, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0770 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.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email d13-pf-d13bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: Oregon Department of Transportation (ODOT) owns the Youngs Bay Bridge across Youngs Bay, mile 0.7, Old Youngs Bay Bridge across Youngs Bay, mile 2.4, foot of Fifth Street, and the Lewis and Clark River Bridge across the Lewis and Clark River, mile 1.0. ODOT has requested this temporary deviation from the operating schedule while a rule change is being reviewed for approval. The three subject bridges are within one mile of each other, and currently open on signal for the passage of vessels with one half-hour notice by marine radio, telephone, or other suitable means. These three bridges are operated by the Lewis and Clark River bridge operator in accordance with 33 CFR 117.899.

This deviation will allow ODOT to operate without a bridge operator attending the three subject bridges until an opening request has been received. This deviation authorizes ODOT's bridge operator to open the subject bridges within two hours after receiving a request for an opening from 5 p.m. on Friday to 7 a.m. on Monday, including all Federal holidays, starting at 7 a.m. on September 22, 2018, through 7 a.m. on March 19, 2019. The Youngs Bay

Bridge provides a vertical clearance approximately 37 feet above mean high water when in the closed-to-navigation position. The Old Youngs Bay Bridge provides a vertical clearance approximately 19 feet above mean high water when in the closed-to-navigation position. The Lewis and Clark River Bridge provides a vertical clearance of 17 feet above mean high water when in the closed-to-navigation position. Vessels operating on Youngs Bay and the Lewis and Clark River range from small recreational vessels, sailboats, tribal fishing boats and small commercial fishing vessels.

Vessels able to pass through the subject bridges in the closed-to-navigation position may do so at any time. The bridges will not be able to open for emergencies from 5 p.m. on Friday to 7 a.m. on Monday unless a two hour notice is given, and there is no immediate alternate route for vessels to pass. The Coast Guard will inform the users of the waterway, through our Local and Broadcast Notices to Mariners, of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridges must return to their 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: September 21, 2018.

Steven M. Fischer,
Bridge Administrator, Thirteenth Coast Guard District.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2018–0428]

Drawbridge Operation Regulation; Snohomish River and Steamboat Slough, Everett and Marysville, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation; modification.

SUMMARY: The Coast Guard has modified a temporary deviation from the operating schedule that governs the SR 529 Highway Bridge, north bound, across Steamboat Slough, mile 1.2, near Marysville, WA. The deviation is

necessary to accommodate painting and preservation. This modified deviation changes the period the subject bridge is authorized to remain in the closed-to-navigation position.

DATES: This deviation is effective from 12:01 a.m. on October 1, 2018 to 11:59 p.m. on October 31, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0428 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.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email d13-pf-d13bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: On June 7, 2018, we published a temporary deviation entitled Drawbridge Operation Regulation; Snohomish River and Steamboat Slough, Everett and Marysville, WA, in the **Federal Register** (83 FR 26365). That temporary deviation allowed the SR 529 Highway Bridge, north bound, to not open to marine vessels from 12:01 a.m. on July 2, 2018 to 11:59 p.m. on September 30, 2018. While performing initial repairs, the bridge owner, Washington State Department of Transportation (WSDOT), discovered additional damage and corrosion. This modification is required so that WSDOT can perform repairs, painting, and preservation related to the newly discovered damage and corrosion. WSDOT has requested an extension to the current published temporary deviation to make required repairs.

The SR 529 Highway Bridge, north bound, across Steamboat Slough, mile 1.2, provides 10 feet of vertical clearance above mean high water elevation while in the closed-to-navigation position; and this bridge operates in accordance with 33 CFR 117.1059(f). The subject bridge is authorized to remain in the closed-to-navigation position, and need not open for maritime traffic from 12:01 a.m. on October 1, 2018 to 11:59 p.m. on October 31, 2018. The subject bridge's lift span vertical clearance is also authorized to be reduced from ten feet to seven feet except for a 50 foot wide section that shall not be reduced for maritime passage. The bridge shall operate in accordance to 33 CFR 117.1059(f) at all other times.

Waterway usage on this part of the Snohomish River and Steamboat Slough includes vessels ranging from

commercial tug and barge to small pleasure craft. Vessels able to pass under the subject bridge in the closed-to-navigation position may do so at any time. The subject bridge will not be able to open for vessels engaged in emergency response during the closure period. An alternate route for vessels to pass is available through Ebey Slough and Union Slough near the entrance of Steamboat Slough at high tide. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices 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 the 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: September 25, 2018.

Steven M. Fischer,

Bridge Administrator, Thirteenth Coast Guard District.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2018-0852]

Drawbridge Operation Regulation; Swinomish Channel, Whitmarsh, WA

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 Burlington Northern Santa Fe Railroad Company (BNSF) Railroad Swing Span Drawbridge 7.6 (Bridge 7.6) across Swinomish Channel, mile 8.4, near Whitmarsh, WA. This deviation is necessary to accommodate replacement of the bridge deck ties and installation of new rail joints. The deviation allows the bridge to remain in the closed-to-navigation position.

DATES: This deviation is effective without actual notice from October 1, 2018 through 3 p.m. on October 5, 2018. For the purposes of enforcement, actual notice will be used from 7 a.m. on September 23, 2018, until October 1, 2018.

ADDRESSES: The docket for this deviation, USCG-2018-0852 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.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206-220-7282, email d13-pf-d13bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: BNSF (bridge owner) has requested for Bridge 7.6 be allowed to close the span, and need not open to marine traffic to replace bridge deck ties and install new rail joints. BNSF's Bridge 7.6 crosses the Swinomish channel, mile 8.4, near Whitmarsh, WA. The subject bridge provides 8 feet of vertical clearance in the closed-to-navigation position, and 100 feet of horizontal clearance in the open-to-navigation position. Bridge 7.6 provides unlimited vertical clearance in the open-to-navigation position. Vertical and horizontal clearances are referenced to mean high-water elevation.

BNSF work requires the swing span to be in the closed-to-navigation position. The deviation period allows the subject bridge to be in the closed-to-navigation position from 7 a.m. on September 23, 2018 to 3 p.m. on October 5, 2018. During the closure times, the swing span may be opened if at least a two hour notice has been given to the bridge operator. The span will open for emergencies and tribal fishing vessels with a one hour notice to the bridge operator. The deviation period and span operation is described in the table below:

Start time/date	End time/date	Action
7 a.m. Sep 23, 18	11 p.m. Sep 23, 18	Span in the closed-to-navigation position.
9 a.m. Sep 24, 18	3 p.m. Sep 24, 18	Span in the closed-to-navigation position.
9 a.m. Sep 25, 18	3 p.m. Sep 25, 18	Span in the closed-to-navigation position.
9 a.m. Sep 26, 18	3 p.m. Sep 26, 18	Span in the closed-to-navigation position.
9 a.m. Sep 27, 18	3 p.m. Sep 27, 18	Span in the closed-to-navigation position.
9 a.m. Sep 28, 18	3 p.m. Sep 28, 18	Span in the closed-to-navigation position.
7 a.m. Sep 30, 18	11 p.m. Sep 30, 18	Span in the closed-to-navigation position.
9 a.m. Oct 01, 18	3 p.m. Oct 01, 18	Span in the closed-to-navigation position.
9 a.m. Oct 02, 18	3 p.m. Oct 02, 18	Span in the closed-to-navigation position.
9 a.m. Oct 03, 18	3 p.m. Oct 03, 18	Span in the closed-to-navigation position.
9 a.m. Oct 04, 18	3 p.m. Oct 04, 18	Span in the closed-to-navigation position.
9 a.m. Oct 05, 18	3 p.m. Oct 05, 18	Span in the closed-to-navigation position.

Bridge 7.6 normally operates in accordance with 33 CFR 117.5, and is normally maintained in the open-to-navigation position. The bridge shall operate in accordance to 33 CFR 117.5 at all other times. Waterway usage on the Swinomish Channel includes commercial tugs and barges, U.S. Coast Guard vessels, and large to small pleasure craft. BNSF coordinated with tribal leaders to open Bridge 7.6 during the closure period herein to tribal

fishing vessels with an hour notice. BNSF also coordinated with marinas on Swinomish Channel to open the subject bridge, with at least a two hour notice, during the closure period herein.

Vessels able to pass through the subject bridge in the closed-to-navigation position may do so at any time. An alternate route is via the southern Swinomish Channel using Skagit Bay. The Coast Guard will also inform the users of the waterways

through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge 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