

and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Mr. John McDonald, Project Officer, First Coast Guard District, telephone (617) 223-8364, john.w.mcdonald@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The P.J. McArdle Bridge, across the Chelsea River at mile 0.3, between Chelsea and East Boston, Massachusetts, has a vertical clearance in the closed position of 21 feet at mean high water and 30 feet at mean low water. The bridge opens on signal at all times as required by 33 CFR 117.593.

The Chelsea Green Space and Recreation Committee, requested a temporary deviation to facilitate a public event, the Chelsea River Revel and 5K Road Race.

The waterway is predominantly a commercial waterway with one upstream marina.

This deviation allows the bridge to remain closed from 8 a.m. to 5 p.m. on May 21, 2011. Vessels able to pass under the closed draw may do so at any time.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011-1805 Filed 1-26-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2011-0013]

Drawbridge Operation Regulation; Old Brazos River, Freeport, Brazoria County, TX

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Union

Pacific Railroad Swing Span Bridge across the Old Brazos River, mile 4.4, at Freeport, Brazoria County, Texas. This deviation allows the bridge to remain closed to navigation for six 13-hour periods between January 21 and January 30, 2011 and one 5-day period between February 10 and 16, 2011.

DATES: This deviation is effective from 7 a.m. on January 21, 2011 through 7 a.m. on February 10, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2011-0013 and are available online by going to <http://www.regulations.gov>, inserting USCG-2011-0013 in the "Keyword" box and then clicking "Search." They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 rule, call or e-mail Phil Johnson, Bridge Management Specialist, Eighth Coast Guard District, Bridge Administration Branch, telephone 504-671-2128, e-mail: Philip.R.Johnson@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The Union Pacific Railroad Company has requested a temporary deviation from the published regulation for the Union Pacific Railroad Bridge across the Old Brazos River in 33 CFR 117.975: The draw of the Union Pacific railroad bridge, mile 4.4 at Freeport, shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

The Union Pacific Railroad Company requests a deviation to allow the bridge to remain closed to marine traffic as follows: January 21, 22 and 23, 2011 from 7 a.m. to 8 p.m. January 28, 29 and 30, 2011 from 7 a.m. to 8 p.m. and from 5 p.m. on February 10, 2011 until 7 a.m. on February 16, 2011.

This deviation will allow the swing span of the bridge to remain in the closed-to-navigation position in order for the north end of the swing span to be cut off and for the span to be rebalanced. This work is necessary due to an ongoing bridge modification project, authorized by Coast Guard Bridge Permit Amendment P(7a-09-8) dated September 14, 2010. The project involves the eventual replacement of the swing span with a vertical lift span.

Foundations for the lift towers are currently being constructed on both sides of the navigation channel. The length of the swing span must be reduced on the north side so that the lift tower may be set onto the foundation. The process of cutting the steel truss members off of the swing span, while keeping the span balanced on the pivot pier, requires that the swing span be maintained in the closed-to-navigation position for the times specified above.

Vessel traffic at the bridge site consists of commercial fishing vessels, commercial dive boats and recreational boats. There are no alternate routes. During the closure times, the balancing process for the swing span will prevent it from being able to open for emergencies. Per 33 CFR 117.975: The normal operating schedule requires that the draw of the Union Pacific railroad bridge, mile 4.4 at Freeport, shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time periods. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

David M. Frank,

Bridge Administrator,

By direction of the Commander, Eighth Coast Guard District.

[FR Doc. 2011-1806 Filed 1-26-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2010-1132]

Drawbridge Operation Regulations; Hackensack River, Jersey City, NJ

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Upper Hack Bridge across the Hackensack River, mile 6.9, at Secaucus, New Jersey. The deviation is necessary for electrical rehabilitation. This deviation allows the bridge to remain in the closed position.

DATES: This deviation is effective from 4 a.m. on January 27, 2011 through 10 p.m. on January 28, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2010-1132 and are available online at <http://www.regulations.gov>, inserting USCG-2010-1132 in the "Keyword" and then clicking "Search". They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 rule, call or e-mail Mr. Joe Arca, Project Officer, First Coast Guard District, joe.m.arca@uscg.mil, telephone (212) 668-7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The Upper Hack Bridge, across the Hackensack River at mile 6.9 has a vertical clearance in the closed position of 8 feet at mean high water and 13 feet at mean low water. The existing drawbridge operation regulations are listed at 33 CFR 117.723(d).

The waterway has seasonal recreational vessels, and commercial vessels of various sizes.

The owner of the bridge, New Jersey Transit, requested a temporary deviation to facilitate necessary electrical system upgrades at the bridge.

Under this temporary deviation the Upper Hack Bridge, mile 6.9, across the Hackensack River may remain in the closed position from 4 a.m. on January 27, 2011 through 10 p.m. on January 28, 2011. Vessels that can pass under the bridge without a bridge opening may do so at all times.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011-1818 Filed 1-26-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2010-1121]

Drawbridge Operation Regulations; Passaic River, Jersey City, NJ

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Route 1 & 9 Bridge across the Passaic River, mile 1.8, at Jersey City, New Jersey. The deviation is necessary for bridge painting. This deviation allows the bridge owner to require a two-hour advance notice for bridge openings and several short duration bridge closures.

DATES: This deviation is effective from April 1, 2011 through July 31, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2010-1121 and are available online at <http://www.regulations.gov>, inserting USCG-2010-1121 in the "Keyword" and then clicking "Search." They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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SUPPLEMENTARY INFORMATION: The Route 1 & 9 Bridge has a vertical clearance of 40 feet at mean high water, and 45 feet at mean low water in the closed position. The existing drawbridge operating regulations are listed at 33 CFR 117.739(b).

The waterway is predominantly used by commercial operators.

The bridge owner, New Jersey Department of Transportation, requested a temporary deviation to facilitate bridge painting operations.

A two-hour advance notice is necessary in order to clear personnel and equipment from the bridge to safely provide bridge openings.

In addition, the painting operation work will necessitate several bridge closures of short duration to erect and relocate containment. The exact times for these closures are not known at this time because it is predicated upon the speed of the painting process. As a result, the Coast Guard will publish a notice in the Local Notice to Mariners two-weeks in advance of each closure as well as issue a safety information broadcast twenty-four hours prior to the commencement of each closure.

Under this temporary deviation a two-hour advance notice for bridge openings shall be required from April 1, 2011 through July 31, 2011, by calling the number posted at the bridge. Further, several bridge closures of short duration will be implemented. The exact bridge closure dates will be published in the Local Notice to Mariners two weeks in advance of each bridge closure and safety broadcasts will be issued twenty-four hours in advance. Vessels able to pass under the closed draw may do so at any time.

Waterway users were advised of the advance notice requirement and the requested bridge closures. No objections were received.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011-1808 Filed 1-26-11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[USCG-2010-1122]

Drawbridge Operation Regulations; Long Island, New York Inland Waterway From East Rockaway Inlet to Shinnecock Canal, Hempstead, NY

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Meadowbrook State Parkway Bridge across the Sloop Channel, mile 12.8, at Hempstead, New York. The deviation is necessary to