

Dated: August 26, 1997.

T.W. Josiah,

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

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-97-033]

Drawbridge Operations; Gulf Intracoastal Waterway, LA

AGENCY: Coast Guard, DOT.

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 SR 27 vertical lift span drawbridge across the Gulf Intracoastal Waterway, mile 243.8, west of Harvey Lock, at Ellender, Calcasieu Parish, Louisiana. This deviation allows the bridge to remain closed to navigation between the hours of 3 a.m. and 11 a.m. on September 6, 1997. This closure is necessary to facilitate movement of vehicular traffic for a continuous concrete pouring operation scheduled for that day.

DATES: The deviation is effective from 3 a.m. until 11 a.m. on September 6, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana 70130-3396, telephone number (504) 589-2965.

SUPPLEMENTARY INFORMATION: The SR 27 vertical lift span drawbridge across the Gulf Intracoastal Waterway, mile 243.8, west of Harvey Lock, at Ellender, Calcasieu Parish, Louisiana has a vertical clearance of 50 feet above mean high water in the closed to navigation position and 135 feet above mean high water in the open to navigation position. Navigation on the waterway consists of tugs with tows, including crane barges, commercial fishing vessels, sailing vessels and other recreational craft. The Louisiana Department of Transportation and Development has requested a temporary deviation from the normal operation of the bridge so that the contractor can conduct a continuous concrete pour operation at the U.S. Department of Energy Storage Site at Hackberry, Louisiana. This operation will require that approximately 35 cement trucks deliver pre-mixed concrete to the site on a perpetual

traveling schedule. Delays to vehicular traffic due to drawbridge openings at the SR 27 bridge would jeopardize this time sensitive procedure.

Presently, the draw is required to open on signal if at least four hours' notice is given. This deviation allows the draw to remain closed to navigation between the hours of 3 a.m. and 11 a.m. on September 6, 1997.

Dated: August 26, 1997.

T.W. Josiah,

*Rear Admiral, U.S. Coast Guard, Commander,
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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[MO 034-1034(a); FRL-5886-3]

Approval and Promulgation of Implementation Plans; State of Missouri

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: This action approves revisions in the Missouri state rules regarding conformity requirements in Kansas City and St. Louis. These changes are made to incorporate amendments in the Federal transportation conformity rule effective on November 14, 1995.

DATES: This action is effective November 4, 1997, unless, by October 6, 1997, adverse or critical comments are received.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the: Environmental Protection Agency, Air Planning and Development Branch, 726 Minnesota Avenue, Kansas City, Kansas 66101; and the EPA Air & Radiation Docket and Information Center, 401 M Street, SW., Washington, DC 20460.

FOR FURTHER INFORMATION CONTACT: Christopher D. Hess at (913) 551-7213.

SUPPLEMENTARY INFORMATION:

I. Background

On November 14, 1995, the EPA published a set of amendments to the Federal rule on transportation conformity contained in 40 CFR 51.390-464 (subpart T). The state of Missouri has adopted changes in 10 CSR 10-2.390 (for Kansas City) and 10 CSR 10-5.480 (for St. Louis) in order to parallel

and incorporate the Federal revisions. These revisions were submitted to the EPA in letters dated January 10, 1997, and February 2, 1997, for the areas of Kansas City and St. Louis, respectively.

These submissions were deemed complete in letters to the state dated February 25, 1997, and March 5, 1997. The state provided evidence of the lawful adoption of regulations, public notice, and public hearing requirements.

Both state rules were submitted to EPA for review on July 3, 1996. The EPA requested two minor revisions in a letter dated July 23, 1996, which the state made prior to adoption of both rules on July 25, 1996. The rules became effective on December 30, 1996.

II. Analysis

The state has essentially adopted the November 14, 1995, amendments to the transportation conformity rule in their entirety, while organizing the respective rules into the established state regulatory structure and numbering system. Some minor differences between the Federal and state rule exist, such as the state's inclusion of a definition for "consultation" and specifying the metropolitan planning organizations in the Kansas City and St. Louis area.

The respective rules for Kansas City (an ozone maintenance area) and St. Louis (an ozone and carbon monoxide (CO) nonattainment area) are nearly identical to one another and to the requirements of the Federal rule, except where the St. Louis rules include definitions and procedures for a CO nonattainment area, which is not required in the Kansas City rules. For an explanation of the specific changes in the state's rule to meet Federal requirements, the reader may request the "Technical Support Document (TSD) for a Revision to the Missouri State Implementation Plan (SIP)," dated July 25, 1997. The revisions are appropriate, required, and fully approvable by the EPA.

III. Final Action

The EPA is approving revisions submitted on January 10, 1997, and February 2, 1997, which meet the requirements of the transportation conformity amendments dated November 14, 1995. This meets the Federal requirements set forth in 40 CFR 51, subpart T.

The EPA is publishing this action without prior proposal because the Agency views this as a noncontroversial amendment and anticipates no adverse comments. However, in a separate document in this **Federal Register** publication, the EPA is proposing to