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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-98-001]

Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, NC

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Onslow Beach Swing Bridge across the Atlantic Intracoastal Waterway (AICW), mile 240.7, at Camp Lejeune, North Carolina. Beginning at 7 a.m. on February 2, through 7 a.m. on February 5, 1998, the bridge will be maintained in the closed position. This closure is necessary to facilitate extensive repairs and maintain the bridge's operational integrity.

DATES: This deviation is effective from 7 a.m. on February 2, 1998, until 7 a.m. on February 5, 1998.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The Onslow Beach Swing Bridge and adjoining property are part of the Marine Corps Base (USMC) at Camp Lejeune military reservation, located adjacent to Jacksonville, North Carolina. On December 11, 1997, a letter was forwarded to the Coast Guard by the USMC requesting a temporary deviation from the normal operation of the bridge. The current regulations in Title 33 Code of Federal Regulations, Section 117.5, require the Onslow Beach Swing Bridge to open on signal at all times.

The USMC has hired contractors to replace the submarine cable at the bridge that was unintentionally cut in May 1997, and to make various additional repairs to eliminate mechanical and operational problems the bridge has experienced since January 1997. The bridge repairs will immobilize operation of the swing bridge entirely, including the backup system which uses hydraulic components typically used when the electrical systems are non-operational. Additionally, tug boats, cranes, and barges positioned at the site may impede vessel traffic that could pass under the bridge.

In the winter months, the AICW is primarily used by commercial light-draft vessels and tows unable to navigate long stretches in the open ocean. Based on bridge logs from 1993 through 1997 for the month of February, the bridge averaged approximately five openings per day for vessels. The USMC will provide wide dissemination of notification to the public, and the Coast Guard has informed the known commercial users of the AICW of the bridge closure so that these vessels can arrange their transits to avoid being negatively impacted by the temporary deviation.

From 7 a.m. on February 2, until 7 a.m. on February 5, 1998, this deviation allows the Onslow Beach Swing Bridge across the AICW to remain closed.

Dated: January 16, 1998.

J. Carmichael,

*Captain, U.S. Coast Guard, Acting
Commander, Fifth Coast Guard District.*

[FR Doc. 98-2982 Filed 2-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-97-091]

Drawbridge Operation Regulations; Cambridge Harbor

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation of 33 CFR 117.549, the regulations governing the operation of the MD 342 (currently known as MD 795) drawbridge across Cambridge Harbor, mile 0.1, Cambridge, Maryland. Beginning February 16, 1998, through March 9, 1998, this deviation allows the bridge to remain in the closed position. This closure is necessary to allow the Maryland Department of Transportation (MDOT) to remove and fabricate new bearings for the lift equipment and to replace the decking.

DATES: This deviation is effective from February 16, 1998 through March 9, 1998.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: On March 18, 1996, MDOT sent a letter to the Coast Guard requesting a temporary deviation from the normal operation of

the bridge in order to accommodate maintenance work. The maintenance involves removing the existing bearings and fabricating new ones, and the installation of new decking. The bridge must remain in the closed position to perform the maintenance. On November 20, 1997, MDOT confirmed the work and time schedule for the proposed maintenance project.

Cambridge Harbor proceeds inland approximately 100 years beyond the bridge; however, closure of the drawbridge over Cambridge Harbor will not significantly disrupt vessel traffic, as confirmed by a meeting held on October 30, 1997 between MDOT and local mariners. Presently, the draw is required to open on signal from 6 a.m. to 8 p.m. From 8 p.m. to 6 a.m., the draw remains closed to navigation. From noon to 1 p.m., Monday through Friday, the draw need not open for the passage of vessels.

From February 16, 1998, to March 9, 1998, this deviation allows the closure of the Cambridge Harbor Bridge.

Dated: January 16, 1998.

J. Carmichael,

*Captain, U.S. Coast Guard, Acting
Commander, Fifth Coast Guard District.*

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[CA 172-0040a; FRL-5956-9]

Approval and Promulgation of Implementation Plans; California State Implementation Plan Revision, Kern County Air Pollution Control District; Monterey Bay Unified Air Pollution Control District; Ventura County Air Pollution Control District

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: EPA is taking direct final action on revisions to the California State Implementation Plan (SIP). The revisions concern rules from the Kern County Air Pollution Control District (KCAPCD), Monterey Bay Unified Air Pollution Control District (MBUAPCD), and Ventura County Air Pollution Control District (VCAPCD). This approval action will incorporate these rules into the federally approved SIP. The intended effect of approving these rules is to incorporate changes to the definition of VOC and exempt compound list in KCAPCD, MBUAPCD,