

Dated: August 2, 1999.

R. M. Larrabee,

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

[FR Doc. 99-20955 Filed 8-12-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-125]

**Drawbridge Operation Regulations:
Thames River, CT**

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut. This deviation from the regulations allows the bridge owner to require a two-hour advance notice for opening, Sunday through Thursday, 10 p.m. to 5 a.m., August 2, 1999, through September 30, 1999. This action is necessary to facilitate electrical modifications at the bridge.

DATES: This deviation is effective from August 2, 1999, through September 30, 1999.

FOR FURTHER INFORMATION CONTACT: Joe Schmied, Project Officer, First Coast Guard District, at (212) 668-7165.

SUPPLEMENTARY INFORMATION: The Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut, has a vertical clearance of 30 feet at mean high water, and 33 feet at mean low water in the closed position. The bridge owner, National Railroad Passenger Corporation (Amtrak), requested a temporary deviation from the operating regulations to facilitate electrical modifications at the bridge. This deviation to the operating regulations allows the bridge owner to require a two-hour advance notice for bridge openings for the Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut. This deviation will be in effect from Sunday through Thursday, 10 p.m. to 5 a.m., August 2, 1999, through September 30, 1999. Requests for bridge openings can be made by calling (860) 395-2355 or on marine radio channel 13 VHF/FM. Mariners requiring an emergency opening are advised to call Amtrak's Chief Dispatcher at (617) 345-7569. Vessels

that can pass under the bridge without an opening may do so at all times during the closed periods.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: July 23, 1999.

R. M. Larrabee,

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

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**ENVIRONMENTAL PROTECTION
AGENCY**

40 CFR Part 52

[MN44-02-7269a; FRL-6414-9]

**Approval and Promulgation of
Implementation Plans; Minnesota**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: We are approving a supplemental revision to the Minnesota State Implementation Plan (SIP) for the Saint Paul particulate matter (PM) nonattainment area, located in Ramsey County, Minnesota. The Minnesota Pollution Control Agency (MPCA) submitted the supplemental SIP for the purpose of maintaining the attainment of the PM National Ambient Air Quality Standards (NAAQS) and is in response to our July 22, 1997 conditional approval (62 FR 39120), of the State's February 9, 1996 SIP revision for Red Rock Road. We are also taking action to revoke the Administrative Order for the Lafarge Corporation that we had approved into the SIP in our July 22, 1997 conditional approval. We are providing the rationale for the approval and other information in this notice.

DATES: This action is effective on October 12, 1999 without further notice, unless EPA receives relevant adverse comments by September 13, 1999. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Written comments may be mailed to: Carlton Nash, Chief, Regulation Development Section, Air Programs Branch (AR-18J), United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Copies of the

documents relevant to this action are available for inspection during normal business hours at the above address. (Please telephone Christos Panos at (312) 353-8328, before visiting the Region 5 office.)

FOR FURTHER INFORMATION CONTACT: Christos Panos, Regulation Development Section, Air Programs Branch (AR-18J), Air and Radiation Division, United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 353-8328.

SUPPLEMENTARY INFORMATION:

We have organized this Supplementary Information section as follows:

- A. *What Action Is EPA Taking Today?*
- B. *Why Was this SIP Revision Needed?*
- C. *Why Can We Approve this Request?*
- D. *What Is the Background for this Rulemaking?*

A. What Action Is EPA Taking Today?

We are approving MPCA's July 22, 1998 request for a revision to the Minnesota PM SIP. Specifically, we are approving the following: (A) the Title I (non-expiring) conditions of Minnesota Air Emission Permit No. 12300353-001, issued to Lafarge Corporation—Red Rock Terminal on April 14, 1998; (B) a modeled attainment demonstration for the Red Rock Road PM nonattainment area in Ramsey County, Minnesota; and (C) a request that we withdraw from the SIP the February 2, 1996 Administrative Order for Lafarge's Red Rock Road facility.

B. Why Was This SIP Revision Needed?

In response to monitored exceedances of the 24-hour PM NAAQS between 1992 and 1995, on February 9, 1996 the State submitted a SIP revision with emission limits and/or control measures for certain facilities located in the Red Rock Road area in order to bring the area into modeled attainment. Two of these facilities were required to commit to control measures to reduce their PM emissions and the third facility was required to either quantify their PM emissions to show that they can meet the NAAQS, or commit to control measures to reduce their PM emissions. The MPCA put these requirements into Administrative Orders (dated February 2, 1996) for St. Paul Terminals, Inc., AMG Resources Corporation and Lafarge Corporation.

We agreed that the February 9, 1996 submittal would more than satisfy the nonattainment area requirements. However, the attainment demonstration submitted with the Red Rock Road SIP revision was not fully approvable because specific emission limits for