

3RD QUARTER 2008 LISTING—Continued

| Docket number | Location | Type | Effective date |
|---------------------------------|------------------------|--------------------------------------|----------------|
| COTP Ohio Valley—2007—027 | Tuscumbia, AL | Safety Zones (Parts 147 and 165) | 7/4/2007 |
| COTP Ohio Valley—2007—028 | Kingston, TN | Safety Zones (Parts 147 and 165) | 7/4/2007 |
| COTP Ohio Valley—2007—029 | Huntington, WV | Safety Zones (Parts 147 and 165) | 8/10/2007 |
| COTP Ohio Valley—2007—030 | Clarksville, TN | Safety Zones (Parts 147 and 165) | 8/4/2007 |
| COTP Ohio Valley—2007—031 | Point Pleasant, WV | Safety Zones (Parts 147 and 165) | 9/1/2007 |
| COTP Ohio Valley—2007—032 | Warsaw, KY | Safety Zones (Parts 147 and 165) | 8/18/2007 |
| COTP Ohio Valley—2007—033 | Louisville, KY | Safety Zones (Parts 147 and 165) | 8/24/2007 |
| COTP Ohio Valley—2007—034 | Aurora, IN | Safety Zones (Parts 147 and 165) | 8/18/2007 |
| COTP Ohio Valley—2007—035 | Cairo, IL | Safety Zones (Parts 147 and 165) | 8/6/2007 |
| COTP Ohio Valley—2007—036 | Cairo, IL | Safety Zones (Parts 147 and 165) | 7/27/2007 |
| COTP Ohio Valley—2007—037 | Grand Tower, IL | Safety Zones (Parts 147 and 165) | 8/9/2007 |
| COTP Ohio Valley—2007—038 | Cape Girardeau, MO | Safety Zones (Parts 147 and 165) | 8/9/2007 |
| COTP Ohio Valley—2007—039 | Nashville, TN | Safety Zones (Parts 147 and 165) | 8/25/2007 |
| COTP Ohio Valley—2007—040 | Huntsville, AL | Safety Zones (Parts 147 and 165) | 6/26/2007 |
| COTP Ohio Valley—2007—041 | Clarksville, TN | Safety Zones (Parts 147 and 165) | 8/29/2007 |
| COTP Ohio Valley—2007—043 | Charleston, WV | Safety Zones (Parts 147 and 165) | 10/6/2007 |
| COTP Ohio Valley—2007—044 | Chattanooga, TN | Safety Zones (Parts 147 and 165) | 10/12/2007 |
| COTP Ohio Valley—2007—056 | Ledbetter, KY | Safety Zones (Parts 147 and 165) | 1/20/2007 |
| COTP San Diego—2007—006 | Bullhead City, AZ | Special Local Regulations (Part 100) | 3/10/2007 |
| COTP San Diego—2007—014 | Oceanside Harbor, CA | Safety Zones (Parts 147 and 165) | 3/31/2007 |
| COTP San Diego—2007—017 | Lake Havasu, AZ | Safety Zones (Parts 147 and 165) | 4/14/2007 |
| COTP San Diego—2007—051 | San Diego, CA | Safety Zones (Parts 147 and 165) | 3/11/2007 |
| COTP San Diego—2007—051 | San Diego, CA | Safety Zones (Parts 147 and 165) | 3/19/2007 |
| COTP San Diego—2007—052 | San Diego, CA | Safety Zones (Parts 147 and 165) | 5/16/2007 |
| COTP San Diego—2007—351 | San Diego, CA | Safety Zones (Parts 147 and 165) | 12/31/2007 |
| COTP San Francisco Bay—2007—003 | Sacramento, CA | Safety Zones (Parts 147 and 165) | 3/28/2007 |
| COTP San Francisco Bay—2007—021 | Sausalito, CA | Safety Zones (Parts 147 and 165) | 7/4/2007 |
| COTP San Francisco Bay—2007—028 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 7/4/2007 |
| COTP San Francisco Bay—2007—032 | Humboldt Bay, CA | Safety Zones (Parts 147 and 165) | 7/3/2007 |
| COTP San Francisco Bay—2007—035 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 7/28/2007 |
| COTP San Francisco Bay—2007—039 | San Joaquin River, CA | Safety Zones (Parts 147 and 165) | 8/12/2007 |
| COTP San Francisco Bay—2007—040 | Pittsburg, CA | Special Local Regulations (Part 100) | 9/9/2007 |
| COTP San Francisco Bay—2007—044 | Pittsburg, CA | Safety Zones (Parts 147 and 165) | 9/8/2007 |
| COTP San Francisco Bay—2007—045 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 9/26/2007 |
| COTP San Francisco Bay—2007—046 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 9/29/2007 |
| COTP San Francisco Bay—2007—048 | Franks Tract, CA | Safety Zones (Parts 147 and 165) | 10/13/2007 |
| COTP San Francisco Bay—2007—052 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 9/7/2007 |
| COTP San Francisco Bay—2007—053 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 9/28/2007 |
| COTP San Francisco Bay—2008—001 | Monterey Bay, CA | Safety Zones (Parts 147 and 165) | 1/7/2008 |
| COTP San Francisco Bay—2008—002 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 1/17/2008 |
| COTP San Francisco Bay—2008—003 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 1/12/2008 |
| COTP San Francisco Bay—2008—004 | San Francisco Bay, CA | Safety Zones (Parts 147 and 165) | 1/27/2008 |
| COTP San Juan—2007—039 | San Juan, PR | Safety Zones (Parts 147 and 165) | 7/22/2007 |
| COTP San Juan—2007—068 | Charlotte Amalie, USVI | Safety Zones (Parts 147 and 165) | 3/23/2007 |
| COTP San Juan—2007—070 | San Juan, PR | Safety Zones (Parts 147 and 165) | 4/4/2007 |
| COTP San Juan—2007—079 | San Juan, PR | Safety Zones (Parts 147 and 165) | 4/28/2007 |
| COTP San Juan—2007—098 | San Juan, PR | Safety Zones (Parts 147 and 165) | 4/22/2007 |
| COTP San Juan—2007—108 | San Juan, PR | Safety Zones (Parts 147 and 165) | 5/6/2007 |
| COTP San Juan—2007—190 | San Juan, PR | Safety Zones (Parts 147 and 165) | 8/16/2007 |
| COTP San Juan—2007—193 | San Juan, PR | Security Zones (Part 165) | 8/23/2007 |
| COTP San Juan—2007—219 | San Juan, PR | Safety Zones (Parts 147 and 165) | 10/21/2007 |
| COTP San Juan—2007—250 | Guanica, PR | Safety Zones (Parts 147 and 165) | 9/6/2007 |

[FR Doc. E9-20508 Filed 8-25-09; 8:45 am]
 BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2009-0537]

Drawbridge Operation Regulation; Red River Waterway, Torras, LA

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 LA 15 Highway Drawbridge across the Red River Waterway, mile 1.0, near Torras, Louisiana. The deviation is necessary to allow time for conducting needed maintenance to the bridge. This deviation allows the bridge to remain in the closed-to-navigation position for a two week period.

DATES: This deviation is effective from 7 a.m. on October 19, 2009, to 5 p.m. on October 30, 2009.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2009-0537 and are available online by going to <http://www.regulations.gov>, selecting the Advanced Docket Search option on the right side of the screen, inserting USCG-2009-0537 in the Docket ID box, pressing Enter, and then clicking on the item in the Docket ID column. They are also available for inspections 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 Roger K. Wiebusch, Bridge Administrator, Coast Guard; (314) 269-2378, Roger.K.Wiebusch@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 Louisiana Department of Transportation and Development requested a temporary deviation for the LA 15 Highway Drawbridge, across the Red River Waterway, Mile 1.0, near Torras, Louisiana, to remain in the closed-to-navigation position for a two-week period to facilitate critical maintenance. The LA 15 Highway Drawbridge currently operates in accordance with 33 CFR 117.5, which states the general requirement that drawbridges shall open promptly and fully for the passage of vessels when a request to open is given in accordance with the subpart. In order to facilitate the needed bridge work, the drawbridge must be kept in the closed-to-navigation position. This deviation allows the bridge to remain in the closed-to-navigation position and is effective from 7 a.m., October 19, 2009, to 5 p.m., October 30, 2009.

Navigation on the waterway consists primarily of commercial tows and recreational watercraft. Access from the Lower Mississippi River to the Atchafalaya River, Red River Waterway, and the Ouachita-Black Waterway is reached by passing under the subject bridge. Navigation will not be significantly impacted due to the scheduled closure of the Lower Old River Lock, at the same river mile as the subject bridge, for approximately 30 days commencing on or about October 15, 2009. The scheduled lock closure

will preclude any requests for a bridge drawspan opening.

The LA 15 Highway Drawbridge navigation span has a vertical clearance of 74.0 feet above zero gauge at the bridge in the closed-to-navigation position. Performing maintenance on the bridge, when the number of vessels likely to be impacted is minimal, is preferred to bridge closure requirements during other times when the lock is operational. This temporary change to the drawbridge's operation has been coordinated with the commercial waterway operators and the Army Corps of Engineers.

To get to Baton Rouge, Louisiana by an alternate route from the Red River Waterway, users may transit down the Atchafalaya River and up the Port Allen Route, adding approximately two days to the transit. For vessels going further north or south of Baton Rouge, additional time would be spent on the transit.

This temporary deviation has been coordinated with waterway users. No objections were received.

Dated: August 7, 2009.

Roger K. Wiebusch,

Bridge Administrator, Eighth Coast Guard District (dwb).

[FR Doc. E9-20514 Filed 8-25-09; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2009-0767]

RIN 1625-AA11

Safety Zone and Regulated Navigation Area, Chicago Sanitary and Ship Canal, Romeoville, IL

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone and regulated navigation area on the Chicago Sanitary and Ship Canal near Romeoville, IL. This temporary final rule places navigational and operational restrictions on all vessels transiting the navigable waters located adjacent to and over the U.S. Army Corps of Engineers' (USACE) electrical dispersal fish barrier system.

DATES: This temporary final rule is effective from 8 a.m. on August 17, 2009, until 5 p.m. on August 25, 2009.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket USCG-2009-

0767 and are available online by going to <http://www.regulations.gov>, inserting USCG-2009-0767 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 temporary final rule, call CDR Tim Cummins, Deputy Prevention Division, Ninth Coast Guard District, telephone 216-902-6045. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

The Coast Guard is issuing this temporary final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because the U.S. Army Corps of Engineers (USACE) made the decision, without time for a proper notice period, to permanently increase the voltage of the fish barrier to two-volts per inch in response to data which indicates that Asian carp are closer to the Great Lakes waterway system than originally thought. The electric current in the water created by the electrical dispersal barriers coupled with the uncertainty of the effects of the increased voltage poses a safety risk to commercial vessels and recreational boaters who transit the area. Therefore, it would be against the public interest to delay the issuing of this rule.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register** because of the safety risk to commercial vessels and recreational boaters who transit the area. The following discussion and the Background and Purpose section below provide additional support of the Coast Guard's determination that good cause exists for not publishing a NPRM and