

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 117****[Docket No. USCG–2018–0385]****Drawbridge Operation Regulation; Okeechobee Waterway (St. Lucie Canal), Indiantown, FL****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Seaboard System (CSX) Railroad Bridge across the Okeechobee Waterway (St. Lucie Canal), mile 28.2, at Indiantown, FL. The deviation is necessary to accommodate the replacement of the main drive gears on the bridge. This deviation allows the bridge to remain closed to navigation during replacement operations.

DATES: This deviation is effective without actual notice from June 4, 2018 through 7 a.m. on June 12, 2018. For the purposes of enforcement, actual notice will be used from 7 a.m. on May 28, 2018, until June 4, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0385 is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH”. Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email LT Ruth Sadowitz, U.S. Coast Guard Sector Miami, Waterways Management Division, telephone 305–535–4307, email ruth.a.sadowitz@uscg.mil.

SUPPLEMENTARY INFORMATION: PCL Civil Constructors, Inc., on behalf of bridge owner, CSX Transportation, Inc, has requested a temporary deviation from the current operating regulation that governs the Seaboard System (CSX) Railroad Bridge across the Okeechobee Waterway (St. Lucie Canal), mile 28.2, at Indiantown, FL. The deviation is necessary to facilitate the replacement of the main drive gears and rack segments which will improve the reliability of the bridge. The bridge is a swing bridge and has a vertical clearance in the closed to navigation position of 7 feet at normal St. Lucie Canal stage of 14.5 feet.

The current operating schedule is set out in 33 CFR 117.317(e). Under this temporary deviation, the bridge will only open with a four (4) hour notice to

the bridge tender at (772) 597–3822 from 7 a.m. on May 28, 2018 through 7 p.m. on June 3, 2018, and will remain in the closed to navigation position from 7 a.m. on June 4, 2018 through 7 a.m. on June 12, 2018. The Okeechobee Waterway (St. Lucie Canal) is predominantly used by a variety of vessels including U.S. government vessels, small commercial vessels, recreational vessels and tugs and barge traffic. The Coast Guard has carefully considered the restrictions with waterway users in publishing this temporary deviation.

Vessels able to pass through the bridge in the closed position may do so at anytime. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

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

Dated: May 29, 2018.

Barry L. Dragon,

Director, Bridge Branch, Seventh Coast Guard District.

[FR Doc. 2018–11829 Filed 6–1–18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 165****[Docket Number USCG–2018–0391]****RIN 1625–AA00****Safety Zone, Chicago Harbor, Adler Planetarium, Chicago, IL****AGENCY:** Coast Guard, DHS.**ACTION:** Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the Chicago Harbor, Chicago, IL near the Adler Planetarium on June 26, 2018. This action is necessary and intended to ensure safety of life on the navigable waters of the United States immediately prior to, during, and after a fireworks display. Entry of vessels or persons into this zone is prohibited unless

specifically authorized by the Captain of the Port Lake Michigan.

DATES: This rule is effective on June 26, 2018, from 9:20 p.m. to 9:50 p.m.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG–2018–0391 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email LT John Ramos, Marine Safety Unit Chicago, U.S. Coast Guard; telephone (630) 986–2155, email D09-DG-MSUChicago-Waterways@uscg.mil.

SUPPLEMENTARY INFORMATION:**I. Table of Abbreviations**

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary 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 doing so would be impracticable and contrary to the public interest. The Coast Guard received the final details for this event with insufficient time to publish a NPRM. Delaying the effective date of this rule to wait for a comment period to run would be impracticable and contrary to the public interest because it would inhibit the Coast Guard’s ability to protect the public and vessels from the hazards associated with a fireworks display on June 26, 2018.

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**. Delaying the effective date of this rule would inhibit the Coast Guard’s ability to protect participants, mariners and vessels from the hazards associated with this event.