

Conventional large truck combinations often use KY 151 as a shortcut from I-64 Exit 48 to connect with four-lane divided U.S. 127 north of Lawrenceburg, KY. A recent series of large truck crashes have raised concerns on the appropriateness of its designation as an NN route. The predominant type of crash involves trucks veering off the roadway where the roadway and shoulders are too narrow for conventional combination large trucks. The route has experienced an increasingly high rate of single vehicle truck accidents. It has marginal lane widths (11 to 12 foot) and shoulder widths (1 to 2 foot) and includes sections with horizontal curvature that negatively impact sight distances and safe operation of combination truck and bus vehicle traffic. The current traffic volume on the nearby alternate route (U.S. 127) is approximately 18,000 average annual daily traffic (AADT). Based on traffic data available, FHWA expects that truck traffic on U.S. 127 will increase from 1,260 to 1,694 AADT per day, that is, approximately 434 trucks per day. The percentage of trucks on U.S. 127 would increase from about 7 to 9 percent trucks.

Vehicle collision data gathered from the Kentucky State Police show that KY 151 experienced single vehicle accidents involving large trucks and buses six times more often than U.S. 127 (the alternate route), during the same time period. Further analysis shows that half of the accidents on KY 151 are "Ran Off Roadway (One Vehicle With/Earth Embankment/Ditch)" collisions, while U.S. 127 did not experience a single accident of this type during the same reporting period (2010–2015). The U.S. 127 is a four-lane divided partially controlled access highway with 12-foot lanes, 10-foot paved outside shoulders, 4-foot paved inside shoulders, and a 40-foot median.

#### Purpose of the Notice

The purpose of this notice is to request comments on the deletion of KY 151 (from U.S. 127 north of Lawrenceburg to I-64 Exit 48) from the NN. To ensure that the NN remains substantially intact, FHWA retains the authority to rule upon all requested additions to, and deletions from, the NN. This authority includes emergency deletions based on safety considerations (23 CFR 658.11(e)). On April 26, 2016, FHWA approved the emergency deletion of KY 151 from I-64 to U.S. 127 (near Lawrenceburg, KY) from the NN based on safety considerations. This deletion is not final and FHWA seeks public comments to assist in assessing its impacts.

Comments are requested on the following matters and any others relating to the deletion of the route from the NN:

- Will the deletion of the route negatively impact the flow of interstate commerce?
- Are there safety issues with the route, particularly as it relates to operation of conventional combination large trucks that are generally tractors with one semitrailer up to 48 feet in length, or one 28-foot semitrailer and one 28-foot trailer, and up to 102 inches wide?
- What is the safety record of the route, including current or anticipated safety problems?
- Is the route experiencing above normal accident rates and/or accident severities?
- Is there information available that indicates that the accident problems on the route are aggravated by larger conventional trucks?
- What are the geometric, structural, or traffic operations features that might preclude safe and efficient operation of large conventional trucks (e.g., lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics, and vulnerability of roadside property)? (*Pictures or illustrations would be helpful.*)
- Are there operational restrictions that might be implemented in lieu of deletion of the route from the NN?
- Are there locations on the route that large trucks require access to such as terminals and facilities for food, fuel, repairs, and rest?
- Is U.S. 127 a reasonable alternate route?
- Are there safety concerns with the use of U.S. 127 as alternate route. (*Pictures or illustrations would be helpful.*)

**Authority:** 49 U.S.C. 31111–31114; Sections 411 and 412 of the Surface Transportation Assistance Act of 1982 (Pub. L. 97–424).

Issued on: June 1, 2016.

**Gregory G. Nadeau,**  
Administrator, Federal Highway Administration.

[FR Doc. 2016–14129 Filed 6–14–16; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Buy America Waiver Notification

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the re-use of historical U.S. 40 steel bridge truss members for construction of a bicycle and pedestrian bridge over Little Blue River in the City of Grandview in the State of Missouri.

**DATES:** The effective date of the waiver is June 16, 2016.

**FOR FURTHER INFORMATION CONTACT:** For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, 202–366–1562, or via email at [gerald.yakowenko@dot.gov](mailto:gerald.yakowenko@dot.gov). For legal questions, please contact Ms. Jennifer Mayo, FHWA Office of the Chief Counsel, 202–366–1523, or via email at [jennifer.mayo@dot.gov](mailto:jennifer.mayo@dot.gov). Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at <http://www.archives.gov> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

##### Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the re-use of historical U.S. 40 steel bridge truss members in construction of bicycle and pedestrian bridge over Little Blue River in Grandview, MO.

In accordance with Division K, section 122 of the Consolidated and Further Continuing Appropriations Act of 2015 (Pub. L. 113–235), FHWA

published a notice of intent to issue a waiver on its Web site (<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=120>) on March 22nd. The FHWA received no comments in response to the publication. The truss members were part of U.S. 40 Historic Bridge (Bridge #J0526) that was dismantled as a part of the I-70 project currently under construction. The steel trusses will be re-used in the construction of a pedestrian bridge over the Little Blue River in Grandview, MO as part of the Longview Lake Trail. Based on all the information available to the Agency, FHWA concludes that it is in the public interest to re-use the historical US 40 steel bridge truss members for construction of a bicycle and pedestrian bridge over Little Blue River in Grandview, MO.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244), FHWA is providing this notice that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to FHWA's Web site via the link provided to the waiver page noted above.

**Authority:** 23 U.S.C. 313; Pub. L. 110-161, 23 CFR 635.410.

Issued on: June 1, 2016.

**Gregory G. Nadeau,**  
Administrator, Federal Highway  
Administration.

[FR Doc. 2016-14142 Filed 6-14-16; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-1999-6156; FMCSA-2000-7918; FMCSA-2001-10578; FMCSA-2003-15268; FMCSA-2003-15892; FMCSA-2005-21711; FMCSA-2005-22194; FMCSA-2005-22727; FMCSA-2006-24783; FMCSA-2006-25246; FMCSA-2007-0017; FMCSA-2007-26653; FMCSA-2007-27897; FMCSA-2009-0154; FMCSA-2009-0303; FMCSA-2010-0082; FMCSA-2011-0142; FMCSA-2011-0189; FMCSA-2011-0275; FMCSA-2011-0298; FMCSA-2011-0299; FMCSA-2011-26690; FMCSA-2013-0027; FMCSA-2013-0029; FMCSA-2013-0030; FMCSA-2013-0165; FMCSA-2013-0166; FMCSA-2013-0167; FMCSA-2013-0168; FMCSA-2013-0169; FMCSA-2013-0170]

### Qualification of Drivers; Exemption Applications; Vision

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 120 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

**DATES:** Each group of renewed exemptions are effective from the dates stated in the discussions below.

**FOR FURTHER INFORMATION CONTACT:** Christine A. Hydock, Chief, Medical Programs Division, 202-366-4001, [fmcamedical@dot.gov](mailto:fmcamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### I. Electronic Access

You may submit comments using the following Federal Docket Management System (FDMS) Docket Nos. discussed in this notice using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- **Fax:** 1-202-493-2251.

**Instructions:** Each submission must include the Agency name and the docket numbers for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below for further information.

**Docket:** For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or

Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

**Privacy Act:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

## II. Background

On December 24, 2015, FMCSA published a notice of intent to renew the exemptions of drivers who have previously held exemptions, and requested comments from the public (80 FR 80443). The 120 individuals have held exemptions from the vision requirement in 49 CFR 391.41(b)(10) for drivers who operate CMVs in interstate commerce.

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the vision requirements in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption." The procedures for requesting an exemption (including renewals) are set out in 49 CFR part 381.

## III. Request for Comments

Interested parties or organizations possessing information that would otherwise show that any, or all, of these drivers are not currently achieving the statutory level of safety should immediately notify FMCSA. The Agency will evaluate any adverse evidence submitted and, if safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315, FMCSA will take immediate steps to revoke the exemption of a driver. FMCSA encourages you to participate by submitting comments and related materials.