

online instructions for submitting comments.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590.

- *Hand Delivery or Courier:* U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9:00 a.m. and 5:00 p.m. ET, except Federal holidays.

Instructions: You must include the agency name and docket number [FHWA-2024-0067] at the beginning of your comments. All comments received will be posted without change to www.regulations.gov, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Michael Latuszek, Office of Freight Management and Operations, FHWA Office of Operations, (573) 616-0415, michael.latuszek@dot.gov; William Winne, Office of the Chief Counsel, (202) 366-0791, william.winne@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; or Richard Backlund, FHWA Kansas Division, (785) 273-2626, Richard.backlund@dot.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document and all comments received may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.govinfo.gov.

Background

The KDOT closed a portion of I-70 in the eastbound direction on the Lewis and Clark Viaduct Bridge over the Kansas River for repairs on September 5, 2024. The FHWA is providing notice that KDOT is continuing the temporary closure until the damaged bridge can be repaired. The estimated time for completion of the repair is the end of calendar year 2024. The FHWA is requesting comments from the public on the alternate routes selected by KDOT and MoDOT due to the closure.

The FHWA is responsible for enforcing the Federal regulations applicable to the National Network (NN) of highways that can safely and efficiently accommodate the large

vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982, Public Law 97-424 as amended, designated in accordance with title 23 of the Code of Federal Regulations (CFR) Part 658 (Truck Size and Weight, Route Designations—Length, Width and Weight Limitations) and listed in Appendix A to Part 658. Under 23 CFR 658.11 (Additions, deletions, exceptions, and restrictions), FHWA may approve deletions of, or use restrictions on, the Interstate system or other NN routes based upon specified justification criteria in section 658.11(d)(2). The FHWA is authorized to delete any route from the NN on an emergency basis, based on safety considerations pursuant to § 658.11(e), which also requires publishing this Notice in the **Federal Register** for comment.

As part of a recent bridge inspection, KDOT inspectors identified concerns with gusset plates on the eastbound portion of this I-70 bridge. Gusset plates are used to connect truss members of a bridge. Gusset plates can be fastened to a permanent truss member by bolts, rivets, or welding, or a combination of the three. Based on the inspection findings, KDOT engineers determined that repairs were needed and closed the eastbound portion of the bridge on September 5, 2024, to vehicles and pedestrians until the repairs are completed.

The Lewis and Clark Viaduct is a series of bridges comprising an interchange with I-70, Minnesota Avenue, Washington Boulevard, and the Fairfax Trafficway in Kansas City, Kansas.

The recommended detours have evolved since the closure of the eastbound I-70 Lewis and Clark Viaduct Bridge and traffic on I-70 is being rerouted as follows:

All eastbound I-70 on-ramps in downtown Kansas City, Kansas, are closed including Minnesota Avenue/4th Street, Washington Boulevard, and the Fairfax Trafficway. Eastbound I-70 traffic is being rerouted to eastbound I-670. The signed detour begins on eastbound I-70 after the 18th Street Expressway (US-69) and before the I-70/I-670 split. Drivers continuing on eastbound I-70 after the I-670 split can access downtown Kansas City, Kansas, at 7th Street, Pacific Avenue, Central Avenue, 5th Street or James Street/3rd Street. Drivers exiting downtown Kansas City, Kansas can access eastbound I-70 via the 18th Street corridor and use the I-670 detour; directly access I-670 via the Central Avenue connection; or cross the Kansas

River at James Street to access Kansas City, Missouri.

The I-70 westbound offramp at Central Avenue is also closed. The decision to close this access point was based on discussions between KDOT and the Unified Government of Wyandotte County and Kansas City, Kansas.

Several area Kansas River crossings are currently closed including Central Avenue (local), Kansas Avenue/Avenida Cesar E. Chavez (local), K-5 (KDOT, southbound lanes closed) over the Union Pacific Railroad, and the Buck O'Neil Bridge (US-169, MoDOT).

The closure of eastbound I-70 reduces access to the Fairfax Industrial District, however, there are several detour routes that provide alternative ingress/egress options for the area, including the Fairfax Bridge (US-69), which allows freight traffic to access several interstate highway corridors. The Fairfax Trafficway provides access to westbound I-70 and eastbound I-670 via Central Avenue and Kansas City, Missouri, by way of James Street.

Detour messages are being provided on overhead dynamic message boards; portable message boards have also been strategically deployed throughout the area. The status of road closures and detours has been further disseminated via traveler information systems (*i.e.* KanDrive, KC Scout).

The KDOT and MoDOT are utilizing social media platforms such as Facebook (@NEKansaskDOT) and X (@KansasCityKDOT), along with periodic media releases to keep the public informed in real-time.

Authority: 23 U.S.C. 127 and 315; 49 U.S.C. 31111, 31112, and 31114; 23 CFR part 658.

Kristin R. White,

Acting Administrator, Federal Highway Administration.

[FR Doc. 2024-27482 Filed 11-22-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Safety Advisory 24-2 Street-Running Rail Vehicle Collisions

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of safety advisory.

SUMMARY: The Federal Transit Administration (FTA) has determined that street-running rail collisions are a risk to public transportation and is

issuing Safety Advisory 24–2 to recommend actions to mitigate this risk.

FOR FURTHER INFORMATION CONTACT: Ivey Glendon, Safety Assurance and Risk Management Division Chief, Office of Transit Safety and Oversight, FTA, telephone (202) 366–3236, or Ivey.Glendon@dot.gov.

SUPPLEMENTARY INFORMATION: FTA recommends that State Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) operating street-running-rail systems in their jurisdictions to conduct an analysis of street-running rail collisions and consider and implement mitigation strategies to reduce these collisions. FTA requests that any documents be uploaded within 180 days from the issuance of this Safety Advisory.

Safety Advisory 24–2 also identifies resources that provide guidance on identifying specific hazards that may cause or contribute to street-running rail vehicle collisions, completing a safety risk assessment, and developing mitigations to address the assessed safety risks for transit agencies.

FTA's Safety Advisory 24–2 "Street-Running Rail Vehicle Collisions" is available on the agency's public website: <https://www.transit.dot.gov/regulations-and-guidance/safety/fta-safety-advisories>.

Authority: 49 U.S.C. 5329; 49 CFR 1.91 and 670.29.

Veronica Vanterpool,
Deputy Administrator.

[FR Doc. 2024–27501 Filed 11–22–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD–2024–0149]

Updated Notice of Availability for the Port of Port Angeles Memorandum of Agreement Under Section 106 of the National Historic Preservation Act

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of availability and request for comment.

SUMMARY: The Maritime Administration (MARAD) is funding the Intermodal Handling and Transfer Facility Project (Project) which will improve the safety and efficiency of the movement and sorting of forest products through Port Angeles in Port Angeles, Washington. In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations, MARAD has determined that a Memorandum of

Agreement (Agreement) must be prepared in accordance with the requirements of the NHPA in conjunction with the Project and invites public comments on the Agreement.

DATES: All comments on the Agreement are due on or before *January 9, 2025*. MARAD will consider comments filed after this date to the extent practicable.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit all comments by only one of the following ways:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>, insert the docket number (MARAD–2024–0149) in the keyword box and click "Search." Select the "Docket" tab, locate the Notice, and click on "comment" to begin the comment submission process. Follow the online instructions.

- *Mail:* Dockets Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Washington, D.C. 20590-0001.

- *Hand Delivery:* W12-140 of the Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m. E.T., Monday through Friday, except Federal Holidays. The telephone number is 202–366–9329.

- *Instructions:* To properly identify your comments, please include the agency name and the docket number at the beginning of your comments. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT:

Wendy Coble, (202) 281–1046 or via email at marad.history@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individual during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question. You will receive a reply during normal business hours. You may send mail to the Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

SUPPLEMENTARY INFORMATION:

Background

The U.S. Department of Transportation (DOT) awarded funds to the Port of Port Angeles (Port) under the Fiscal Year 2022 Port Infrastructure Development Program for the Intermodal Handling and Transfer

Facility Project. The project is located in Port Angeles, Washington.

The project proposes to improve the safety and efficiency of the movement and sorting of forest products through Port Angeles, including the following project components:

- Site grading and resurfacing approximately 10 acres with asphalt pavement;
- Installing aboveground biofiltration treatment system with pretreatment tanks, biofiltration cell, polishing cell, and associated aboveground piping and appurtenances.

MARAD has defined the Project's area of potential effects (APE) as the footprint of the Project with a buffer around the adjacent archaeological site 45CA523 (Tse-whit-zen), inclusive of the potential physical, visual, and acoustic effects.

Identification of Historic Properties

The analysis conducted for this project included two archaeological investigations in coordination with the Lower Elwha Klallam Tribe (LEKT). The first investigation consisted of a pedestrian and subsurface survey performed in 2017. The second investigation was completed in 2020 under a State of Washington Archaeological Site Alteration and Excavation Permit issued by the DAHP and consisted of additional survey and subsurface testing. The archaeological materials collected during the 2020 investigation are currently held in trust for the LEKT at the Burke Museum in Seattle, Washington. As a result of these investigations, the boundary of Tse-whit-zen was expanded into a portion of the Log Yard, which was considered for this project and is considered an Area of Interest for LEKT under the Agreement.

The APE also contains three previously recorded historic archaeological resources including 45CA773 (railroad spur), 45CA796 (railroad spur), and 45CA797 (kiln stack/historic debris scatter), all of which are within the project footprint. All three sites were previously recommended not eligible for listing in the NRHP by the Port's archaeological contractor because they lack integrity and are not significant under any of the NRHP Criteria for Evaluation. The sites do not have any association with significant events or people, nor do they convey distinctive design or construction. Furthermore, the sites were found to lack the potential to yield information important to history by the Port's archaeological contractor. DAHP determined that these three historic archaeological sites did not require