

12. Advanced Hydraulic 3D Modeling

Rivers, streams, and coastal waterbodies exhibit complex hydraulic characteristics that affect bridge and culvert design and operation, scour formation, stream stability, and overall infrastructure resiliency. Advanced Hydraulic 3D Modeling tools simulate hydrologic, hydraulic, and scour conditions at any aspect of transportation systems. These tools significantly increase the detail and accuracy of hydraulic related project planning, permitting, design, and simulation activities. Designers can use the tools to more accurately apply the safest and most cost effective transportation design to accommodate the hydraulic conditions of the structure. Use of this technology can also reduce costs of materials and quantities during a project's construction and operation.

13. Nondestructive Evaluation (NDE) Applications for Condition Assessment of Bridges, Pavements, and Tunnels

The management of our Nation's highway infrastructure assets including bridges, pavements, and tunnels presents ongoing planning, operational, preservation, and economic challenges for Federal, State, tribal, and local transportation agencies. Data-driven condition information is an important part of managing and maintaining these assets in a state of good repair. Advancements in NDE applications over the last decade from hand-held tools to automated platforms can provide owners with more efficient, reliable, and cost-effective approaches to complement current inspection and evaluation practices.

Each NDE technology detects a specific type of defect. The defects identified range from those found at an early stage to the on-set of deterioration, providing infrastructure owners with information to develop cost-effective preservation and maintenance strategies. This can result in lower life-cycle structure costs, which are a savings for the owner and the user.

14. Surface Treatments for Extended Life

The condition of pavements and bridges across the country vary considerably, with many State DOTs struggling to maintain current service levels. A balanced approach that takes into consideration timing, desired level of service, and available funding is paramount to keeping our Nation's infrastructure in a "state of good repair." There are several surface

treatments for pavements and bridges that can be used to reach this goal.

Pavements

Whether a highway pavement is constructed using concrete or asphalt, the structure will deteriorate over time. Many factors affect the performance of these pavements including loads (traffic), climatic conditions, and material quality. There are surface treatments available that extend the overall service life of both pavement types. The use of the right pavement surface treatments at the right time can improve the condition level and extend the performance of the pavement structure. For example, by maintaining and improving smoothness and ride at an acceptable level of service, a pavement structure can save the tax payers money and time and enhance safety.

Bridges

The decks or slabs of bridges are vulnerable to the effects of mechanical wear from traffic, and environmental conditions such as rain, snow and ice. Consequently, decks and slabs require more maintenance and repair than any other component of the bridge. The most common bridge deck and slab material is concrete and its main cause of deterioration is corrosion of the reinforcing steel. Surface treatments such as deck washing, using crack sealers, fillers, waterproofing membranes and overlays can protect and enhance service life of bridge decks.

15. The Maintenance Innovation Toolbox (MIT)

The MIT includes the following three highway maintenance items that have been proven and tested in the hands of highway maintenance workers to save time and money, while enhancing safety and operations efficiencies:

Indefinite Delivery/Indefinite Quantity (ID/IQ) or Job Order Contracting—This is a unique indefinite quantity type of contract that enables facility owners to accomplish a large number of repairs and maintenance with a single, competitive bid contract. After the ID/IQ is established, this contracting method saves time in the procurement process when an immediate need is identified.

Strobe Lights for Increased Visibility of Snow Plow Operations—With the increased use of wing plows and tow plows, it is even more important to ensure that plowing operations are being seen by motorists. With the installation of different color strobe lights (e.g., green, amber, blue, etc.), trailing and passing vehicles can more

distinctly see the plowing operations that extend beyond the truck body, enhancing safety for both motorists and plow operators.

Automatic Vehicle Location (AVL) and Telematics for Maintenance Forces—The use of AVL on highway maintenance vehicles enables equipment managers to know where the highway equipment fleet is located for deployment where and when needed. By coupling AVL with Telematics to report engine and drivetrain diagnostics, an equipment fleet manager has the optimum combination of tools to efficiently and effectively manage the maintenance force.

Issued on: December 4, 2015.

Gregory G. Nadeau,
FHWA Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Notice of Limitation on Claims Against a Proposed Transportation Project

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

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and FTA.

SUMMARY: This notice announces final environmental actions taken by FHWA and FTA that are final within the meaning of Federal transportation law. The actions relate to a proposed transportation project, the Seattle Multimodal Terminal at Colman Dock Project, located in the City of Seattle, Washington. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, FHWA and FTA are advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of the Federal agency actions announced herein for the listed transportation project will be barred unless the claim is filed on or before May 9, 2016.

FOR FURTHER INFORMATION CONTACT: Lindsey Handel, Urban Area Engineer, FHWA at (360) 753-9550, lindsey.handel@dot.gov; Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, FTA at (312) 353-2577, nancyellen.zusman@dot.gov; or Terence Plaskon, Environmental Protection Specialist, Office of

Environmental Programs, FTA at (202) 366-0442, terence.plaskon@dot.gov. FHWA's Washington Division office is located at 711 South Capitol Way, Suite 501, Olympia, WA 98501. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. FHWA office hours are 8:00 a.m. to 4:00 p.m., p.t., and FTA office hours are from 9:00 a.m. to 5:30 p.m., e.t.. Marsha Tolon, Washington State Department of Transportation (WSDOT), at (206) 805-2866, tolonm@wsdot.wa.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA and FTA have taken final agency actions by issuing a Finding of No Significant Impact (FONSI) for the Seattle Multimodal Terminal at Colman Dock Project in Seattle, Washington.

Federal Lead Agencies: FHWA and FTA.

Project sponsor: WSDOT.

Project description: The proposed project will replace the aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to maintain ferry service in the future. The WSDOT operates the Seattle Ferry Terminal. Colman Dock is located on Pier 52, along the central waterfront of downtown Seattle, Washington. Key elements of the Seattle Ferry Terminal Project include: Replacing and re-configuring the timber trestle portion of the dock; replacing the main terminal building; reconfiguring the dock layout to provide safer and more efficient operations; replacing the vehicle transfer span and the overhead loading structures of Slip 3; maintaining a connection to the Marion Street pedestrian overpass; and replacing the King County-operated passenger-only ferry facility on the southern edge of Colman Dock.

Final agency actions: Determination that there is no use of Section 4(f) resources; Section 106 finding of no adverse effect; project-level air quality conformity; and FONSI, dated November 5, 2015. *Supporting documentation:* Environmental Assessment (EA) dated April 2, 2014.

The EA and FONSI can be viewed and downloaded from the project Web site at <http://www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal/> or viewed at the Seattle, King County, and Kitsap Public Libraries. This notice applies to all FHWA and FTA decisions on the listed project, as of the issuance date of this notice, and all laws under which such actions were taken, including but not limited to those arising under the following laws, as amended:

1. General: National Environmental Policy Act [42 U.S.C. 4321-4351];

Federal-Aid Highway Act [23 U.S.C. 109]; the Federal transit statutes [49 U.S.C. Chapter 53].

2. Air: Clean Air Act, as amended [42 U.S.C. 7401-7671(q)].

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531-1544]; Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(g)]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)]; Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archaeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archaeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Native American Grave Protection and Repatriation Act [25 U.S.C. 3001-3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act [7 U.S.C. 4201-4209]; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended [42 U.S.C. 61].

7. Wetlands and Water Resources: Clean Water Act, 33 U.S.C. 1251-1377 (Section 404, Section 401, Section 319); Coastal Zone Management Act [16 U.S.C. 1451-1465]; Land and Water Conservation Fund [16 U.S.C. 4601-4604]; Safe Drinking Water Act [42 U.S.C. 300(f)-300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401-406]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001-4128].

8. Hazardous Materials: Comprehensive Environmental Response, Compensation, and Liability Act [42 U.S.C. 9601-9675]; Superfund Amendments and Reauthorization Act of 1986 [PL 99-499]; Resource Conservation and Recovery Act [42 U.S.C. 6901-6992(k)].

9. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175

Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.) Nothing in this notice creates a cause of action under these Executive Orders.

This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**.

Authority: 23 U.S.C. 139

Issued on: December 1, 2015.

Daniel M. Mathis,

Division Administrator, FHWA, Olympia, Washington.

Lucy Garliauskas,

Associate Administrator, Planning and Environment, FTA, Washington, DC.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2015-0007-N-31]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the renewal Information Collection Requests (ICRs) abstracted below are being forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on September 23, 2015.

DATES: Comments must be submitted on or before January 11, 2016.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Safety, Safety Regulatory Analysis Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave.