

200,000 or more that have an AADTT of 8,500 trucks/day or more.⁴ Connected segments to the network established in Steps 1 and 2 if they were equal to or greater than one-tenth of the length of the nearest qualifying segment on the highway-only PFN. Removed segments not meeting this rule as they were more likely to represent discrete local truck movement unrelated to the national system.

(6) Analyzed the network to determine the relationship to population centers, origins and destinations, ports, river terminals, airports, and rail yards and added minor network connectivity adjustments.

(7) Analyzed the road systems in Alaska, Hawaii, and Puerto Rico using HPMS data. These routes would not otherwise qualify under a connected network model but play a critical role in the movement of products from the agriculture and energy sectors, as well as international import/export functions for their States and urban areas and added roads connecting key seaports to population centers.

(8) Analyzed the network to determine the relationship to energy exploration, development, installation, or production areas. Since the data points for the energy sector are scattered around the United States, often in rural areas, and because some of the related freight may move by barge or other maritime vessel, rail, or even pipeline, FHWA did not presume a truck freight correlation.

(9) Steps 1 through 8 resulted in a network of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.⁵ In order to obtain the 27,000 centerline miles, FHWA identified those segments with the highest AADTT. These road segments represented on the final highway-only PFN map comprise 26,966 miles of centerline roads.

Final Highway-Only Primary Freight Network Map

The FHWA has posted the details of the final initial highway-only PFN, including the 26,966-mile highway-only PFN map, State maps, and lists of designated routes and tables of mileage

by State at: <http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>.

This final highway-only PFN, which is unchanged from the draft released in November 2013, attempts to reflect the many criteria established in MAP-21 while also complying with the mileage cap. As a result, the highway-only PFN results in an unconnected network with major gaps in the system, including components of the global and domestic supply chains. Therefore, DOT is concurrently and simultaneously developing an MFN as part of the National Freight Strategic Plan that better represents the complex multimodal freight system in the U.S. and has proposed the GROW AMERICA legislation that is responsive to the many public comments outlined in this notice.

Authority: 23 U.S.C. 167; 49 CFR 1.85.

Issued on: October 15, 2015.

Gregory G. Nadeau,
FHWA Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the use of non-domestic fabrication of cable mesh for 8'-0" high oxidized stainless steel cable net safety fence on Interstate 5, MP 28.7 in San Diego, California.

DATES: The effective date of the waiver is October 26, 2015.

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. For legal questions, please contact Mr. Jomar Maldonado, FHWA Office of the Chief Counsel, (202) 366-1373, or via email at Jomar.Maldonado@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 use of non-domestic fabrication process to convert the stainless steel products into safety cable mesh. The stainless steel product for the cable mesh is produced domestically in the United States. However, there is no domestic manufacturer capable of fabricating the stainless steel products into safety cable mesh.

In accordance with Division K, section 122 of the "Consolidated and Further Continuing Appropriations Act, 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=113>) on September 9th. The FHWA received no comments in response to the publication. Based on all the information available to the agency, FHWA concludes that there are no domestic manufacturers capable of fabricating the safety cable mesh.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244, 122 Stat. 1572), FHWA is providing this notice as its finding 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: October 16, 2015.

Gregory G. Nadeau,
Administrator, Federal Highway Administration.

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⁴ Ibid.

⁵ Readers should note the 2011 HPMS database and the current FAF database differ in the delineation and exact geo-location of the NHS system. This may result in plus/minus 1-2% variation on the total mileage because the mileage is based on the geospatial network and actual mileage reported by States may vary due to vertical and horizontal curves that are not always accurate in GIS databases. The DOT will look to integrate the 2011 HPMS database with the FAF database to reduce variation in future iterations.