be maintained for a minimum of three years and provided to the Bureau upon request.

All reports must be sent to the ECA Grants Officer and ECA Program Officer listed in the final assistance award document.

VII. Agency Contacts

For questions about this announcement, contact: Amy Schulz (SchulzaJ@state.gov, 202–632–8052) or Amy Simmons (SimmonsA@state.gov, 202–632–6368), Office of Citizen Exchanges, ECA/PE/C/PY, SA–5, Floor 3, Department of State, Washington, DC 20037. All correspondence with the Bureau concerning this RFGP should reference the above title and number ECA/PE/C/PY–12–06.

Please read the complete announcement before sending inquiries or submitting proposals. Once the RFGP deadline has passed, Bureau staff may not discuss this competition with applicants until the proposal review process has been completed.

VIII. Other Information

Notice: The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements per section VI.3 above.

Dated: October 20, 2011.

J. Adam Ereli,
Principal Deputy Assistant Secretary, Bureau of Educational and Cultural Affairs, U.S. Department of State.

[FR Doc. 2011–27731 Filed 10–26–11; 8:45 am]
BILLING CODE 4710–05–P

DEPARTMENT OF STATE

[Public Notice: 7666]

Defense Trade Advisory Group; Notice of Open Meeting

Summary: The Defense Trade Advisory Group (DTAG) will meet in open session from 1 p.m. until 4 p.m. on Wednesday, November 9, 2011, in the East Auditorium, U.S. Department of State, Harry S. Truman Building, Washington, DC. Entry and registration will begin at 12 p.m. Please use the building entrance located at 21st Street, NW., Washington, DC, between C & D Streets. The membership of this advisory committee consists of private sector defense trade representatives, appointed by the Assistant Secretary of State for Political-Military Affairs, who advise the Department on policies, regulations, and technical issues affecting defense trade. The purpose of the meeting will be to discuss current defense trade issues and topics for further study. Agenda topics will be posted on the Directorate of Defense Trade Controls’ Web site, at http://www.pmddtc.state.gov, approximately 10 days prior to the meeting. Members of the public may attend this open session and will be permitted to participate in the discussion in accordance with the Chair’s instructions. Members of the public may, if they wish, submit a brief statement to the committee in writing. As access to the Department of State facilities is controlled, persons wishing to attend the meeting must notify the DTAG Alternate Designated Federal Officer (DFO) by close of business Friday, November 4, 2011. If notified after this date, the Department’s Bureau of Diplomatic Security may not be able to complete the necessary processing required to attend the plenary session. A person requesting reasonable accommodation should notify the Alternate DFO by the same date.

Each non-member observer or DTAG member that wishes to attend this plenary session should provide: His/her name; company or organizational affiliation; phone number; date of birth; and identifying data such as driver’s license number, U.S. Government ID, or U.S. Military ID, to the DTAG Alternate DFO, Patricia Slygh, via email at SlyghPC@state.gov. A RSVP list will be provided to Diplomatic Security. One of the following forms of valid photo identification will be required for admission to the Department of State building: U.S. driver’s license, passport, U.S. Government ID or other valid photo ID. Personal data is requested pursuant to Public Law 99–399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107–56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS–D) database. Please see the Privacy Impact Assessment for VACS–D at http://www.state.gov/documents/organization/100305.pdf for additional information.

For additional information, contact Patricia Slygh, PM/DDTC, SA–1, 12th Floor, Directorate of Defense Trade Controls, Bureau of Political-Military Affairs, U.S. Department of State, Washington, DC 20522–0112; telephone (202) 663–2830; FAX (202) 261–8199; or email SlyghPC@state.gov.

Dated: October 21, 2011.

Robert S. Kovac,
Designated Federal Officer, Defense Trade Advisory Group, Department of State.

[FR Doc. 2011–27804 Filed 10–26–11; 8:45 am]
BILLING CODE 4710–25–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2011–0104]

Emergency Temporary Closure of the I–64 Sherman-Minton Bridge Over the Ohio River Between Indiana and Kentucky

AGENCIES: Federal Highway Administration (FHWA), DOT.

ACTION: Announcement for the Indiana Department of Transportation to continue temporary closure of the I–64 Sherman-Minton Bridge over the Ohio River between Indiana and Kentucky for an indefinite period of time due to safety considerations.

SUMMARY: Pursuant to section 658.11 of title 23, Code of Federal Regulations, the Indiana Division of the Federal Highway Administration (FHWA) announces the continued closure of the I–64 Sherman-Minton Bridge over the Ohio River between Indiana and Kentucky which the Indiana Governor closed on September 9, 2011, for safety considerations. After consultation with the Indiana Department of Transportation (INDOT), the Kentucky Transportation Cabinet (KYTC), and the FHWA, it was recommended that the bridge be closed after the discovery of a crack in a critical load-carrying element of the bridge. The closure is for an indefinite period of time.

The INDOT is detouring eastbound I–64 traffic onto I–265 eastbound to I–65 southbound to cross the Ohio River and rejoin I–64 eastbound in Kentucky. The KYTC is detouring westbound I–64 traffic, bound for destinations beyond Louisville, onto northbound I–264 (or I–265) to southbound I–71 to northbound I–65 to cross the Ohio River and follow the Indiana detour.

Under title 23 of the Code of Federal Regulations, section 658.11 (Additions, deletions, exceptions, and restrictions), the FHWA can grant the closing of the Interstate system or other National Network route based upon specified
Electronic Access and Filing

You may submit or retrieve comments online through the Federal eRulemaking Portal at: http://www.regulations.gov. The Web site is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.


Background

The FHWA is responsible for enforcing the Federal regulations applicable to the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982, as amended, designated in accordance with 23 CFR part 658 and listed in Appendix A. In accordance with section 658.11, the FHWA may approve deletions or restrictions of the Interstate system or other National Network route based upon specified justification criteria in section 658.11(d)(2).

Additionally, the FHWA has the authority to initiate the deletion of any route from the National Network, on an emergency basis, for safety considerations.

The I–64 Sherman-Minton Bridge was undergoing a retrofit construction project when a crack was discovered in a critical load-carrying element of the bridge. After consultation with Indiana and Kentucky transportation officials and the FHWA, the Governor of Indiana closed the bridge immediately.

The closure of the I–64 Sherman-Minton Bridge has affected traffic throughout the Louisville and Southern Indiana region. The closed bridge carried an Average Daily Traffic (ADT) count of 80,000 vehicles. The I–65 Kennedy Bridge has an ADT of 130,000 vehicles. The additional traffic on I–65 due to the Sherman-Minton Bridge closure has increased delays in crossing over the Ohio River. The 2010 FHWA Freight Performance Measures Initiatives report ranked the I–65 at I–64/I–71 interchange as the nineteenth worst out of 250 national freight congestion locations.

The Indiana and Kentucky State transportation officials have implemented official detours via the Interstate network. Traffic on eastbound I–64 in Indiana is detoured via I–265 eastbound and I–65 southbound. The traffic on I–65 southbound continues south to cross the Ohio River on the I–65 Kennedy Bridge to access downtown Louisville or rejoin I–64. Motorists also have the option to use the US 31 Clark Memorial Bridge, locally known as the Second Street Bridge, to cross the Ohio River into downtown Louisville. Traffic on westbound I–64 in Kentucky is detoured, via I–264 (or I–265) northbound to I–71 westbound to I–65 northbound. The traffic on I–65 northbound crosses the Ohio River on the Kennedy Bridge and continues north to I–265 westbound to rejoin I–64.

To reduce Interstate ramp merging delays, some ramps in the area have been closed. The KYTC closed the ramp from I–64 westbound to I–65 southbound. The INDOT closed the ramp from I–265 westbound to I–65 southbound. Additionally, INDOT has increased the number of lanes on key ramps to lessen bottlenecks on the ramp systems. The I–64 eastbound to I–265 eastbound ramp, the I–265 westbound to I–64 westbound ramp, and the I–265 eastbound to I–65 southbound ramp were widened from one to two lanes. To improve the peak period traffic flow into downtown Louisville during the morning, one lane of the four lane US–31 Clark Memorial Bridge is being used as a reversible lane. This measure allows for three lane openings into Louisville during the peak period in the morning.

The INDOT and the KYTC have coordinated plans with local governments on both sides of the Ohio River. The INDOT and the KYTC met with local transportation officials and police agencies immediately after the closure to prepare for the anticipated overflow of traffic from the official detour route on the Interstates to the local network. Such coordination is continuing as changes are being made to improve travel in the area. Police agencies in the region are also assisting.

The INDOT is warning motorists of the closure and delays via electronic message boards in Indianapolis, Evansville, and throughout southern Indiana. The KYTC is warning motorists of the closure and delays in Lexington and throughout southern Kentucky. The Illinois Department of Transportation is using such boards to notify drivers of the closure near the junction of I–57 and I–64. Additionally, the INDOT has contacted regional Traffic Management Centers in Cincinnati and St. Louis regarding the I–64 closure. All Louisville area electronic message boards are being used to notify drivers of the closure, detours, and delay notices.

To assist in facilitating interstate commerce, the INDOT and the KYTC...
are coordinating with local trucking associations to minimize freight traffic disruptions. The Indiana Department of the Revenue and the INDOT have suspended all oversize permits routed on I-64 and are redirecting permitted loads to cross the Ohio River at the following locations: Evansville US 41 Bridge, Rockport US 231 Bridge, and Lawrenceburg I–275 Bridge.

The KYTC is currently directing oversize and overweight permitted loads to avoid all of the Louisville bridges and seek alternate routes. Interested parties may apply for such permits to cross the Ohio River at the following locations: Henderson US 41 Bridge, Paducah I–24 Bridge, Owensboro US 231 Bridge, and Northern KY I–275 Bridge.

Commercial motor vehicles of the dimensions and configurations described in 23 CFR 658.13 and 658.15 which serve the affected area may use the alternate routes listed above. Vehicles servicing the businesses bordering the impacted area will still be able to do so by also using the alternate routes noted above and local signage to circulate around the restricted area.

The United States Coast Guard has not placed any restrictions on the Ohio River traffic around the area of the Sherman-Minton Bridge at this time.

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<table>
<thead>
<tr>
<th>Application number</th>
<th>Docket No.</th>
<th>Applicant</th>
<th>Regulation(s) affected</th>
<th>Nature of special permits thereof</th>
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<tbody>
<tr>
<td>14558–N</td>
<td></td>
<td>Southern States LLC</td>
<td>49 CFR 49 CFR Parts 171–181; 49 CFR 173.201 (c); and 173.304.</td>
<td>To authorize the transportation in commerce of specially designed non-DOT specification cylinders containing compressed sulfur hexafluoride. (modes 1, 2, 3, 4.)</td>
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<tr>
<td>15461–N</td>
<td></td>
<td>Kidde Products High Bentham, Yo.</td>
<td>49 CFR 171.23</td>
<td>To authorize the transportation in commerce of non-DOT specification cylinders containing a Division 2.2 compressed gas. (modes 1, 2, 3.)</td>
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<td>15464–N</td>
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<td>Alliant Techsystems Oper- ations, LLC, Eden Prair- ie, MN.</td>
<td>49 CFR 173.56</td>
<td>To authorize the transportation in commerce of ammunition and components that have been combined with non-hazardous materials and are being transported as hazardous waste without a new EX classification. (mode 1.)</td>
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<td>15468–N</td>
<td></td>
<td>Prism Helicopters Inc. Wasilla, AK.</td>
<td>49 CFR 172.101 Column (9B)</td>
<td>To authorize the transportation in commerce of certain Class 1 explosive materials which are forbidden for transportation by air, to be transported by cargo aircraft within the State of Alaska when other means of transportation are impracticable or not available. (mode 4.)</td>
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<td>15469–N</td>
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<td>B.J. Alan Company Youngstown, OH.</td>
<td>49 CFR 173.62</td>
<td>To authorize the transportation in commerce of certain fireworks in large packagings. (mode 1.)</td>
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<td>15470–N</td>
<td></td>
<td>Wilson Construction Com- pany Canby, OR.</td>
<td>49 CFR 172.101 Column (9B), 172.204 (c)(3), 173.27 (b)(2), 175.30 (a)(1), and 172.200.</td>
<td>To authorize the transportation in commerce of certain hazardous materials by cargo aircraft including by external load in remote areas of the US without being subject to hazard communication requirements and quantity limitations where no other means of transportation is available. (mode 4.)</td>
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