

Transportation Department (NMSHTD), has decided to suspend preparation of an environmental impact statement (EIS) on three alternative alignments for connecting NM 50 to I-25 in the vicinity of the Glorieta Unit of the Pecos National Historical Park.

In the late fall of 1996 the FHWA and NMSHTD concluded from the information prepared in the EIS study, from public and agency input received over the course of the study and from the lack of available funding, that an alternative outside the existing roadway corridor would not be in the best interest of the traveling public. Likewise, the FHWA/NMSHTD concluded that any improvements along the existing roadway corridor within the Pecos National Historical Park, Pigeon's Ranch Subunit, do not appear to be compatible with National Park Service preservation and interpretation commitments. Therefore this notice of EIS study suspension has been published in the Federal Register. Work to date is documented in an Environmental Data Investigation Report. This report is available for review in the Santa Fe offices of NMSHTD and FHWA.

Issued on: February 4, 1996.

Reuben S. Thomas,

Division Administrator, Santa Fe, NM.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Worcester County, Maryland

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Worcester County, Maryland.

FOR FURTHER INFORMATION CONTACT: Ms. Renee Sigel, Planning, Research and Environment Team Leader, Federal Highway Administration, The Rotunda-Suite 220, 711 West 40th Street, Baltimore, Maryland 21211, Telephone: (410) 962-4342.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Maryland State Highway Administration and Worcester County, will prepare an environmental impact statement (EIS) on a proposal to improve US 113 in Worcester County.

The proposed improvement would address the project's purpose and need which is to improve safety and traffic flow along US 113 from Snow Hill to the Delaware State Line.

Improvements to this roadway are considered necessary because of the high number of fatal accidents in the study area. Additionally, an increase in travel demand is projected to lower the level of service of this roadway throughout the project area by the year 2020.

The alternatives under consideration include: (1) Taking no action, (2) construction improvements that are part of an integrated plan of phased safety and capacity improvements, as well as traffic management strategies, that would provide lower cost refinements to the existing transportation system without major alteration to the existing two lane highway, (3) dualization on existing alignment, (4) dualization on new alignment and (5) a combination of dualization on new alignment with dualizing US 113 in selected areas.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. A public hearing will be held in May of 1997. Public notice will be given of the time and place of this hearing.

The draft EIS will be available for public and agency review and comment prior to the public hearing. A formal scoping meeting for this project was held in May of 1995.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. [Comments or questions concerning this proposed action and EIS should be directed to the FHWA at the address provided above]. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal Programs and activities apply to this program).

Issued on: February 12, 1997.

Renee Sigel,

Planning, Research and Environment Team Leader.

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Federal Railroad Administration

[FRA Docket Number RST-95-3]

Amendment to Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request from the New York State Department of Transportation (NYDOT) for a waiver of compliance with certain requirements of 49 CFR Part 213, Track Safety Standards.

In its original request, NYDOT requested to operate the Rohr Turboliner trainsets at higher cant deficiencies on the Empire Corridor extending from New York City, New York, to Niagara Falls, New York, (see 60 Federal Register No. 230, November 30, 1995). Due to an FRA clerical error, the notice of NYDOT's request to add various types of equipment to its original petition did not clearly indicate that NYDOT seeks to add equipment owned by the Metro North Commuter Railroad as well as equipment owned by the National Railroad Passenger Corporation.

The second paragraph of the notice, Addendum to Petition for Waiver of Compliance (see 61 Federal Register No. 234, December 4, 1996), should read as follows: NYDOT now requests to add the National Railroad Passenger Corporation's (Amtrak) equipment and the following Metro North Commuter Railroad (Metro-North) equipment types: FL-9, FL-9 AC, Genesis I and II locomotives, Bombardier Shoreliner coaches, M-1 and M-3 electric-propelled coaches. NYDOT also proposes to limit its request to underbalance levels up to six inches and limit the territory of its request to that portion of the Empire Corridor extending between Penn Station, New York, and Poughkeepsie, New York, over track segments owned by Amtrak and Metro North.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning this proceeding should identify the appropriate docket number (e.g., Waiver