

impact statement on the proposed Lone Star to Rimini Connector from S.C. Route 267 near Lone Star in Calhoun County across Lake Marion to S-52 near Rimini and Pinewood in Clarendon and Sumter Counties, South Carolina. The proposed route would be approximately 9.3 miles in length and would consist of one travel lane for each direction of traffic with shoulder widths of eight feet. Alternatives under consideration include: (1) Taking no action (no-build); (2) locating the proposed roadway immediately adjacent to the northwest side of the existing CSX railroad trestle; and, (3) locating the proposed roadway immediately adjacent to the southeast side of the existing CSX railroad trestle.

The FHWA and SCDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments have been sent by the SCDOT to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Formal public scoping meetings are planned for early 2001. Early coordination with State and Federal permit and resource agencies will be completed in the development of the draft EIS. The U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service are being requested to be cooperating agencies due to the likely involvement of the proposal with wetlands and wildlife habitat in the Lake Marion flood plain area. At least one location public hearing will be held for which public notice will be given of the time and place of the hearings. The draft EIS will be available for public and agency review and comment prior to the public hearing.

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 the EIS should be directed to the FHWA at the address provided above.

(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)

Issued on: November 20, 2000.

Robert L. Lee,

Division Administrator, Columbia, South Carolina.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

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 for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

The Burlington Northern and Santa Fe Railway Company

[Docket Number FRA-2000-7782]

The Burlington Northern and Santa Fe Railway Company (BNSF) seeks a permanent waiver of compliance with a provision of the *Locomotive Safety Standards*, 49 CFR 229.21(a), as it pertains to the record keeping requirement for locomotive daily inspection reports. If the petitioner's request is granted, BNSF would file the required report electronically in a secure centralized database that would be set up to track and store the records for the required ninety-two days. The railroad states that each employee performing the inspections has been provided a unique electronic identification which will be utilized in place of the signature. All requirements, date, time location, person conducting inspection, and any non-complying conditions will be reported electronically. BNSF utilizes an onboard record of daily inspection and will continue to do so if their request is granted.

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, that party should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the

appropriate docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on November 27, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-30539 Filed 11-29-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Docket No. FRA-2000-8174

Applicants: Conrail, Mr. R.E. Inman, Assistant Chief Engineer—C. & S., 1000 Howard Boulevard, Room 470, Mount Laurel, New Jersey 08054-2355.

Norfolk Southern Corporation, Mr. E. L. Sweeney, Chief Engineer C&S Engineering 99 Spring Street, S.W., Atlanta, Georgia 30303.

Conrail and Norfolk Southern Corporation (NS), jointly seek approval of the proposed discontinuance and removal of signals X14 and X15 from Conrail's Junction Yard Secondary Track, removal of the mechanical gates with attached stop signs and circuit controllers from NS's Salt Industrial Track, and the installation of stop signs at all four quadrants of the rail crossing at grade, at milepost 1.5, in Detroit, Michigan.

The reason given for the proposed changes is that both Conrail and NS maximum authorized timetable speeds