

environmental impact statement (EIS) will be prepared for the proposed improvements of the Madison West Beltline (USH 12/14) between USH 14 in Middleton & Todd Drive in Madison; and Verona Road (USH 18/151) between CTH PD & USH 12/14 in Madison; Dane County, Wisconsin

FOR FURTHER INFORMATION CONTACT: Mr. Johnny M. Gerbitz, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin 53719-2814; telephone: (608) 829-7511. You may also contact Ms. Carol Cutshall, Director, Bureau of Environment, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin 53707-7965; telephone: (608) 266-9626.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Offices' Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of **Federal Register** home page at: <http://www.nara.gov/fedreg> and the Government Printing Offices' database at: <http://www.access.gpo.gov/nara>.

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to improve the West Madison Beltline—USH 12/14 between USH 14 and Todd Drive, a distance of 8.28 miles; and Verona Road—USH 18/151 between CTH PD and USH 12/14, a distance of 1.81 miles.

The anticipated format for the EIS will be Screening Worksheets rather than the typical narrative form. The Wisconsin Department of Transportation has developed a series of Environmental Screening Worksheets which are divided into Basic Sheets and Factor Sheets. The Screening Worksheets provide a flexible means of addressing the requirements for an Environmental Document.

The improvements to these two highways are considered necessary to provide capacity for existing and projected traffic demand, to reduce high crash rates, and provide better connectivity between land areas adjacent to the highways.

Planning, environmental, and engineering studies are underway to develop transportation alternatives. The EIS will assess the need, location, and

environmental impacts of alternatives within the study area. These alternatives include:

(1) *No Build*—this alternative assumes the continued use of existing facilities with the maintenance necessary to ensure their use;

(2) *Upgrade the Existing Facilities*—this alternative would improve traffic handling capabilities and safety by reconstructing the roadway and interchanges. This may include the reconfiguration of one or more interchanges;

(3) *Beltline Crossovers*—this alternative would complement the other two alternatives to provide additional Beltline crossings for vehicles, bicycles, and pedestrians. All alternatives will examine improvements to bicycle and pedestrian facilities.

Information 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 interest in this proposal. A series of public meetings will be held in the project corridor throughout the data gathering and development of alternatives. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the hearing. As part of the scoping process, coordination activities have begun. Scoping meetings will continue to be held on an individual or group meeting basis. Agency coordination will be accomplished during these meetings.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA or the Wisconsin Department of Transportation at the addresses provided in the caption **FOR FURTHER INFORMATION CONTACT**. (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).

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: August 14, 2001.

Johnny M. Gerbitz,

Field Operations Engineer, Federal Highway Administration, Madison, Wisconsin.

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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.

Great Miami & Scioto Railway Company

[Docket Number FRA-2000-7349]

The Great Miami & Scioto Railway Company owns and operates a caboose, number GMRY 783, which was built in 1954. This caboose is not used in regular service, but only on a limited basis to transport railroad officials and private persons for typical railroad business purposes. The caboose will primarily be stored on a live rail siding for display. The car operates on the Great Miami & Scioto Railway in Ross, Jackson, and Vinton Counties in Southeast Ohio, a rural/suburban area. The current window glazing in this caboose has become frosted and requires replacement. The GMRY requests relief from the requirements of Title 49 Code of Federal Regulations (CFR) § 223.13 Requirements for existing cabooses due to the infrequent use of the caboose, the planned usage for private party transportation, and the cost of installing compliant glazing. The GMRY proposes to install an automotive type safety glazing as an alternative to the FRA Types I & II.

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 these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-7349) and must be submitted to: Docket Clerk, DOT Central Docket Management Facility, Room P1-401, 400 Seventh Street, SW, Washington, DC 20590-0001. Communications received within

45 days of the date will be considered as far as practical. 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 facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC on August 15, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers 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) has received a request for 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.

Sound Transit

[Docket Number FRA-2000-8266]

Sound Transit seeks a permanent waiver of compliance from Title 49 of the CFR for operation of a new "Tacoma Line" light rail line at a "limited connection" with The Burlington Northern and Santa Fe Railway Company (BNSF). Sound Transit is building the Tacoma Link, which will intersect the BNSF Prairie Line at a rail crossing located in the City of Tacoma, Washington. The Tacoma Line will be within a highway at the rail grade crossing.

Sound Transit originally submitted a waiver petition on September 25, 2000, seeking relief from the Passenger Equipment Safety Standards (49 CFR part 238), as Tacoma Link is a light rail transit operation except for the minor crossing connection. On July 20, 2001, Sound Transit amended their original petition to also include relief from Part 223, Safety Glazing Standards—Locomotives, Passenger Cars and Caboses; Part 231, Railroad Safety Appliance Standards; Part 219, Control of Alcohol and Drug Use; Part 220, Railroad Communications, and Part 239,

Passenger Train Emergency Preparedness.

Sound transit indicates that BNSF is subject to FRA's regulations and maintains and operates certain elements of the rail crossing for the proposed project. Sound Transit also states that the requirements for its light rail vehicles should be considered as similar to buses, autos, and all other street vehicles, wherein efforts are put into having warning equipment and procedures to reduce the probability and severity of an accident. See *Statement of Agency Policy Concerning Jurisdiction Over the Safety of Railroad Passenger Operations and Waivers Related to Shared Use of the Tracks of the General Railroad System by Light Rail and Conventional Equipment*, 65 FR 42529 (July 10, 2000). See also *Joint Statement of Agency Policy Concerning Shared Use of the Tracks of the General Railroad System by Conventional Railroads and Light Rail Transit Systems*, 65 FR 42626 (July 10, 2000).

Since FRA has not yet concluded its investigation of the Tacoma Link, the agency takes no position at this time on the merits of Sound Transit's stated justifications.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with the request for a waiver of certain regulatory provisions. If any interested party desires an opportunity for oral comment, he or she should notify FRA, in writing, before the end of the comment period and specify the basis for his or her request. All communications concerning these proceedings should identify the appropriate docket number (Docket Number FRA 2000-8266) and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza level) 400 Seventh Street, SW., Washington, DC 20590. All documents in the public docket, including Sound Transit's detailed waiver request, are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>. Communications received within 30 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 this proceeding are available for examination during regular business hours (9 a.m.—5 p.m.) at the above facility.

Issued in Washington, D.C. on August 15, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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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 Number FRA-2001-10158]

Applicants

CSX Transportation, Incorporated, Mr. Eric G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256

Union Pacific Railroad Company, Mr. Phil M. Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000
CSX Transportation, Incorporated (CSX) and the Union Pacific Railroad Company (UP) jointly seek approval of the proposed discontinuance and removal of the automatic interlocking at Nashville, Illinois, on CSX's Nashville Division, St. Louis Subdivision, milepost 00H434.7, where the CSX single main track crosses at grade the single main track of UP's St. Louis Service Unit, Sparta Subdivision at milepost 32.6. The proposed changes include the discontinuance and removal of the four automatic interlocking signals at the rail grade crossing, installation of stop boards at all four quadrants, and retention of inoperative approach signals for each route.

The reason given for the proposed changes is that the signal facilities are no longer needed in present day operation, as only one local train operates daily, Sunday through Friday, with no hazardous materials.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the