

interchange (where the existing alignment changes to Interstate 90) to Interstate 90 and Martin Luther King, Jr. Boulevard, on the East.

Reconstruction of this alignment is considered necessary to: provide for the infrastructure which is approaching the end of its useful life especially the 5,000 foot Interstate 90 Central Viaduct bridge; reduce congestion on the facility; improve substandard geometrics which result in high accident rates and operating inefficiencies; and improve access into and out of the Cleveland CBD, the Cuyahoga River Valley and the adjoining neighborhoods.

A wide range of alternatives will be considered including: (1) taking no action; (2) reconstruction within the existing right-of-way; (3) relocating portions of the facility on new alignment; and (4) multi-modal options. Alternatives 2, 3 and 4 have sub-alternatives that may involve (1) the redesign, closure or construction of new ramps or (2) construction of mitigating measures.

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 interest in this proposal. A series of public meetings will be held in the project area with a series already held during the Summer of 2001, a series currently scheduled the Fall of 2001, another series in the Winter/Spring of 2002 and an additional meeting in the Fall of 2002. In addition, a Public Hearing will be held. Public notice will be given of the time and place of the meetings and hearing. Project reports will be available throughout the study time frame and the EA(S) or Draft EIS(S) 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 EA(S) or EIS(S) should be directed to 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: September 18, 2001.

Michael B. Armstrong,

Urban Programs Engineer, Federal Highway Administration, Columbus, Ohio.

[FR Doc. 01-24156 Filed 9-26-01; 8:45 am]

BILLING CODE 4910-22-P

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-2001-10653]

The Burlington Northern and Santa Fe Railway Company (BNSF) seeks a waiver of compliance from the provisions of the *Track Safety Standards*, 49 CFR 213.121(b), regarding cracked or broken joint bars in Classes 3 through 5 track.

The BNSF is petitioning for a waiver which would provide relief from cracks which can develop between the outermost bolt holes of a specified six-hole skirted joint bar in use on 115-pound rail. The petitioner states that the cracks develop from spike notches on the skirted portion of the bar and in some cases penetrate the entire bar, producing a complete end failure.

The petitioner states that these six-hole bars which develop cracks between the outermost bolt holes are comparable in strength and stability to their conventional 115-pound, four-hole unskirted joint bars and present no additional safety hazards. BNSF has submitted laboratory test results to support their request for a waiver.

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 communication concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 2001-10653) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. 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 September 21, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-24244 Filed 9-26-01; 8:45 am]

BILLING CODE 4910-06-P

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-2001-10594

Applicant: Pioneer Valley Railroad, Mr. Jonathan S. Lasko, General Manager, PO Box 995, Westfield, Massachusetts 01086.

The Pioneer Valley Railroad seeks approval of the proposed discontinuance of the manual block system on the entire Pioneer Valley Railroad system, encompassing the stations of Westfield and Holyoke, Massachusetts, and governed train operations by yard limit rules.

The reason given for the proposed changes is the railroad's decision to return to a true yard limit operation.

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