

Department of Transportation, Region 2, 905 Erie Avenue, P.O. Box 536, Pueblo, CO 81002, Telephone: (719) 546-5406.

**SUPPLEMENTARY INFORMATION:** The FHWA and the Colorado Department of Transportation (CDOT), will prepare a Tier 1 Environmental Impact Statement (EIS) for transportation improvements on U.S Highway 50 between Pueblo, Colorado, and the vicinity of the Kansas State line in southeastern Colorado.

U.S. is a coast-to-coast highway recognized by the state of Colorado as a vital link in the statewide transportation system. The U.S. 50 corridor is approximately 150 miles long and connects four counties and ten municipalities. The communities along this corridor have primarily agricultural based economies. The proposed improvements to this section of U.S. 50 are intended to improve safety as well as local, regional, and statewide mobility. The proposed improvements will also consider access management strategies.

The Tier 1 EIS will incorporate the results of a 2003 CDOT corridor planning study that culminated in a long-term community-developed vision for the U.S. 50 corridor. The vision called for a safer roadway, on or near the exiting U.S. 50, that maintains a reasonable traffic flow and speed for the movement of people and goods along and through the Lower Arkansas Valley while providing flexibility to accommodate future transportation needs. Since 2003, additional coordination with local agencies and the public has resulted in resolutions of support from all four counties and ten communities and execution of a Memorandum of Understanding with local representatives defining community roles and responsibilities in the development of the Tier 1 EIS. FHWA and CDOT have also consulted with 11 other Federal and state agencies that have agreed to participate throughout the development of the Tier 1 EIS. These agencies have formally adopted a Charter Agreement that establishes clear expectations, identifies roles and responsibilities, describes procedures that support collaborative problem-solving in a timely manner at key project milestones, and defines an issue resolution process. The corridor planning study and agency charter agreement will be made available for review during the public and agency scoping process described below.

The Tier 1 EIS will evaluate alternative corridor locations and improvements and the No-Action alternative based upon the purpose and need. Alternatives will be developed

and analyzed through an extensive agency and community outreach process. Anticipated decisions to be made during the Tier 1 EIS include modal choice, selection of a preferred general corridor location for U.S. 50, evaluation of access management and corridor preservation strategies, and a plan for further action. The Tier 1 EIS will also identify segments of independent utility. Based on the decisions reached during the Tier 1 process, FHWA and CDOT may proceed with Tier 2 studies for specific projects within those segments.

The public, as well as Federal, state, and local agencies, will be invited to participate in project scoping to ensure that a full range of alternatives is considered and that all appropriate environmental issues and resources are evaluated. The scoping process will include opportunities to provide comments on the purpose and need for the project, potential alternatives, and social, economic and environmental issues of concern. Public scoping will be accomplished through public meetings and other community outreach opportunities at locations throughout the project corridor. The time and place for these meetings will be announced in the local media. It is anticipated that public and agency scoping will occur in early 2006.

Based upon input from the scoping process, FHWA will evaluate social, economic, and environmental impacts of the corridor alternatives and the No-Action alternative. It is expected that major issues to be evaluated include: water quality, historic and other cultural resources, economic impacts, and farmland issues. The Tier 1 EIS will be available for public and agency review and comment. Information concerning the availability of the EIS will be published.

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 or the Colorado Department of Transportation at the addresses 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: January 24, 2006.

**David A. Nicol,**

*Division Administrator, Colorado Division, Federal Highway Administration, Lakewood, Colorado 80228.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2006-23592]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has 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-2006-23592]

*Applicant:* CSX Transportation, Incorporated, Mr. N. Michael Choat, Chief Engineer, Communications and Signal, 4901 Belfort Road, Suite 130, Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed discontinuance and removal of the interlocking signal system on the single main track, Lower Savannah River Bridge, milepost AK456.3, near Augusta, Georgia, on the Florence Division, Augusta Subdivision. The proposed changes consist of the removal of the interlocked signals at the bridge, all associated signal equipment, and the associated inoperative approach signals. The authority for movements will remain Main Track Yard Limits (Rule 193) with a maximum authorized of 15 mph.

The reason given for the proposed changes is that the bridge has been straight-railed, and was last opened in 1992.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401

(Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the 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://www.dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://www.dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on January 23, 2006.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. E6-1084 Filed 1-27-06; 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 Number FRA-2006-23593

*Applicant:* Union Pacific Railroad Company, Mr. Doug W. Wills, Senior

Director Operating Practices/Safety, 1400 Douglas Street, Mail Stop 1020, Omaha, Nebraska 68179-1020.

The Union Pacific Railroad Company (UP) seeks temporary relief from the requirements of part 236, section 236.566, of the Rules, Standard and Instructions, to the extent that UP be permitted to operate foreign non-equipped locomotives in detour movements, over UP automatic cab signal/automatic train stop territory, on the Portland Subdivision, between Crates, Oregon, milepost 81.6 and East Portland, milepost 0.6, a distance of approximately 81 miles, from February 14, 2006 through April 14, 2006. The detour movements will consist of four Burlington Northern and Sante Fe (BNSF) freight trains daily.

Applicant's justification for relief: BNSF has requested the detour arrangement to accommodate track improvements on one of their line.

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 interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received will be considered as far as practicable by the FRA before final action is taken. 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>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral

hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on January 23, 2006.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number: MARAD 2005-22519]

#### Availability of a Finding of No Significant Impact

**AGENCY:** Department of Transportation, Maritime Administration.

**ACTION:** Notice of the availability of a finding of no significant impact and finding of no practicable alternative.

**SUMMARY:** The purpose of this Notice is to make available to the public the Finding of No Significant Impact (FONSI) derived from the Environmental Assessment (EA) regarding the Cherry Hill Material Extraction and Transport Project on Elmendorf Air Force Base. Included in the FONSI is a Finding of No Practicable Alternative that addresses wetland loss.

The objective of this Project is to extract and transport suitable fill material for the Port of Anchorage Intermodal Expansion (Expansion). The Expansion will improve and enhance the existing dock and terminal capability at the Port to facilitate the transportation of goods and people within the State of Alaska.

#### FOR FURTHER INFORMATION CONTACT:

Daniel E. Yuska, Jr., Environmental Protection Specialist, Office of Environmental Activities, U.S. Maritime Administration, 400 7th Street, SW., Room 7209, Washington, DC 20590; telephone (202) 366-0714, fax (202) 366-6988.

**SUPPLEMENTARY INFORMATION:** The Maritime Administration, in cooperation with the Port of Anchorage, completed an EA that studied potential environmental effects associated with the extraction and transport of suitable fill material from the Cherry Hill Borrow Site on Elmendorf Air Force Base. The EA considered potential effects to the natural and human environment including: air quality; water quality; geology and soils; coastal resources; terrestrial resources; aquatic resources;