

Four Alternatives for the proposed Klingle Valley Multi-Use Trail, including the No Action Alternative, were developed in accordance with the project objectives established to meet the project purpose and need and are analyzed in detail in the EA. The proposed trail alignment for all Action Alternatives (Alternatives 2, 3, and 4) lies within the existing DDOT right-of-way. The EA examines and evaluates the existing environmental conditions within the project area along with the environmental consequences and cumulative impacts of several alternatives for the proposed improvement.

**DATES:** The public hearing will be held on June 23, 2010 at the National Zoological Park, Visitor Center Auditorium, 3001 Connecticut Avenue, NW., Washington, DC 20008. The Public Hearing will consist of an open house from 6 p.m. to 6:30 p.m. followed by a formal presentation and opportunity to comment from 6:30 p.m. to 8 p.m. *Comments on the EA must be received on or before July 6, 2010.*

**ADDRESSES:** In addition to attending the Public Hearing, you may submit comments or requests for copies of the EA by any of the following methods:

- *Project Web Site:* <http://www.klingletail.com>. Follow the instructions for submitting comments on the Web site.
- *E-mail:* [comments@klingletail.com](mailto:comments@klingletail.com).
- *Mail:* Austina Casey, Project Manager, Planning, Policy and Sustainability Administration, District Department of Transportation, 2000 14th Street, NW., 7th Floor, Washington, DC 20009.

Electronic copies may be downloaded for review from the project Web site and hard copies of the EA may also be viewed at the following locations:

- District Department of Transportation, Planning, Policy, and Sustainability Administration, 2000 14th Street, NW., 7th Floor, Washington, DC 20009;
- National Capital Planning Commission Library, 401 9th Street, NW., North Lobby, Suite 500, Washington, DC 20004;
- Martin Luther King, Jr. Memorial Library, 901 G Street, NW., Washington, DC 20001;
- Cleveland Park Branch Library, 3310 Connecticut Avenue, NW., Washington, DC 20008;
- Mount Pleasant Library, 3162 Mt. Pleasant Street, NW., Washington, DC 20010.

Issued: May 27, 2010.

**Joseph C. Lawson,**

*Division Administrator, Federal Highway Administration, District of Columbia Division.*

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## DEPARTMENT OF TRANSPORTATION

### FEDERAL HIGHWAY ADMINISTRATION

[FHWA-DC-2010-01-D]

#### Notice of Withdrawal of the Notice of Intent for Klingle Road Environmental Impact Statement; Washington, DC

**AGENCIES:** Federal Highway Administration, District of Columbia Division; and District Department of Transportation.

**ACTION:** Notice of Withdrawal of the Notice of Intent to prepare an Environmental Impact Statement for Klingle Road.

**SUMMARY:** The U.S. Federal Highway Administration (FHWA) is issuing this notice to advise the public that, effective immediately, the Notice of Intent (NOI) (**Federal Register** Vol. 69, No 52; FR Doc 04-6027) to prepare an Environmental Impact Statement (EIS) for the proposed reopening of Klingle Road, NW., to vehicular access in Washington, DC, is being withdrawn. The NOI for the EIS was announced on March 18, 2004.

**FOR FURTHER INFORMATION CONTACT:** Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 1990 K Street, NW., Suite 510, Washington, DC 20006-1103, (202) 219-3536; or District Department of Transportation: Austina Casey, Project Manager, Planning, Policy and Sustainability Administration, 2000 14th Street, NW., 7th Floor, Washington, DC 20009, (202) 671-2740.

**SUPPLEMENTARY INFORMATION:** In June 2008, the District of Columbia Council passed legislation called the Klingle Road Sustainable Development Amendment Act of 2008 (DC Law 17-219; DC Official Code § 9-115.11). This legislation ended studies to reopen the barricaded segment of Klingle Road to vehicular traffic, and specifies that District Department of Transportation (DDOT) shall allocate and use Federal aid highway funds for the environmental remediation of Klingle Valley and the construction of a pedestrian and bicycle trail along the barricaded portion of Klingle Road, between Porter Street, NW., and Cortland Place, NW. Based on this

legislation, the NOI to prepare an EIS will be withdrawn.

FHWA in conjunction with DDOT have determined that an Environmental Assessment (EA) will instead be prepared to evaluate a range of alternatives and impacts for the construction of a multi-use trail facility within the 0.7 mile barricaded portion of Klingle Road; including the restoration of Klingle Creek, in cooperation with the National Park Service (NPS). The proposed multi-use trail facility will be constructed using context sensitive design, to provide safe non-motorized transportation and recreational opportunities to the residents and visitors of the District of Columbia.

Issued: May 27, 2010.

**Joseph C. Lawson,**

*Division Administrator, Federal Highway Administration, District of Columbia Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Draft Tier II Environmental Impact Statement: Southeast High Speed Rail Corridor-Richmond, VA (Main Street Station) to Raleigh, NC (Boylan Wye)

**AGENCY:** Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of Availability of the Tier II Draft Environmental Impact Statement and public hearings for the Southeast High Speed Rail, Richmond, VA to Raleigh, NC Project (Project).

**SUMMARY:** The Federal Railroad Administration announces the availability of the Southeast High Speed Rail, Richmond, VA to Raleigh, NC Project Draft Tier II Environmental Impact Statement (DEIS) for public review and comment. The DEIS was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. 4321 *et seq.*, the Council on Environmental Quality NEPA implementing regulations, 40 CFR parts 1500-1508, and the FRA NEPA guidance, 64 FR 28545 (May 26, 1999). FRA is the lead Federal agency; the Federal Highway Administration, United States Coast Guard, United States Army Corps of Engineers, United States Environmental Protection Agency, and the United States Fish and Wildlife Service are cooperating Federal agencies. The North Carolina Department of Transportation Rail Division (NCDOT) and the Virginia