2009, a detailed State-by-State report with counts and areas for Federal-aid bridges built or replaced in 2009.
- **Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2009, which combines the 2009 reports on new, replaced and rehabilitated Federal-aid bridges rehabilitated in 2009.
- **Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2008, which combines the 2008 reports on new, replaced and rehabilitated Federal-aid bridges.
- **Non-Federal-aid Highways:** Construction Materials for New, Replaced and Rehabilitated Bridges 2009, which combines the 2009 reports on new, replaced and rehabilitated non-Federal-aid bridges.
- **Non-Federal-aid Highways:** Construction Materials for New Replaced and Rehabilitated Bridges 2008, which combines the 2008 reports on new, replaced and rehabilitated non-Federal-aid bridges.

The tables provide data for 2 years: 2008 and 2009. The 2008 data is considered complete for new, replaced and rehabilitated bridges, with a minimal likelihood of upward changes in the totals. The 2009 data is considered partially complete for new bridges and complete for rehabilitated bridges, because many new bridges built in 2009 will not appear in the NBI until they are placed into service the following year. Therefore, next year’s report will include 2009’s data on new bridge construction, because the data will be complete.

Each table displays simple counts of bridges and total bridge deck area. Total bridge deck area is measured in square meters, by multiplying the bridge length by the deck width out-to-out. Culverts under fill are included in the counts but not in the areas because a roadway width is not collected. The data is categorized by the following material types, which are identified in the NBI: steel, concrete, pre-stressed concrete, and other. The category “other” includes wood, timber, masonry, aluminum, wrought iron, cast iron, and other. Material type is the predominate type for the main span(s).

**Authority:** 23 U.S.C. 144(g); Sec. 1114(f), Pub. L. 109–59, 119 Stat. 1144.

Issued on: August 25, 2011.

Victor M. Mendez, Administrator.

BILLING CODE 4910–22–P

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**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

**Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**TIME AND DATE:** September 22, 2011, 12 noon to 3 p.m., Eastern Daylight Time.

**PLACE:** This meeting will take place telephonically. Any interested person may call 877.820.7831, passcode, 908048 to participate in this meeting.

**STATUS:** Open to the public.

**MATTERS TO BE CONSIDERED:** The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

**FOR FURTHER INFORMATION CONTACT:** Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827–4565.

Issued on: August 26, 2011.

Larry W. Minor, Associate Administrator for Policy.

BILLING CODE 4910–EX–P

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Docket No. AB 32; Sub–No. 103X; Docket No. AB 355; Sub–No. 39X]

**Boston and Maine Corporation—Abandonment Exemption—Middlesex County, Mass.; Springfield Terminal Railway Company; Discontinuance of Service Exemption; Middlesex County, MA**

Boston and Maine Corporation (B&M) and Springfield Terminal Railway Company (ST) (collectively, applicants) have jointly filed a verified notice of exemption under 49 CFR part 1152 subpart F—Exempt Abandonments and Discontinuances of Service for B&M to abandon, and for ST to discontinue service over, a 1.72-mile line of railroad known as the Watertown Branch extending from milepost 4.28 to milepost 6.0 in Middlesex County, Mass. The line traverses United States Postal Service Zip Codes 02471 and 02138.

Applicants have certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the abandonment or discontinuance shall be protected under Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho, 360 I.C.C. 91 (1979). To

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1The abandonment notice of exemption was inadvertently filed as Docket No. AB 1063X and the discontinuance of service notice of exemption was inadvertently filed as Docket No. AB 1084X. The correct docket numbers for these transactions are Docket No. AB 32 [Sub-No. 103X] and Docket No. AB 355 [Sub-No. 39X], respectively.
address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, these exemptions will be effective on October 6, 2011, unless stayed pending reconsideration. Petitions to stay that October 6, 2011, unless stayed pending OFA under 49 CFR 1152.27(c)(2), and trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 16, 2011. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 26, 2011, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to applicants’ representative: Robert B. Burns, Esq., Pan Am Railways, Iron Horse Park, North Billerica, MA 01862.

If the verified notice contains false or misleading information, the exemptions are void ab initio.

Applicants have filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by September 9, 2011. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.