

DEPARTMENT OF TRANSPORTATION**Environmental Impact Statement:
Mobile County, Alabama**

AGENCY: Federal Highway
Administrative (FHWA), DoT.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Mobile County, Alabama.

FOR FURTHER INFORMATION CONTACT: Mr. Joe Wilkerson, Division Administrator, Federal Highway Administration, 500 Eastern Boulevard, Suite 200, Montgomery, Alabama 36117-2018. Telephone: (334) 223-7370.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Alabama Department of Transportation will prepare an environmental impact statement (EIS) for a proposal to construct a "loop" around the western side of Mobile from I-10 southwest of the City of Mobile to I-65 north of Mobile. The project would involve the construction of a new multi-lane facility built to "interstate" standards and specifications.

The project is considered necessary to provide for the existing and projected traffic demand. Alternatives under consideration include (1) taking no action (2) using alternative travel modes (3) alternative alignments and (4) various design alternatives. 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 throughout the planning process. 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 public hearing. A scoping meeting will be held with agencies interested in the project. 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 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: August 2, 2002.

Joe Wilkerson,

*Division Administrator, Montgomery,
Alabama.*

[FR Doc. 02-21962 Filed 8-27-02; 8:45 am]

BILLING CODE 4910-22-M

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.

**Hampton & Branchville Railroad
Company**

[Docket Number FRA-2002-12938]

The Hampton & Branchville Railroad Company (H&B), located in Hampton, North Carolina, seeks a waiver of compliance, docket number FRA-2002-12938, with the requirements of the Locomotive Safety Standards, 49 CFR part 229. Section 229.125(d) of the standards requires each lead locomotive operated at a speed greater than 20 miles per hour over one or more public highway-rail crossings be equipped with operative auxiliary lights in addition to the required headlight. The Hampton & Branchville Railroad states that the speed over their entire line is 20 mph. If the waiver is granted H&B would operate over one crossing at a speed not greater than 25 mph on class II track from mile post 8.75 to mile post 9.25 where ruling grade slows trains speed, without equipping their locomotives with auxiliary lights. H&B states that the crossing is always flagged by a crew member.

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-2002-12938) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, 400-7th Street, SW., Washington, DC 20590-0001. 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 August 23, 2002.

Grady C. Cothen, Jr.,

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

[FR Doc. 02-21976 Filed 8-27-02; 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
the Requirements of Title 49 Code of
Federal Regulations Part 236**

Pursuant to Title 49 Code of Federal Regulations (CFR) parts 235 and 49 U.S.C. App. 26, 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-2002-12509]

Applicant: Burlington Northern and Santa Fe Railway, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106.

Burlington Northern and Santa Fe Railway (BNSF) seeks approval of the proposed discontinuance and removal of the traffic control system, on the main tracks, between milepost 430.5, near Sapulpa, Oklahoma and milepost 644.1, South Joe Texas, on the Texas Division, Creek and Madill Subdivision, a distance of approximately 213.6 miles, and govern train movements by Track Warrant Control.

The reason given for the proposed changes is that the signal infrastructure on this line is in need of large amounts of replacement capital to fund major rehabilitation. BNSF believes that this

scarce capital would be much better spent on other lines with greater track density. Changing traffic patterns due to merger and track agreements have left this line with locals, rock trains, and only one manifest train daily. The manifest train trains will soon be rerouted over another Subdivision, and the traffic density does not justify the high cost of associated with rehabilitating the signal infrastructure.

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 PI-401, 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 DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590-0001. 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 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 August 20, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-21923 Filed 8-27-02; 8:45 am]

BILLING CODE 4910-06-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.

Iowa Northwestern Railway

[Docket Number FRA-2002-12434]

The Iowa Northwestern Railway proposes to operate a diesel electric locomotive, number IANW 632, with laminated safety glass glazing which is non-compliant with current Federal Safety Regulations. This locomotive, Model C-420, built by the American Locomotive Company (Alco) of Schenectady, New York in 1966 is proposed to operate in limited regular service, less than once per week, on a new shortline railroad the Iowa Northwestern Railway. The locomotive would operate in a rural/suburban area between Allendorf and Superior, Iowa, a distance of 37.3 miles through Dickinson and Osceola Counties. Osceola County is a rural area, with only two out of 13 grade crossings protected by signal lights. Dickinson County is also primarily rural with three out of 27 grade crossings protected by signal lights. The first 32 miles of the IANW are operated as FRA Class II track, with a maximum speed of 25 mph. The remaining 5.3 miles of track are classified by FRA as "Excepted Track", and used for car storage.

The IANW requests relief from the requirements of Title 49 Code of Federal Regulations (CFR) § 223.11

Requirements for existing locomotives due to the infrequent use of the locomotive, the rural area of operation, and the cost of installing compliant glazing. Upon researching historical occurrences of vandalism to railway glazing on the branch now operated by the IANW, the Union Pacific Railroad, former owner, indicated to the IANW that no such acts were reported.

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-2002-

12434) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 Seventh 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 August 20, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-21921 Filed 8-27-02; 8:45 am]

BILLING CODE 4910-06-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.

Mount Rainier Scenic Railroad

[Docket Number FRA-2001-12512]

The Mount Rainier Scenic Railroad seeks a waiver of compliance from the Inspection and Maintenance Standards for Steam Locomotives, 49 CFR Part 230, published November 17, 1999. Section 230.3(c) of the standards requires steam locomotives having flue tubes replaced prior to September 25, 1995, have a one thousand four hundred seventy-two service day inspection [49 CFR 230.17] performed prior to being allowed to operate under the requirements. The Mount Rainier Scenic Railroad seeks this waiver for one locomotive number HLC Number 17 which had the flue tubes replaced and was returned to service in January 1995. The Mount Rainier Scenic Railroad was not eligible to file a Petition for Special Consideration because their locomotive