

consideration include (1) taking no action; (2) improving the existing highway system through the construction of a five lane, controlled access facility and interstate interchange. Build alternatives vary in length from 1.4 to 1.7 miles.

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 expressed or are known to have an interest in this proposal. A public hearing will be held in Fairmont following approval of the environmental assessment. Public notice will be given of the time and place of the meeting. An environmental assessment will be available for public and agency review and comment prior to the public meeting.

To ensure the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited. Comments or questions concerning this proposed action or the modification of environmental document type 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: June 22, 2001.

Henry E. Compton,
Environmental Coordinator, Charleston, West Virginia.

[FR Doc. 01-16276 Filed 6-27-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Williamson County, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in the City of Franklin in Williamson County Tennessee.

FOR FURTHER INFORMATION CONTACT: Mr. Mark A. Doctor, Field Operations Team Leader, Federal Highway Administration, 640 Grassmere Park, Suite 112, Nashville, Tennessee 37211, Telephone: (615) 781-5788

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Tennessee Department of Transportation, will prepare an Environmental Impact Statement (EIS) on a proposal to extend State Route 397 (Mack Hatcher Parkway) in the City of Franklin in Williamson County, Tennessee. The proposed project will extend the existing Mack Hatcher Parkway circumferentially around the westside of the City of Franklin and will be constructed on new alignment for a distance of approximately 12.8 kilometers (8.0 miles). The extension will be constructed as a four lane divided, partial control of access highway.

The proposed extension of Mack Hatcher Parkway to the west is being developed as a transportation facility that will be capable of safely handling anticipated levels of future traffic growth within the study area. The proposed project is located within one of the fastest growing counties in Tennessee. This growth has placed a heavy burden on the existing transportation system and will continue to do so as projected development occurs within the study area. The completed circumferential route will help improve the overall local flow of traffic for the City of Franklin. The proposed extension will be developed to continue the geometry and operational characteristics of the existing parkway. Alternatives under consideration include (1) taking no action (no-build) (2) constructing a four-lane divided highway on new locations to complete the circumferential route and (3) other reasonable alternatives that may arise from public and agency input.

Initial coordination 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 an interest in this proposal. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing. An agency scoping meeting and a public involvement meeting is planned as part of the scoping process for this 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 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: June 18, 2001.

Charles S. Boyd,
Division Administrator, Tennessee Division, Nashville, Tennessee.

[FR Doc. 01-16278 Filed 6-27-01; 8:45 am]

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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.

Mohawk Adirondack & Northern Railroad, Corp.

[Docket Number FRA-2001-9487]

The Mohawk Adirondack & Northern Railroad (MHWA) seeks to add an additional locomotive, number LBR 1951, to two previously granted waiver numbers RSGM-92-4, Safety Glazing Standards and SA-92-2, Safety Appliance Standards. Waiver number RSGM-92-4 was granted for two locomotives, number LBR 1947 and LBR 1950, which were not equipped with FRA approved glazing as required in Safety Glazing Standards [49 CFR 223.11]. Waiver number SA-92-02 was granted for two locomotives, number LBR 1947 and LBR 1950, which were not equipped with switching steps as required in the Safety Appliance Standards [49 CFR 231.30].

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-2001-9487) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, 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 June 21, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-16279 Filed 6-27-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2001-9972; Formerly FRA Docket No. 87-2; Notice No. 11]

RIN 2130-AB20

Automatic Train Control (ATC) and Advanced Civil Speed Enforcement System (ACSES); Northeast Corridor (NEC) Railroads

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

ACTION: Amendment to Order of Particular Applicability Requiring ACSES between New Haven, Connecticut and Boston, Massachusetts—Extended and Amended Massachusetts Bay Transit Authority (MBTA) Temporary Operating Protocols and New CSX Transportation (CSXT) Temporary Operating Protocols.

SUMMARY: FRA amends its Order of Particular Applicability requiring all trains operating on the Northeast Corridor (NEC) between New Haven, Connecticut and Boston, Massachusetts (NEC—North End) to be equipped to respond to the new Advanced Civil Speed Enforcement System (ACSES) system by setting a new compliance date for the Order. An exception previously granted to MBTA for use of unequipped and failed locomotives will

be extended until February 1, 2002; and a similar exception will be extended to CSXT freight trains through September 16, 2001. This action is necessitated by delays in equipping of trains and finalization of software modifications that will support more efficient operations. The amendments also specify temporary operating protocols to minimize the impact of ACSES on MBTA and CSXT service during the initial implementation of ACSES on the NEC-North End.

DATES: The amendments to the Order are effective June 28, 2001.

FOR FURTHER INFORMATION CONTACT: W. E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6325); Paul Weber, Railroad Safety Specialist, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6258); or Patricia V. Sun, Office of Chief Counsel, Mail Stop 10, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493-6038).

FRA will file the July 22, 1998 Order of Applicability and its subsequent amendments (formerly Docket 87-2, Notices 7-10; respectively 63 FR 39343, July 22, 1998; 64 FR 54410, October 6, 1999; 65 FR 62795, October 19, 2000; and 66 FR 1718, January 9, 2001) in DOT's new electronic docket system. This new system allows the public access through the internet to all documents filed in a particular proceeding. Docket No. 2001-9972 may be accessed through the Department of Transportation's Docket Management System website at <http://dms.dot.gov>.

For instructions on how to use this system, visit the Docket Management System Web Site and click on the "Help" menu. This docket is also available for inspection or copying at room PL-401 on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0001, during regular business hours.

SUPPLEMENTARY INFORMATION: The Order of Particular Applicability, as published on July 22, 1998, set performance standards for cab signal/automatic train control and ACSES systems, increased certain maximum authorized train speeds, and contained safety requirements supporting improved rail service on the NEC. 63 FR 39343. Among other requirements, the Order required all trains operating on track controlled by the National Railroad Passenger Corporation (Amtrak) between New Haven, Connecticut and

Boston, Massachusetts (NEC—North End) to be controlled by locomotives equipped to respond to ACSES by October 1, 1999. In three later notices, FRA amended the Order to reset the implementation schedule and make technical changes. 64 FR 54410, October 6, 1999; 65 FR 62795, October 19, 2000; and 66 FR 1718, January 9, 2001.

MBTA and CSXT Temporary Operating Protocols

FRA is making the amendments to this Order effective upon publication instead of 30 days after the publication date in order to realize the significant safety and transportation benefits afforded by the ACSES system at the earliest possible time. All affected parties have been notified. The temporary protocols specified below will provide a safe, operationally sound transition to full ACSES implementation on MBTA and CSXT territory while minimizing the impact on MBTA and CSXT service.

FRA is not reopening the comment period since these technical changes will be effective only until February 1, 2002 for MBTA, and September 16, 2001 for CSXT. Immediate action is necessary to avoid disruption of rail service. Under these circumstances, delaying the effective date of these amendments to allow for notice and comment would be impracticable, unnecessary, and contrary to the public interest. FRA will continue to monitor the progress of MBTA and CSXT towards equipping and maintaining sufficient units to run all trains with operative ACSES and will determine later if any further relief is needed.

FRA expects MBTA and CSXT to make every effort to run ACSES-equipped trains during the period that these protocols are in effect; this additional time should be sufficient for MBTA and CSXT to complete implementation of ACSES. However, if MBTA and CSXT cannot dispatch a train equipped with ACSES, they may revert to the train control methods and maximum operating speeds in effect prior to the effective date of this Order. The more restrictive conditions will apply to all trains in the affected territory (New Haven, Connecticut to Canton Junction, Massachusetts).

Amtrak (as the contractor for commuter rail service on MBTA) must make periodic reports on MBTA's implementation process in an agreed-upon format to FRA; Amtrak and CSXT must also make such reports on CSXT's implementation process (since these reports will come from only two entities, no analysis of the paperwork burden is necessary) for the duration of