

DATES: Please submit comments by December 29, 2006.

ADDRESSES: You may send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. All comments should include the Docket number FHWA-2006-26431.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Weaver, (202) 493-3153, Long-Term Planning Program (HRDI-13), Office of Research Development and Technology, Federal Highway Administration, Turner-Fairbank Highway Research Center, 6300 Georgetown Pike, McLean, VA 22101. Office hours are from 7:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Mechanistic Empirical Pavement Design National Status Survey.

Background: In June 2004, the National Cooperative Highway Research Program (NCHRP) released the Mechanistic Empirical Pavement Design Guide (MEPDG) for New and Rehabilitated Pavement Structures. FHWA organized a Design Guide Implementation Team (DGIT) to immediately begin the process of informing, educating, and assisting FHWA field offices, State Highway Agencies, Industry, and others about the new design guide. FHWA considers implementation of mechanistic-empirical pavement design a critical element in improving the National Highway System. It ties directly into objectives listed in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), Section 1503, which supports longer life pavements. Consequently, the impacts of long-life pavements include congestion mitigation and improved work zone safety.

The MEPDG represents a significant advancement in pavement design and includes the best available engineering theory and mechanistic principles to determine both the structural response

and to predict performance over the lifetime of a pavement structure.

The mechanistic theory is balanced with over 525 empirical observations from the Long Term Pavement Performance database that represents a wide range of both material and climatic conditions. The use of both the mechanistic theory and a wide range of empirical observations make the MEPDG a robust design procedure.

The MEPDG can be considered a 40-year step forward in pavement design. The MEPDG is a more theoretical and mathematical based procedure, strongly bolstered by fundamental engineering principles and is readily useful to academia, researchers, and practitioners of pavement analysis and design.

The MEPDG provides significant potential benefits over the current AASHTO Guide in achieving cost-effective pavement designs and rehabilitation strategies. Most importantly, its user-oriented computational software implements an integrated analysis approach for predicting pavement condition over time. This analysis considers the complex interaction between traffic loadings, climatic conditions, materials and pavement structure.

Implementation of the MEPDG will require a significant amount of time, resources, and funding. However, the adoption of the guide has the potential for providing a substantial long-term savings based on the shear magnitude of annual expenditures for highway pavements. In 2003, over 79 billion dollars was used for highway purposes; based on data published in Highway Statistics 2003 from the Office of Highway Policy Information. Any improvement in the designs will have a significant implication in reducing costs to maintain these pavements and more than offset the resources required to implement the new pavement design guide.

The DGIT has put forth a strategic plan of action to aid the transportation community in deploying this new technology. The DGIT is an integral part of an extensive outreach campaign including Enhancement, Education, and Implementation strategies to promote the MEPDG. These activities include onsite and web based workshops that have already educated more than 1,200 engineers across the USA in 21 States and around the globe in Canada, Europe, China, India, Mexico, and Central and South America.

FHWA encourages States to evaluate the utility that the MEPDG offers and to carefully implement the guidelines and recommendations. The long-term goal of the AASHTO Joint Technical Committee

on Pavements is to adopt the guide as an AASHTOWare product to replace the AASHTO 1993 design guide.

Moving towards a mechanistic-empirical design process represents a huge paradigm shift for the majority of states and will require a significant amount of education, training, new equipment, new testing requirements and data collection. Most importantly it will require better communication and coordination between the designers, materials engineers, traffic engineers, and consultants to collect and maintain the data needed to optimize the pavement designs and continue to validate and calibrate the models in the Guide. The DGIT is focused on being a leader in this effort by providing Education, Enhancement, and Implementation activities to the Transportation Community.

Burden Hours for Information Collection

Frequency: Bi-Annual.

Respondents: The Pavement Design Engineer in each State DOT, Puerto Rico, and the District of Columbia; for a total of 52.

Estimated Average Burden per response: Assuming 1 respondent per State plus Puerto Rico and the District of Columbia and 1 hr to respond to the survey the total will be approximately 52 burden hours. FHWA is seeking a 3-year approval and plans on conducting the survey in the first and third year of the approval time period. The estimated average annual burden is 35 hours.

Electronic Access: Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>, 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: November 22, 2006.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E6-20208 Filed 11-28-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement;
Osage, Maries, and Phelps Counties,
MO**

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 proposed improvements along U.S. 63 between the U.S. 63 and U.S. 50 interchange in Osage County to a point in Phelps County, south of the Maries County Line.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Ridgeway, Environmental Review Engineer, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone: (573) 638-2620 or Mr. Dave Nichols, Director of Project Development, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-4586.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare an EIS for a proposal for improvements along U.S. 63 between the U.S. 63 and U.S. 50 interchange in Osage County to a point in Phelps County, south of the Maries County line. A location study will run concurrently with the preparation of the EIS and will provide definitive reasonable alternatives for evaluation in the EIS. The proposed action will accomplish several goals: (1) Improve safety, (2) decrease congestion, and (3) support community regional development.

The proposed project will include improvements to be located within a study area defined by existing improvements just south of the U.S. 63 and U.S. 50 interchange on the north in Osage County and existing improved roadway facility in Phelps County, south of the Maries County line. The east and west boundaries will extend approximately 1 to 2 miles on either side of existing U.S. 63. The study area is approximately 1 to 2 miles on either side of existing U.S. 63. The study area is approximately 50 miles in length and 2 miles in width. Known potential impacts include residential and/or commercial relocations and access changes. A U.S. Army Corps of Engineers Section 404 permit and a floodplain development permit from the State Emergency Management Agency may be required.

Alternatives under consideration included (1) No build, (2) build alternatives, (3) transportation system management options.

To date, substantial preliminary coordination has occurred with local officials. As part of the scoping process, an interagency coordination meeting

will be held with all appropriate federal, state, and local agencies. In addition, public information meetings and further meetings with public officials will be held to solicit public and agency input on the reasonable range of alternatives. A location public hearing will be held to present the findings of the Draft EIS. Public notice will be given announcing the time and place of all public meetings and the public hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are 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 MoDOT at the addresses previously provided.

(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: November 20, 2006.

Mary Ridgeway,

Environmental Review Engineer, Jefferson City.

[FR Doc. 06-9449 Filed 11-28-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2006-26274]

Medical Review Board Meeting

AGENCY: Federal Motor Carrier Safety Administration (FMCSA).

ACTION: Notice of Meeting.

SUMMARY: FMCSA announces the next public meeting of its Medical Review Board (MRB). The MRB members will continue deliberations about current FMCSA medical standards, as well as consider recommendations for new science-based standards and guidelines to ensure that the physical condition of drivers is adequate to enable them to safely operate commercial motor vehicles (CMVs) in interstate commerce. In accordance with the Federal Advisory Committee Act (FACA), the meeting is open to the public.

DATES: The MRB meeting will be held from 9 a.m. to 12:30 p.m. on January 10, 2007.

ADDRESSES: The meeting will take place at the U.S. Department of

Transportation, 400 Seventh Street, SW., Nassif Building, Room 2230, Washington, DC 20590-0001. The public must enter through the Southwest Visitor Entrance and comply with building security procedures, including provision of appropriate identification prior to being accompanied by a Federal employee to the meeting rooms. You may submit comments identified by DOT Docket Management System (DMS) Docket Number FMCSA-2006-26274 using any of the following methods:

- Web site: <http://dmses.dot.gov/submit>. Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, S.W., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the Agency name and docket number for this Notice. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading for further information.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The DMS is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the U.S. Department of Transportation's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR