

Road, connecting to I-10 with a new interchange.

Coordination with appropriate Federal, State, and local agencies, and private organizations and citizens who have expressed interest in this proposal has been undertaken and will continue. A series of public meetings have been held and additional meetings are planned for the future in Duval County. 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 SEIS will be made available for public and agency review and comment. An interagency coordination meeting was held June 29, 2000. There are no plans to holding a formal scoping meeting.

To ensure that the full range of issues related to the 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 DSEIS should be directed to the FHWA at the above address.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 12, 2002.

J. Chris Richter,

*Director of Engineering and Operations,
Tallahassee, Florida.*

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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 petitioners' arguments in favor of relief.

Little Kanawah River Rail

[Docket Number FRA-2001-9717]

The Little Kanawha River Rail (LKRR) located at 400 Buckeye Street, Parkersburg, West Virginia 26101, seeks a waiver of compliance for one locomotive, specifically, one 1955 SW-

1200 GM Electro-Motive Division model, from certain provisions of the Safety Glazing Standards, 49 CFR 223.11 (Requirements for existing locomotives). The current glazing installed in the locomotive has no identifying marks. The LKRR states that they operate on 1¾ miles of level track at speeds not exceeding 10 miles per hour as a yard type system. The LKRR interchanges directly with CSXT and is a shortline operation which moves cars only for loading and unloading of CSX railcars.

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 2001-9717) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th 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 February 14, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator, for Safety Standards and Program Development.

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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) part 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 No. FRA-2001-11370]

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 removal of Interlocking Signals over Crescent Bridge at Rock Island, Illinois, on the Illinois Division, Barstow Subdivision, LS 7, M.P. 253.89. The proposed changes consist of the following:

1. Remove Interlocking at Crescent Bridge.

The reason given for the proposed changes is that this bridge was acquired by the BNSF when it took over operation of this industry track from the DRI&NW. The bridge is very old and utilizes un-conventional bridge alignment detection circuitry that does not meet current requirements for bridge interlocking signals. BNSF does not believe that the level of train operation justifies the massive capital expenditures required to bring the bridge interlocking equipment to current standards.

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 Protester in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, SW, Mail Stop 25, Washington, DC 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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 February 14, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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