

display of the exhibit objects at Saint Louis Art Museum, from on or about February 19, 2006, until on or about May 14, 2006, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

For Further Information Contact: For further information, including a list of the exhibit objects, contact Carol B. Epstein, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202/453-8048). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC 20547-0001.

Dated: January 23, 2006.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E6-1119 Filed 1-27-06; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular 25.856-2, Installation of Thermal/Acoustic Insulation for Burnthrough Protection

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular 25.856-2, "Installation of Thermal/Acoustic Insulation for Burnthrough Protection." The advisory circular provides information and guidance regarding an acceptable means, but not the only means, of compliance with the portions of the airworthiness standards for transport category airplanes that deal with the installation of thermal/acoustic insulation.

DATES: AC 25.856-2 was issued by the FAA Transport Airplane Directorate in Renton, Washington, on January 17, 2006.

How To Obtain Copies: You can download a copy of advisory Circular 25.856-2 from the Internet at <http://www.airweb.faa.gov/rgl>. A paper copy will be available in approximately 6-8 weeks from the U.S. Department of Transportation, Subsequent Distribution Office, M-30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20795.

FOR FURTHER INFORMATION CONTACT: Kenna Sinclair, FAA Standardization Branch, ANM-113, Transport Airplane

Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1556; e-mail kenna.sinclair@faa.gov.

Issued in Renton, Washington, on January 17, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-809 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Mecklenburg and Union Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescinding of Notice of Intent and Draft Environmental Impact Statement for proposed U.S. 74 corridor improvements in Mecklenburg and Union Counties, NC.

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the notice of intent and the public notice to prepare an environmental impact statement (EIS) for a proposed highway project in Mecklenburg and Union Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT:

Clarence W. Coleman, P.E., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina, 27601-1418, Telephone: (919) 856-4346.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), is rescinding the notice of intent to prepare an EIS for a proposed multi-lane, controlled access highway along the U.S. 74 corridor connecting I-485 in Mecklenburg County to U.S. 601 in Union County, North Carolina. On April 13, 2000, FHWA issued a notice of intent to prepare an EIS for this proposed project. A Draft EIS was released in November 2003 after resource agencies and the public provided input and comments as part of the project development process. The Draft EIS evaluated several alternatives, including: (1) No Build (2) Transportation Systems Management (TSM), (3) Transportation Demand Management (TSM), (4) Mass Transit, and (5) New Location Alternatives. A public hearing has not been held following the completion of the Draft EIS. Based on the comments received from various Federal and state agencies and the public and a recent decision to

change the eastern terminus of the project from U.S. 601 to the proposed Monroe Bypass, the FHWA and NCDOT have agreed not to prepare a Final EIS for the proposed U.S. 74 improvements from I-485 to U.S. 601.

FHWA, NCDOT, and the North Carolina Turnpike Authority (NCTA), plan to prepare a new Draft EIS for the proposed project. A notice of intent to prepare the EIS will be issued subsequent to this rescinding notice. The new Draft EIS will include a toll alternative among the full range of alternatives that will be analyzed as well as a change in the location of the eastern terminus.

Comments or questions concerning the decision to not prepare Final EIS should be directed to NCDOT or FHWA at the address provided in the caption, **FOR FURTHER INFORMATION CONTACT.** 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 of Federal programs and activities apply to this program.)

Clarence W. Coleman,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 06-812 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Pueblo, Otero, Bent, and Prowers Counties, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) for proposed transportation improvements in Pueblo County, Otero County, Bent County and Prowers County in the State of Colorado.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Horn, Senior Operations Engineer, FHWA, Colorado Division, 12300 West Dakota Ave., Suite 180, Lakewood, CO, 80228, Telephone: (720) 963-3017. Mr. Mike Perez, Project Manager, Colorado

Department of Transportation, Region 2, 905 Erie Avenue, P.O. Box 536, Pueblo, CO 81002, Telephone: (719) 546-5406.

SUPPLEMENTARY INFORMATION: The FHWA and the Colorado Department of Transportation (CDOT), will prepare a Tier 1 Environmental Impact Statement (EIS) for transportation improvements on U.S Highway 50 between Pueblo, Colorado, and the vicinity of the Kansas State line in southeastern Colorado.

U.S. is a coast-to-coast highway recognized by the state of Colorado as a vital link in the statewide transportation system. The U.S. 50 corridor is approximately 150 miles long and connects four counties and ten municipalities. The communities along this corridor have primarily agricultural based economies. The proposed improvements to this section of U.S. 50 are intended to improve safety as well as local, regional, and statewide mobility. The proposed improvements will also consider access management strategies.

The Tier 1 EIS will incorporate the results of a 2003 CDOT corridor planning study that culminated in a long-term community-developed vision for the U.S. 50 corridor. The vision called for a safer roadway, on or near the exiting U.S. 50, that maintains a reasonable traffic flow and speed for the movement of people and goods along and through the Lower Arkansas Valley while providing flexibility to accommodate future transportation needs. Since 2003, additional coordination with local agencies and the public has resulted in resolutions of support from all four counties and ten communities and execution of a Memorandum of Understanding with local representatives defining community roles and responsibilities in the development of the Tier 1 EIS. FHWA and CDOT have also consulted with 11 other Federal and state agencies that have agreed to participate throughout the development of the Tier 1 EIS. These agencies have formally adopted a Charter Agreement that establishes clear expectations, identifies roles and responsibilities, describes procedures that support collaborative problem-solving in a timely manner at key project milestones, and defines an issue resolution process. The corridor planning study and agency charter agreement will be made available for review during the public and agency scoping process described below.

The Tier 1 EIS will evaluate alternative corridor locations and improvements and the No-Action alternative based upon the purpose and need. Alternatives will be developed

and analyzed through an extensive agency and community outreach process. Anticipated decisions to be made during the Tier 1 EIS include modal choice, selection of a preferred general corridor location for U.S. 50, evaluation of access management and corridor preservation strategies, and a plan for further action. The Tier 1 EIS will also identify segments of independent utility. Based on the decisions reached during the Tier 1 process, FHWA and CDOT may proceed with Tier 2 studies for specific projects within those segments.

The public, as well as Federal, state, and local agencies, will be invited to participate in project scoping to ensure that a full range of alternatives is considered and that all appropriate environmental issues and resources are evaluated. The scoping process will include opportunities to provide comments on the purpose and need for the project, potential alternatives, and social, economic and environmental issues of concern. Public scoping will be accomplished through public meetings and other community outreach opportunities at locations throughout the project corridor. The time and place for these meetings will be announced in the local media. It is anticipated that public and agency scoping will occur in early 2006.

Based upon input from the scoping process, FHWA will evaluate social, economic, and environmental impacts of the corridor alternatives and the No-Action alternative. It is expected that major issues to be evaluated include: water quality, historic and other cultural resources, economic impacts, and farmland issues. The Tier 1 EIS will be available for public and agency review and comment. Information concerning the availability of the EIS will be published.

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 or the Colorado Department of Transportation at the addresses 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: January 24, 2006.

David A. Nicol,

Division Administrator, Colorado Division, Federal Highway Administration, Lakewood, Colorado 80228.

[FR Doc. 06-822 Filed 1-27-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2006-23592]

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. 20502(a), the following railroad has 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-2006-23592]

Applicant: CSX Transportation, Incorporated, Mr. N. Michael Choat, Chief Engineer, Communications and Signal, 4901 Belfort Road, Suite 130, Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed discontinuance and removal of the interlocking signal system on the single main track, Lower Savannah River Bridge, milepost AK456.3, near Augusta, Georgia, on the Florence Division, Augusta Subdivision. The proposed changes consist of the removal of the interlocked signals at the bridge, all associated signal equipment, and the associated inoperative approach signals. The authority for movements will remain Main Track Yard Limits (Rule 193) with a maximum authorized of 15 mph.

The reason given for the proposed changes is that the bridge has been straight-railed, and was last opened in 1992.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include 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 PL-401