APPENDIX B

NOTICE OF INTENT

JANUARY 7, 1994

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: PITT COUNTY, NORTH CAROLINA

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 will be prepared for a proposed highway project within the City of Greenville and Pitt County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Roy C. Shelton, Operations Engineer, Federal Highway Administration, Suite 410, 310 New Bern Avenue, Raleigh, North Carolina 27601, Telephone (919) 856-4350.

SUPPLEMENTAL INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare an environmental impact statement (EIS) on a proposed Greenville Southwest Bypass in the City of Greenville and Pitt County. The proposed action will be the construction of a multilane divided controlled access highway on new location from NC 11-903 south of Greenville around the southern and western portions of the city to US 264 west of Greenville. This proposed facility is a portion of a planned complete bypass facility which ultimately will provide for travel around Greenville and will relieve existing traffic congestion along NC 11-903 through Greenville. The proposed action is part of the 1990 Greenville Thoroughfare Plan.

Alternatives under consideration include: (1) The "no-build" alternative, (2) improve existing facilities, and (3) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments are being sent to appropriate Federal, State and local agencies. Citizens Informational Workshops and meetings with local officials and neighborhood groups will be held in the study area. Public hearings will also be held. Information on the time and place of the workshops and hearings will be provided in the local news media. The draft EIS will be available for public and agency review and comment at the time of the hearing.

To ensure 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 and questions concerning the proposed action 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: JAN 07 1994

Roy C. Shelton

Roy C. Shelton
Operations Engineer
Raleigh, N. C.

245 is currently being designed and/or constructed around the south side of Texarkana, Arkansas-Texas. The southern terminus will be at the Louisiana state line, and its location determined based on existing and new location U.S. 71 corridors.

Alternatives to be considered are:

(1) The "Do-Nothing" Alternative, where roads are constructed according to the regional plan with the exception of the proposed facility;

(2) The "Reconstruction" Alternative, where existing U.S. 71 and roads on the regional plan are upgraded to handle traffic forecast for the proposed facility, but with less than full control of access; and

(3) The "New Location" Alternative, considering several different alignments and full control of access.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including conservation groups and groups of individuals who have expressed interest in the project in the past, and to major Arkansas, Louisiana and northeast Texas newspapers. A series of public involvement sessions will be held in the areas to be affected. In addition, a formal public hearing will be held. Public notice will be given of the time and place of the public involvement sessions and the public hearing. The draft Environmental Impact Statement (EIS) will be available for public and agency review and comment prior to the public hearing. An agency scoping meeting was held on December 7, 1993 at the Arkansas State Highway and Transportation Department offices in Little Rock, Arkansas.

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.)

Issued on: January 3, 1994.

Wendall L. Meyer,

Environmental and Design Specialist, FHWA, Little Rock, Arkansas.

[FR Doc. 94-983 Filed 1-13-94; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Multiple Counties, Alabama

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that two Environmental Impact Statements will be prepared for a proposed highway that will traverse the northern section of the State of Alabama.

FOR FURTHER INFORMATION CONTACT: Mr. Joe D. Wilkerson, Division Administrator, Federal Highway Administration, 500 Eastern Boulevard, suite 200, Montgomery, Alabama 36117-2018, Telephone (205)223-7370.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the State of Alabama Department of Transportation, will prepare two Environmental Impact Statements (EIS's) for Project DPS-A002(001). The proposal is to construct a multi-lane, limited access roadway that will function as a major segment of a Memphis to Atlanta transportation corridor. The facility will provide a direct link between the two metropolitan areas.

The facility, approximately 273.58 kilometers (170 miles) in length, will be divided into two segments for location studies and assessment of environmental impacts. Two Environmental Impact Statements will be prepared, one for the western part of the route, approximately 120.7 kilometer (75 miles) in length, from the Alabama/Mississippi State line and extending to an undermined point near Interstate Highway 65 near the center of Alabama and the second Impact Statement written for the eastern part of the project, approximately 152.9 kilometers (95 miles) in length, beginning at an undetermined point near Interstate Highway 65 near Huntsville, Alabama, and extending to the Alabama/Georgia border. There will be coordination in the location and environmental studies to establish a common location at I-65.

Alternatives under consideration include: (1) Alternate route locations, (2) a no action alternative, and (3) postponing the action Alternative.

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 series of public meetings will be held beginning in early 1994. In addition, public hearings will also be held. Public notice will be given of the time and place of the meetings and hearings. The Draft Environmental Impact Statements will be available for public and agency review and comment prior to the public hearings.

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's 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.)

Joe D. Wilkerson,

Division Administrator, Montgomery, Alabama.

[FR Doc. 94-940 Filed 1-13-94; 8:45 am]

BILLING CODE 4910-22-M

Environmental Impact Statement: Pitt County, NC

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 will be prepared for a proposed highway project within the City of Greenville and Pitt County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Roy C. Shelton, Operations Engineer, Federal Highway Administration, suite 410, 310 New Bern Avenue, Raleigh, North Carolina 27601, Telephone (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare an environmental impact statement (EIS) on a proposed Greenville Southwest Bypass in the City of Greenville and Pitt County. The proposed action will be the construction of a multilane divided controlled access highway on new location from NC 11-903 south of Greenville around the southern and western portions of the city to US 264 west of Greenville. This proposed facility is a portion of a planned complete bypass facility which ultimately will provide for travel around Greenville and will relieve existing traffic congestion along NC 11-903 through Greenville. The proposed action is part of the 1990 Greenville Thoroughfare Plan.

Alternatives under consideration include: (1) The "no-build" alternative, (2) improve existing facilities, and (3) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments are being sent to appropriate Federal, State and local agencies. Citizens Informational Workshops and meetings with local officials and neighborhood groups will be held in the study area. Public hearings will also be held. Information on the time and place of the workshops and hearings will be provided in the local news media. The draft EIS will be available for public and agency review and comment at the time of the hearing.

To ensure 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 and questions concerning the proposed action 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: January 7, 1994.

Roy C. Shelton,

Operations Engineer, Raleigh, NC.

[FR Doc. 94-941 Filed 1-13-94, 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of 49 CFR Part 236

Pursuant to 49 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.

Block Signal Application (BS-AP)-No. 3273

Applicant: Buffalo & Pittsburgh Railroad, Inc., Mr. R. T. Haley, Signal Supervisor C&S, 201 North Penn Street, Punxsutawney, Pennsylvania 15767.

The Buffalo & Pittsburgh Railroad, Inc., seeks approval of the proposed discontinuance and removal of the signal system, on the single main track, between Macklin, milepost 282.4 and Eidenau, milepost 303.5, near Butler, Pennsylvania, on the Butler Branch.

The reason given for the proposed changes is to retire facilities no longer required for present operation.

Rules Standards & Instructions Application (RS&I-AP)-No. 1089

Applicant: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410.

Consolidated Rail Corporation (Conrail) seeks relief from the requirements of § 236.566 (49 CFR 236.566) of the Rules, Standard and Instructions to the extent that they be allowed to operate nonequipped locomotives in automatic cab signal territory, on the two main tracks between "CP Jacks," milepost 191.3 and "CP Gray," milepost 223.3, on the Pittsburgh Line, Harrisburg Division, for the following operations:

1. Wire trains, work trains, wreck trains, and ballast cleaners to and from work;
2. Engines and diesel cars moving to and from shops; and
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 miles per hour.

The reason given for the proposed changes is that exemptions are already authorized for operation of nonequipped locomotives under the same circumstances in cab signal territory at other locations on Conrail, and that this relief request would be an extention of those already existing exemptions.

RS&I-AP-No. 1090

Applicants: Union Pacific Railroad Company, and Missouri Pacific Railroad Company, Mr. E. J. McCaddon, Director of Locomotive Maintenance Operations, Harriman Dispatching Center, 850 Jones Street, Omaha, Nebraska 68102-2920.

The Union Pacific Railroad Company and Missouri Pacific Railroad Company (UP&MP) jointly seek relief from the requirements of Section 236.590 (49 CFR 236.590) of the Rules, Standard and Instructions for all locomotives owned, leased, or operated under contract by the UP&MP, equipped with Automatic Train Control Systems (including automatic train control, automatic train stop, and coded cab signals), to the extent that the carrier be permitted to extend the current 2 year time limit (736 days) to 3 years, for change out or removal and cleaning of the following pneumatic valves associated with Automatic Train Control Systems:

1. "EBPS"—Engine Brake Pressure Switch 35/20 PSI.
2. "SBPS"—Service Brake Pressure Switch 35/20 PSI.
3. ATC—Magnet Valve.
4. CCS—Magnet Valve.

Applicant's justification for relief: To allow easier scheduling of air brake work since time limits would coincide with other locomotive valves, providing improved inventory control, reducing required inventory, and reducing locomotive down-time. The carrier also states the failure frequency is less than air brake valves currently changed and cleaned on a 3 year basis.

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 protestant 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., Washington, DC 20590 within 45 calendar days of the date of issuance 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 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 January 7, 1994.

Phil Olekszyk,

Deputy Associate Administrator for Safety.

[FR Doc. 94-901 Filed 1-13-94; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Office of the Secretary

Notice of Call for Redemption

Washington, January 11, 1994.

To Holders of 8½ Percent Treasury Bonds of 1994-99, and Others Concerned

1. Public notice is hereby given that all outstanding 8½ percent Treasury Bonds of 1994-99 (CUSIP No. 912810 BR 8) dated May 15, 1974, due May 15, 1999, are hereby called for redemption at par on May 15, 1994, on which date interest on such bonds will cease.

2. Full information regarding the presentation and surrender of such bonds held in coupon and registered form for redemption under this call will be found in Department of the Treasury Circular No. 300, Revised, dated March 4, 1973. Coupon bonds must have all unmatured coupons attached to the