

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for the development of Improved Highway Access to the Environmental Management District of Western Johnston and Cranston.

FOR FURTHER INFORMATION CONTACT:

Dan Berman, Assistant Division Administrator, Federal Highway Administration, 380 Westminster Mall, Room 547, Providence, RI, 02903, Telephone: (401) 528-4560. OR Edmund T. Parker, Jr., P.E., Chief Design Engineer, Rhode Island Department of Transportation, 2 Capitol Hill, Room 231-D, Providence, RI, 02903, Telephone: (401) 277-4911.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Resource Recovery Corporation (RIRRC), will prepare the Environmental Impact Statement (EIS) for the development of Improved Highway Access to the Environmental Management District of Western Johnston and Cranston.

This EIS will investigate scientific and engineering studies and other activities necessary to determine the environmental and socioeconomic impacts of various alternative routing scenarios to improve the highway access to the Environmental Management District.

Improved highway access is deemed necessary because of the high volume of heavy truck traffic generated daily by the industries located there. There are currently between 1,200 and 1,500 one-way trips into the District by heavy trucking to serve the Central Landfill and the Materials Recycling Facility, both of which are operated by the Rhode Island Resource Recovery Corporation, nine private waste management firms, and a number of heavy industry waste management satellite firms, all of which are located in the Environmental Management District.

It is expected that the daily volume of heavy trucking into and out of the District will expand appreciably and steadily into the foreseeable future. Most of the truck traffic is currently utilizing Rhode Island Route 14 (Plainfield Pike), which is also rapidly developing as a commercial artery. The objective of this project is to determine the best route, if any, alternative to the existing principal access now provided by Plainfield Pike. This would accommodate the increasing volume of heavy trucking safely and efficiently and eliminate or minimize the negative impacts of such heavy industrial trucking on the commercial and retail

development potential of Plainfield Pike.

A cursory review of the project area and existing roadways was performed using the 1996 Aerial Topographic Mapping provided by the RIRRC, and USGS Quadrangle Maps. This review identified three (3) different options for an improved access roadway to the site with enough merit to be considered for further evaluations. The following paragraphs give a brief discussion of each option.

Option No. 1—No Build/Green Hill Avenue and Shun Pike

This option would consist of maintaining the current infrastructure as it is today. The industrial park site currently can be accessed by commercial vehicles from Plainfield Pike (Rte 14) via Green Hill Road and Shun Pike. Both of these roadways do not have the structural capacity to support the proposed traffic volumes from the industrial park at build-out. Therefore, Green Hill Avenue, a section of Shun Pike from Green Hill Avenue to the proposed industrial park, and the access roadway would be maintained as two (2) twelve foot (12') travel lanes with paved shoulders and would be structurally upgraded from their present capacity.

Option No. 2—New Access Roadway From Comstock Parkway to Site

This option would consist of constructing a roadway on new location from the intersection of the Plainfield Pike and Comstock Parkway in a northerly direction to the industrial park site. The roadway would travel somewhat parallel to the Simmons Lower Reservoir, then cross between the Simmons Upper and Lower Reservoirs at an existing earthen causeway and then turn north to Shun Pike.

Option No. 3—New Diamond Interchange at I-295 and Scituate Avenue

This option would consist of constructing new I-295 northbound "on" and "off" ramps and new I-295 southbound "on" and "off" ramps at the existing Scituate Avenue overpass to create a new "Diamond" style interchange. Also, Scituate Avenue will be reconstructed from the interchange to the site; and on the easterly side of the interchange, Scituate Avenue would be broken into two (2) segments by installing two (2) new cul-de-sacs. Finally, a section of Shun Pike would be reconstructed to provide better access to the Central Landfill.

A scoping meeting to discuss the environmental impacts will be held on

Wednesday September 15, 1997, from 9:00 am to 12:00 am, in the Rhode Island Resource Recovery Corporation Board Room. Written comments received will be incorporated into this NEPA scoping process.

In addition, a public hearing will be held in June 1998 to receive verbal comments regarding the Environmental Impact Statement. Public notice will be given of the time and place of the public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To provide that a full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions regarding this scoping session are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the Rhode Island Department of Transportation at the above address.

Dan Berman,

Assistant Division Administrator, Federal Highway Administration.

[FR Doc. 97-21644 Filed 8-14-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-052; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1996-1997 Ducati 748 Biposto Motorcycles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1996-1997 Ducati 748 Biposto motorcycles are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1996-1997 Ducati 748 Biposto motorcycles that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is September 15, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9:30 a.m. to 4 p.m.)

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1996-1997 Ducati 748 Biposto motorcycles are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are 1996-1997 Ducati 916 motorcycles that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1996-1997 Ducati 748 Biposto motorcycles to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that non-U.S. certified 1996-1997 Ducati 748 Biposto motorcycles, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1996-1997 Ducati 748 Biposto motorcycles are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 106 *Brake Hoses*, 111 *Rearview Mirrors*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, and 122 *Motorcycle Brake Systems*.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Installation of U.S.-model headlamp assemblies.

Standard No. 120 *Tire Selection and Rims for Vehicles other than Passenger Cars*: Installation of a tire information placard.

Standard No. 123 *Motorcycle Controls and Displays*: Installation of a U.S. model speedometer calibrated in miles per hour.

The petitioner also states that vehicle identification number plates meeting the requirements of 49 CFR part 565 will be affixed to non-U.S. certified 1996-1997 Ducati 748 Biposto motorcycles.

Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141 (a)(1) (A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: August 11, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 97-21605 Filed 8-14-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-053; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1992 and 1994-1997 BMW 750iL Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1992 and 1994-1997 BMW 750iL passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1992 and 1994-1997 BMW 750iL passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is September 15, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9:30 a.m. to 4 p.m.)

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States,