

SUMMARY: The U.S. Federal Highway Administration (FHWA) in coordination with the District of Columbia Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential effects of the proposed action to reopen Klinge Road, NW., to vehicular access in Washington, DC. To ensure that all significant issues related to the proposed action are identified, DDOT will conduct a public scoping meeting.

FOR FURTHER INFORMATION CONTACT: Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 1990 K Street, NW., Suite 510, Washington, DC 20006-1103, (202) 219-3536; or Maurice Keys, District of Columbia, Department of Transportation, (202) 671-2740.

SUPPLEMENTARY INFORMATION: Klinge Road is located in northwest Washington, DC and runs northeast to west from Beach Drive in Rock Creek Park to the Washington National Cathedral. The segment of Klinge Road between Porter Street, NW. and Cortland Place, NW. (approximate designations) was closed to traffic in 1991 due to deterioration of the roadway related to drainage failure. The Council of the District of Columbia never officially closed this segment of Klinge Road through a legislative action, however [this portion of the road remains closed to traffic. Failure of the drainage system has resulted in severe deterioration of the roadway, headwalls, and underlying stormwater system. At a minimum the no-action alternative would include repairing the retaining walls to better manage stormwater runoff in the study area. The purpose of the proposed action is to provide an east-west connection through Rock Creek Park in the District of Columbia by reopening Klinge Road to vehicular access. The Klinge Road Restoration Act of 2003, Bill #B15-0061, was introduced by the Council of the District of Columbia in January 2003 and was enacted in March 2003. Section 3 of the bill specifically states "The portion of Klinge Road, NW., between Porter Street, NW., on the east to Cortland Place, NW., on the west, shall be repaired and re-opened to the public for vehicular traffic and recreational uses." The directive to repair Klinge Road was codified in to law as part of the Fiscal Year 2004 Budget Support Act of 2003, effective November 13, 2003 (D.C. Law 15-39; D.C. Official Code § 9-115.11). According to this Act: The portion of Klinge Road, NW., between Porter

Street, NW., on the east to Cortland Place, NW., on the west shall be re-opened to the public for motor vehicle traffic, with the repair and reconstruction of Klinge Road, which shall include the establishment of a District Department of Transportation storm water management plan, to commence no later than 180 days following November 13, 2003.'

The environmental review of the vehicular use alternatives will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4371, *et seq.*), Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508), FHWA Code of Federal Regulations (CFR 23 part 771.101-771.137 *et seq.*), and all applicable Federal, state, and local government laws, regulations, and policies.

Public Scoping Meeting: DDOT will solicit public comments for consideration and possible incorporation in the Draft EIS through public scoping, including a scoping meeting, on the proposed action. To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified early in the process, comments and suggestions are invited from all interested and/or potentially affected parties. These individuals or groups are invited to attend the public scoping. The meeting location and time will be publicized in local newspapers and elsewhere. Written comments will be accepted throughout this process and can be forwarded to 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: March 12, 2004.

Gary L. Henderson,

Division Administrator, District of Columbia Division, Federal Highway Administration.
[FR Doc. 04-6027 Filed 3-16-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a draft environmental impact statement will be prepared for the consolidated Winston-Salem Northern Beltway proposed highway projects in Forsyth County, North Carolina.

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

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare a draft environmental impact statement (EIS) on the consolidated Northern Beltway proposed highway projects (Western Section, Eastern Section, and Eastern Section Extension) of Winston-Salem in Forsyth County. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 158 southwest of Winston-Salem to US 311 southeast of Winston-Salem. A Final Environmental Impact Statement on the Western Section, the portion from US 158 southwest of Winston-Salem to US 52 northwest of Winston-Salem (FHWA-NC-EIS-92-06-F), was approved by FHWA on 14 March 1996. The Western Section will improve north-south connectivity in western Forsyth County, provide improved direct regional connections to other major highways, and relieve congestion on roadways in western Forsyth County. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA-NC-EIS-95-04-D), was approved by FHWA on 14 September 1995. The Eastern Section together with the Eastern Section Extension will serve regional traffic by improving system linkage and continuity, relieving congestion on major highways including US 52 and US 421, and by providing the route for future I-74. The proposed action is a part of the 1987 Winston-Salem/Forsyth County Thoroughfare Plan. In addition, the projects together will provide a northern loop highway in accordance with the 1989 North Carolina Highway Trust Fund Act.

Alternatives under consideration include: (1) The "no-build", (2) improving existing facilities, (3) transportation demand management and transportation system management alternatives; (4) mass transit alternatives; and (5) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups will be held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental draft EIS will be available for public and agency review and comment at the time of the hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are 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 Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.
[FR Doc. 04-5964 Filed 3-16-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Watauga and Caldwell Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescindment of notice of intent.

SUMMARY: The FHWA rescinds its notice of intent to prepare an environmental impact statement for the proposed US 321 Improvements project at Blowing Rock.

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

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), prepared a Draft Environmental Impact Statement (FHWA-NC-EIS-02-D) for the US 321 Improvements project at Blowing Rock in Caldwell and Watauga Counties, North Carolina. The FHWA does not

intend to prepare a Final Environmental Impact Statement on this action.

(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 March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.
[FR Doc. 04-5965 Filed 3-16-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of denials.

SUMMARY: The FMCSA announces its denial of 43 applications from individuals who requested an exemption from the Federal vision standards applicable to interstate truck drivers and the reasons for the denials. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions does not provide a level of safety that will equal or exceed the level of safety maintained without the exemptions for these commercial motor vehicle drivers.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywockarte, Office of Bus and Truck Standards and Operations, (MC-PSD), (202) 366-2987, Department of Transportation, FMCSA, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption from the Federal vision standards for a renewable 2-year period if it finds such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption (49 CFR 391.41(b)(10)).

Accordingly, FMCSA evaluated 43 individual exemption requests on their merits and made a determination that these applicants do not satisfy the

criteria established to demonstrate that granting an exemption is likely to achieve an equal or greater level of safety than exists without the exemption. Each applicant has, prior to this notice, received a letter of final disposition on his/her individual exemption request. Those decision letters fully outlined the basis for the denial and constitute final agency action. The list published today summarizes the agency's recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reason for denials.

The following 20 applicants lacked sufficient recent driving experience over three years:

Allen, Percy B.
Bacon, Nick D.
Clifton, Jr., Raymond E.
Coleman, Jerry D.
Hallwachs, Jerry
Hansen, Michael P.
Hardee, Richard G.
Henson, Richard M.
Hillman, Robert
Hoefner, Patrick L.
King, William J.
Levine, Martin L.
McEntyre, William C.
Meyer, Fred G.
Osuna, Jorge L.
Pierce, Jr., Charles E.
Reynolds, Glennis R.
Sharp, Ronald L.
Weeks, David N.
Whitlow, Jr., Bernard R.

Two applicants, Mr. David W. Shrimplin and Mr. Timothy D. Leggett, do not have experience operating a commercial motor vehicle (CMV) and therefore presented no evidence from which FMCSA can conclude that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

The following 9 applicants do not have 3 years of experience driving a CMV on public highways with the vision deficiency:

Burnworth, Randy L.
Huelster, Randy
McFalls, Carol W.
Miller, Larry
Rich, Ross C.
Roberts, Michael J.
Schwab, Charles F.
Steinmetz, Daniel L.
Willhoyt, Richard P.

Four applicants do not have 3 years of recent experience driving a CMV with the vision deficiency:

Crane, James R.
Gruszecki, Ronald J.
Holland, Billie E.
Powell, Richard G.

Three applicants, Mr. Danny Netherland, Mr. Edward J. Perfetto and