

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Notice of Intent for Interstate 55 Interchange in Shelby County, Tennessee**

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of intent.

**SUMMARY:** The Federal Highway Administration (FHWA) is issuing this notice to advise the public that a limited scope supplemental environmental impact statement (SEIS) will be prepared to determine construction phasing impacts for the Interstate 55 (I-55) Interchange at E.H. Crump Boulevard and South Boulevard project in the City of Memphis, Shelby County, Tennessee.

**FOR FURTHER INFORMATION CONTACT:** Theresa Claxton, Planning and Program Management Team Leader, Tennessee Division, Federal Highway Administration, 404 BNA Drive, Suite 508, Nashville, TN 37217, telephone: 615-781-5770.

**SUPPLEMENTARY INFORMATION:** FHWA, in cooperation with the Tennessee Department of Transportation (TDOT), prepared a Draft EIS (DEIS) and a Final EIS (FEIS) for proposed improvements to the I-55 interchange at E.H. Crump Boulevard in the City of Memphis. The DEIS was approved on March 25, 2009. The FEIS was approved on June 28, 2011. The FEIS examined four alternatives in detail. On January 25, 2012, FHWA issued a Record of Decision (ROD) identifying the Selected Alternative and the reasons for its selection. The Selected Alternative consists of replacing the existing cloverleaf interchange with a new interchange configuration that will provide through lanes for mainline I-55 traffic, eliminating the need for interstate traffic to utilize single-lane, low speed ramps in order to continue on I-55. A new multi-lane roundabout interchange will be constructed, replacing the existing cloverleaf interchange, providing improved access to and from I-55 and existing local roadways.

The FEIS and ROD are available for review on the project Web site at <http://www.tn.gov/tdot/article/i-55-crump>.

Since the issuance of the ROD, TDOT has taken several major steps to advance the project towards construction. Based on a constructability review, TDOT became aware that a total closure of the I-55 bridge over the Mississippi River (Memphis-Arkansas Bridge) may be

necessary. During this possible closure, traffic would be detoured to the I-40 Hernando DeSoto Bridge. A second constructability review determined that this closure could be up to 9 months. The impacts of a total closure of the I-55 bridge for up to nine months had not been evaluated in the ROD and therefore TDOT agreed to further explore the proposed construction phasing of the project via a reevaluation of the EIS. The reevaluation process involved additional studies on traffic, emergency services, and socioeconomic impacts and a public involvement process. TDOT held public meetings in both West Memphis, Arkansas and in Memphis, Tennessee to gather comments and concerns voiced by regional stakeholders and solicited written input through an on-line survey.

Through this process, TDOT, in coordination with FHWA, determined that the proposed construction phasing would result in potentially significant impacts not previously assessed and disclosed in the EIS. Therefore, TDOT concluded the Reevaluation with the determination that a Limited Scope Supplemental Environmental Impact Statement (SEIS) should be undertaken.

The analysis of impacts relating to construction phasing, and any potential changes to the construction phasing that may result, will not change the design or location of the alternatives under consideration or previous environmental studies, impacts or proposed mitigation committed to in the project Record of Decision. The scope of the SEIS will be limited to the social, economic, and environmental effects of the construction phasing for the I-55 Interchange at E.H. Crump Boulevard.

The SEIS process will include an invitation letter sent to potential cooperating agencies, participating agencies, and Section 106 consulting parties inviting the agencies to officially take part in the SEIS process. One or more public hearings will be held to solicit public input. In addition, a formal comment period for the public and agencies will be provided following the publication of the Draft SEIS. Written and verbal comments on the Draft SEIS will be taken by mail and at the public hearings. Public notice will be given on the time and place of the future public hearings. The comments received will be responded to in the Final SEIS.

Questions concerning this proposed closure and the SEIS should be directed to Steve Chipman, Project Manager, Tennessee Department of Transportation, 300 Benchmark Place, Jackson, TN 38301, telephone 731-935-0157.

Dated: August 24, 2015.

**Pamela M. Kordenbrock,**

*Division Administrator, Nashville, TN.*

[FR Doc. 2015-21455 Filed 8-28-15; 8:45 am]

**BILLING CODE 4910-22-P**

**DEPARTMENT OF TRANSPORTATION****Federal Motor Carrier Safety Administration****Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors**

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

**ACTION:** Notice of Unified Carrier Registration Plan Board of Directors Meeting.

**TIME AND DATE:** The meetings will be held on September 17, 2015, from 1:00 p.m. to 5:00 p.m., and September 18, 2015, from 8:00 a.m. to 1:00 p.m. All meetings will take place in the Mountain Daylight Time Zone as described below.

**PLACE:** The meetings will be open to the public at the SpringHill Suites Marriott, 6325 North Cloverdale, Boise, ID 83713 and via conference call. Those not attending the meetings in person may call 1-877-422-1931, passcode 2855443940, to listen and participate in the meetings.

**STATUS:** Open to the public.

**MATTERS TO BE CONSIDERED:** The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

**FOR FURTHER INFORMATION CONTACT:** Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: August 20, 2015.

**Larry W. Minor,**

*Associate Administrator, Office of Policy, Federal Motor Carrier Safety Administration.*

[FR Doc. 2015-21590 Filed 8-27-15; 11:15 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board**

**[Docket No. AB 55 (Sub-No. 744X)]**

**CSX Transportation, Inc.—  
Abandonment Exemption—in Edgar  
County, Ill.**

CSX Transportation, Inc. (CSXT), has filed a verified notice of exemption

under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon an approximately 1.03-mile segment of rail line, between milepost QSA 21.50 and milepost QSA 22.53 near the City of Paris, Edgar County, Ill. (the Line). The Line traverses United States Postal Service Zip Code 61944.

CSXT has certified that: (1) No freight traffic has moved over the Line for at least two years; (2) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line is either pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (3) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on September 30, 2015, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 10, 2015. Petitions to reopen or requests for public use<sup>3</sup> conditions under 49 CFR 1152.28 must be filed by September 21, 2015, with the Surface Transportation

Board, 395 E Street SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CSXT has filed environmental and historic reports that address the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by September 4, 2015. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at (800) 877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by CSXT's filing of a notice of consummation by August 31, 2016, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at “[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).”

Decided: August 25, 2015.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Kenyatta Clay,**  
*Clearance Clerk.*

[FR Doc. 2015–21456 Filed 8–28–15; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT–OST–2015–0112]

### Request for Comments of a Previously Approved Information Collection

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on June 3, 2015, in the **Federal Register** (80 FRN, page(s) 31643–31644). No comments were received.

**DATES:** Comments must be submitted on or before September 30, 2015.

**FOR FURTHER INFORMATION CONTACT:** Ellen Shields, Associate Director of the Financial Assistance Policy and Oversight Division, M–65, Office of the Senior Procurement Executive, Office of the Secretary, Room W83–, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366–4268.

#### SUPPLEMENTARY INFORMATION:

*Title:* Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards.  
*OMB Control Number:* 2105–0520.  
*Type of Request:* Reinstatement of a Previously Approved Information Collection(s).

*Abstract:* This is to request the Office of Management and Budget's (OMB) renewed three-year approved clearance for the information collection, entitled, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards” OMB Control No 2105–0520. Originally this OMB Control Number was titled: Uniform Administrative Requirements for Grants and Agreements to State and Local Governments and with Institution of Higher Education, Hospitals and Other Non-Profit Organizations (OMB Circulars A–110 and 2 CFR 215). However, on December 26, 2014, OMB issued new guidelines titled: Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and these guidelines cover the following data collection standard forms (SF): Application for Federal Assistance (SF–424); Federal Financial Report (SF–425); Request for Advance or Reimbursement (SF–270); and Outlay Report & Request for Reimbursement for Construction Programs (SF–271).

There have also been adjustments to the burden estimates. In 2010, the Department estimated a combined total of 2,704 respondents and 189,280 burden hours. Due to a 35% decrease in appropriations, the Department has

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

<sup>3</sup> CSXT states that the Line may be suitable for other public purposes or trail use, but may be subject to reversionary interests.