

820 will be evaluated and an EIS will be prepared. The EIS process was selected because the proposed project lies primarily within a densely developed urban area. This area has the potential for greater social, economic, and environmental impacts than any other section. Alternate routes for development along with public consensus for the preferred alignment alternative will be addressed in the EIS. This highway portion connects the Forth Worth CBD with the Cities of River Oaks, Samson Park, and Lake Worth in northwestern Tarrant County. It will provide residents and businesses of these cities with improved travel within the corridor. An Environmental Assessment will be prepared for the second project from I.H. 820 to F.M. 1886.

The proposed facility will be a six to eight lane divided freeway with auxiliary lanes where needed. The project will include frontage road construction and there will be full control of access along the length of the facility. Right of way will vary between 73 and 137 meters (240 and 450 feet). All existing at-grade crossings will be eliminated and grade separations or interchanges will be constructed at major thoroughfares.

S.H. 199 is currently a basic 4 lane urban expressway with limited access control and is the principal transportation facility in northwest Tarrant County. No other parallel freeways or principal artery exists within the S.H. 199 corridor. Committed congestion reduction strategies for the S.H. 199 corridor consist of the regional Transportation Demand Management Program that includes Employee Trip Reduction programs and area-wide ridesharing. All reasonable existing and future alternate modes of transportation available to the corridor will not sufficiently lower the projected 2016 traffic volume to the desired level of service. The proposed expansion will safely and efficiently provide for the mobility needs of the area. A project concept conference with local officials was held April 7, 1987. In 1987, two public meetings were held to discuss alternate routes for the proposed project. A third public meeting was held in 1988.

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 the proposed action and the EIS should be directed to the FHWA at the address provided.

(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.)

**David L. Gibbs,**

*Acting Division Administrator, Austin, Texas.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for Waivers of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

#### Long Island Rail Road

[FRA Docket Number LI-95-1]

The Long Island Rail Road (LIRR) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). LIRR is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. LIRR requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

#### Metro-North Railroad

[FRA Docket Number LI-94-10]

The Metro-North Railroad (MNCW) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). MNCW is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. MNCW requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Interested parties are invited to participate in these proceedings by

submitting written reviews, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number LI-95-1 and LI-94-10), and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days from the publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at FRA's temporary relocation at 1120 Vermont Ave N.W., room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 24, 1998.

**Grady C. Cothen,**

*Deputy Associate Administrator for Safety Standards and Program Development*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33388]

#### CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation

**AGENCY:** Surface Transportation Board

**ACTION:** Notice of availability of additional environmental information on the Proposed Conrail Acquisition and Opportunity for public review and comment by those who could be affected by that information.

**SUMMARY:** On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.