Contributing human factors: 50
Contributing overall factors: 2

Note that multiple copies of various data forms will be completed as the data on each crash-involved vehicle and person and each control vehicle and person are acquired. This increases the number of variables above the sum of what is presented above. There are also diagrams and photographs that are essential elements of each investigation that are entered into the database. In prior OECD implementations, about 2,000 data elements in total were recorded for each crash.

Estimated Burden Hours for Information Collection

Frequency: This is a one time study.

Respondents: This study will be based on all crashes occurring within the sampling area; however, this burden estimate is based on what we know about fatal crashes. The plan calls for data to be captured from up to 1200 crashes with motorcycle involvement, and for all surviving crash-involved riders and drivers to be interviewed. Two control riders will be interviewed for each crash-involved motorcyclist, and one rider and one driver will be interviewed for each rider and motorist in multi-vehicle crashes. Passengers accompanying crash-involved riders and passenger-vehicle drivers will also be interviewed. The following table shows the sampling plan and estimated number of interviews assuming 1200 crashes are investigated.[6]

Maximum total crashes to be investigated is 1200.

Crash Interviews
- Single vehicle motorcycle crashes = 540
- Multi-vehicle (2-vehicle) motorcycle crashes (660*2) = 1320
- Passenger interviews motorcycle (.10* 540 + .10*660) = 120
- Passenger interviews cars (.68*660) = 449
- Total Crash Interviews (540+1320+120+449) = 2429

Control interviews
- Controls for single vehicle motorcycle crashes (2*540) = 1080
- Controls for multi-vehicle motorcycle crashes (1*660 + 1*660) = 1320
- Passenger Interviews = 0
- Total Control Interviews = 2400

Grand Total Crash plus Control Interviews (2429+2400) = 4829

Estimated Average Burden per Interviewee: Crash interviews are estimated to require about 15 minutes per individual interviewed To the extent possible, crash interviews will be collected at the scene, although it is likely that some follow-ups will be needed to get completed interviews from crash involved individuals. Control individuals' interviews will be completed in a single session and are expected to require about 10 minutes per individual.

Estimated Total Annual Burden Hours: Burden hours estimates are based on the total of 2,429 crash interviews to be conducted at an average length of 15 minutes each and 2,400 control interviews to be conducted at an average length of 10 minutes each for a total one-time burden on the public of 60,435 minutes or 1007.25 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for FHWA's and NHSTA performance; (2) the accuracy of the estimated burden, (3) ways for the FHWA and NHTSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: November 15, 2006.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E6–19831 Filed 11–22–06; 8:45 am]

BILLING CODE 4910–22–P

[6] The final crash sample size will depend on the rate at which crashes can be acquired in the selected site(s) and other matters related to logistics and the final budget. However, the study will acquire crashes on a sample size that exceeds the requirements of the OECD methodology, and will be of sufficient size to meet the goals of the study.

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hunterdon County, NJ

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 (EIS) will be prepared for a proposed highway project in Hunterdon County, New Jersey.

FOR FURTHER INFORMATION CONTACT: Tanya Emam, Engineering Coordinator, Federal Highway Administration, New Jersey Division Office, 840 Bear Tavern Road, Suite 310, West Trenton, NJ 08628–1019, Telephone: (609) 637–4200.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Jersey Department of Transportation (NJDOT), will prepare an EIS on a proposed action to construct the South Branch Parkway in Hunterdon County, New Jersey, Federal Project No. HPP–0037(139). The proposed project will consist of the construction of a limited access highway on new location for a distance of approximately 3.7 miles. The parkway would extend from a proposed intersection at Voorhees Corner Road, northward to a proposed intersection at existing Route 31, at a point approximately 0.5 mile north of the existing intersection of Route 31 and Bartles Corner Road.

The purpose of the South Branch Parkway is to provide an alternative to Route 31 for north-south travel through the Flemington-Raritan area and increase overall connectivity with the local roadway network; to reduce congestion on existing Route 31 to facilitate movement of both local and regional traffic; to provide the initial investment in a long-term Integrated Land Use and Transportation Plan that effectively shapes existing and future development into a land-use pattern that does not increase demand beyond the State highway system's roadway capacity; and to lead to a more balanced transportation network and land use patterns that decrease reliance on the automobile and encourage pedestrian and bicycle travel through the area. The selected transportation solution will represent a long-term, cost-effective capital investment consistent with Smart Growth principles.

Alternatives under consideration include: (1) Taking no action; and (2) constructing a new two-lane, limited access highway as described above. This alternative includes a multi-use bicycle/pedestrian path along the length of the parkway; an optional center grass median; two options for a minor shift in the southern terminus location; and analysis of proposed intersections and roundabouts throughout the project length.

Input for further defining the purpose and need for the proposed project, and range of alternatives under consideration, will be accomplished via the following: In October 2006, a Public Officials Briefing (POB) and a Public Information Center (PIC) were held within the project area to update local stakeholders regarding the project status and to elicit early commentary. In the near future, 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 interest in this proposal. In addition, agencies will be invited by letter to attend a formal Scoping Meeting with a field view. Prior to seeking FHWA approval to circulate the Draft EIS, an additional POB and PIC will be held within the project area. Thence, upon obtaining FHWA approval to circulate the Draft EIS, a Public Hearing will be held within the project area. The Draft EIS will be available for public and agency review and comment prior to the Public Hearing. Public notice will be given of the time and place of all meetings and the public hearing. To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action should be directed to the FHWA contact person identified in 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 November 14, 2006.

David Hawk,

Program Operations Director.

[FR Doc. E6–19844 Filed 11–22–06; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–290 (Sub-No. 280X)]

The Cincinnati, New Orleans and Texas Pacific Railway Company—Abandonment Exemption—in Roane County, TN

On November 6, 2006, The Cincinnati, New Orleans and Texas Pacific Railway Company (CNOTP), a wholly owned subsidiary of Norfolk Southern Railway Company, filed with the Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon an approximately 1.10-mile line of railroad extending from milepost 156.9–H to milepost 158.0–H in Rockwood, Roane County, TN.[1] The line traverses United States Postal Service Zip Code 37854 and serves the station at Rockwood, where CNOTP will continue to provide rail service.

In addition to an exemption from 49 U.S.C. 10903, CNOTP seeks exemption from the offer of financial assistance (OFA) and public use provisions at 49 U.S.C. 10904 and 49 U.S.C. 10905, respectively. In support, CNOTP contends that an exemption from these provisions is necessary to permit conveyance of the line to Franklin Industries (Franklin) for continued operation as a private rail line.[2] Also, CNOTP intends to continue to use the line, under an agreement with Franklin, as an interchange track to interchange freight traffic with both Franklin and Horsehead.[3] These additional exemption requests will be addressed in the final decision.

The line does not contain federally granted rights-of-way. Any documentation in CNOTP's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen,* 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by February 23, 2007.

Any OFA under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption, unless the Board grants the requested exemption from the OFA process. Each OFA must be accompanied by a $1,300 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Unless the Board grants the requested exemption from the public use provisions, any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than December 14, 2006. Each trail use request must be accompanied by a $200 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB–290 (Sub–No. 280X) and must be sent to: (1) Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001; and (2) James R. Paschall, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510. Replies to the petition are due on or before December 14, 2006.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565–1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565–1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov.*

Decided: November 15, 2006.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. E6–19783 Filed 11–22–06; 8:45 am]

BILLING CODE 4915–01–P

[1] On August 15, 2005, CNOTP filed a petition for exemption to abandon this same line based solely on the proposition that there was no need for continued operations over the line because no shipper would lose any service it required. CNOTP did not attempt to justify that petition based on operating losses. When a shipper on the line, Horsehead Corp. (Horsehead), opposed the abandonment, the Board denied the petition without prejudice to the subsequent filing of an application or a properly supported petition for exemption to abandon the line. *See The Cincinnati, New Orleans and Texas Pacific Railway Company—Abandonment Exemption—In Roane County, TN,* STB Docket No. AB–290 (Sub–No. 236X), slip op. at 3 (STB served Dec. 2, 2005).

[2] Franklin previously acquired a 15.4-mile line of railroad (known as the Crab Orchard Line) from CNOTP. *See The Cincinnati, New Orleans and Texas Pacific Railway Company—Abandonment Exemption—In Cumberland and Roane Counties, TN,* STB Docket No. AB–290 (Sub-No. 208X) (STB served Nov. 15, 2000).

[3] In this filing, CNOTP states that Horsehead's name is Horsehead Resource Development, Inc.

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

November 17, 2006.

The Department of Treasury has submitted the following public information collection requirement(s) to