

August 30, 1996, by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**, below. Those who register will be sent an information package prior to the public meeting. Statements should also be submitted in writing as promptly as possible, and written statements may be submitted in lieu of oral presentations.

**DATES:** The public meeting will be held in Rosemont, Illinois, on Wednesday, September 4, from 9 a.m. to 4 p.m.

**ADDRESSES:** The meeting will be held at the Ramada Plaza O'Hare Hotel, 6600 N. Mannheim Road, Rosemont, Illinois 60018 (847) 827-5131.

**FOR FURTHER INFORMATION CONTACT:** Mr. Craig Middlebrook, (202-366-0091; FAX: 202-366-1747), St. Lawrence Seaway Development Corporation, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** The St. Lawrence Seaway is currently operated and maintained by the U.S. Saint Lawrence Seaway Development Corporation, a modal administration of the U.S. Department of Transportation, and the Canadian St. Lawrence Seaway Authority, a Crown corporation. Both countries are restructuring their organizations and pursuing methods, through new cooperative mechanisms, to reduce costs for taxpayers and users. On June 5, 1996, U.S. Transportation Secretary Federico Peña and Canadian Transport Minister David Anderson agreed to establish a U.S./Canadian Working Group to explore avenues of increased binational cooperation.

The Working Group, which held its initial meeting in Ottawa, Ontario, on August 7, will exchange timely information on the respective U.S. and Canadian efforts to restructure their Seaway organizations and identify workable options to improve binational management of the Seaway. The Working Group will examine the Seaway lock system which falls within the scope of the current binational agreement, and also will begin an analysis of other aspects of the overall system, including navigation aids, vessel traffic control systems, ice breaking, communication systems, and other locks outside the scope of the binational agreement, with a view toward identifying opportunities to eliminate or reduce duplication.

The Working Group consists of representatives from the U.S. Department of Transportation, the Canadian Ministry of Transportation, and the Canadian Ministry of Fisheries and Oceans, as well as other affected

government departments and agencies in both countries.

The purpose of the September 4 public meeting is to solicit views from interested individuals related to the improvement of binational cooperation in the management of the St. Lawrence Seaway System. The Working Group will deliver a progress report of its findings to the Canadian Minister of Transport and the U.S. Secretary of Transportation in late September.

Dated: August 20, 1996.

Bernard Gaillard,

*Director, Office of International Transportation and Trade.*

[FR Doc. 96-21565 Filed 8-22-96; 8:45 am]

**BILLING CODE 4910-62-U**

### **Federal Highway Administration**

#### **Environmental Impact Statement: Peoria, Tazewell and Woodford Counties, Illinois**

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a transportation corridor study followed by an environmental impact statement will be prepared for a proposed project in the eastern Peoria metropolitan area which included the counties of Peoria, Tazewell and Woodford.

#### **FOR FURTHER INFORMATION CONTACT:**

Walter Waidelich, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4622.

Dale E. Risinger, District Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602-1111, Phone: (309) 671-3333.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Illinois Department of Transportation, will prepare a transportation corridor study followed by an environmental impact statement (EIS) for the eastern Peoria metropolitan area. The proposed corridors being studied are commonly known as the Eastern Ring Road. The proposed project is a study of three corridors approximately 32 km in length which will link Illinois Route 6 on the west side of the Illinois River to Interstate 74 on the east side of the Illinois River. Project limits are generally defined by a connection to Illinois Route 6 near Mossville on the northwest, and Interstate 74 at the south and eastern limit. Communities involved include Mossville, Spring Bay,

Germantown Hills, Washington, East Peoria, and Morton, Illinois.

This two year proposed project will study three corridors, select a preferred corridor for detailed engineering and environmental analysis, select a recommended alignment within the preferred corridor and create a final corridor protection map. All potential corridors will be studied through extensive data collection, aerial mapping, field inspection, and environmental and engineering studies. Use of this information will help in creating design and operational criteria, drainage and flood plain inventory, an identification of corridor impacts, exhibits for the public input, and a corridor protection map. A preferred corridor will be recommended and presented at a Public Hearing. Alternate alignments will be studied for the preferred corridor once it has been identified. Alternates studied will address engineering and environmental concerns in order that an alignment can be identified which meets the transportation needs of the region and minimizes the impacts to the environment. Alignment studies will produce one preferred alternate with its location, type of facility, preliminary interchange geometrics, engineering and environmental impacts identified, preliminary measures to minimize harm, probable construction cost estimate and estimated right of way requirements identified. A second Public Information Meeting will be held to obtain input during the alignment selection process with the final selected alignment presented at a Public Hearing. Right of way requirements will be established for corridor preservation and a corridor protection map will be prepared for the recommended alignment.

The transportation corridor study will be followed by an Environmental Impact Statement. Alternatives to be studied include (1) Taking no action; including the development of ancillary facilities to enhance mass transit and/or traffic demand management (2) upgrading existing facilities and (3) construction on a new alignment as identified in the corridor study.

The scoping process undertaken as part of this proposed project will include distribution of a scoping information packet, coordination with appropriate Federal, State, and local agencies and review sessions as needed. A formal scoping meeting is not planned. Further details of the proposed project and a scoping informational packet may be obtained from one of the contact people listed in this notice.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: August 12, 1996.

Walter Waidelich,

*Engineering Team Leader, Federal Highway Administration, Illinois Division, Springfield, Illinois.*

[FR Doc. 96-21367 Filed 8-22-96; 8:45 am]

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## Federal Railroad Administration

### Petition for Exemption or Waiver 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 waiver of compliance with a requirement of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, 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 RSGM-96-05) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date of publication of this notice, will be considered FRA before final action is taken. Comments received after that date will be considered as far as practical. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petition seeking an exemption or waiver of compliance is as follows:

### *Beech Mountain Railroad Company (BMRR) (RSGM-96-05)*

The Beech Mountain Railroad Company (BMRR) seeks a permanent waiver of compliance with the Safety Glazing Standards (49 CFR 223.9(a), certified glazing) for its two locomotives, ALCO S2 1,000HP #113 and #115, built in the early 1950s.

BMRR is a Class III Railroad operating within Randolph and Upshur Counties in the state of West Virginia. According to the requesting railroad, the crew consists of five men comprised of one supervisor, one engineer, one brakeman, and two track servicemen. BMRR is privately owned by Carter-ROAG Coal Company (CRCC). The purpose of the BMRR operations is to provide transfer service between the CSX interchange located in Alexander, West Virginia and the CRCC Preparation Plant located in Star Bridge, West Virginia. The BMRR line transverses—without instances of broken glass due to projectiles—a remote and isolated area. The BMRR railroad indicates that the locomotives are early 1950 models and installation of the safety glazing would require extensive and expensive refacing of the locomotive cabs and that all the employees are aware of this request for exemption and support it without exception.

Issued in Washington, DC, on August 16, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 96-21533 Filed 8-22-96; 8:45 am]

BILLING CODE 4910-06-M

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

August 15, 1996.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Bureau of Engraving and Printing (BEP)

*OMB Number:* 1520-0002.

*Form Number:* BEP 5287.

*Type of Review:* Extension.

*Title:* Claims for Amounts Due in the Case of Deceased Owner of Mutilated Currency.

*Description:* Form 5287 is used when Treasury is required to determine ownership in cases of a deceased owner of damaged or mutilated currency.

*Respondents:* Individuals or households, business or other for-profit, not-for-profit institutions, State, Local or Tribal Government.

*Estimated Number of Respondents:* 180.

*Estimated Burden Hours Per*

*Response:* 55 minutes.

*Frequency of Response:* On occasion.

*Estimated Total Reporting Burden:* 165 hours.

*Clearance Officer:* Ed Little (202) 874-2647, Bureau of Engraving and Printing, Room 317A, Engraving and Printing Annex, 14th and C Streets, SW., Washington, DC 20228.

*OMB Reviewer:* Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

*Departmental Reports Management Officer.*

[FR Doc. 96-21507 Filed 8-22-96; 8:45 am]

BILLING CODE 4840-01-P

### Submission to OMB for Review; Comment Request

August 15, 1996.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Internal Revenue Service (IRS)

*OMB Number:* 1545-1201.

*Regulation ID Number:* PS-52-88 Final (T.D. 8455).

*Type of Review:* Extension.

*Title:* Election to Expense Certain Depreciable Business Assets.

*Description:* The regulations provide rules on the election described in section 179(b)(4); the apportionment of the dollar limitation among component members of a controlled group; and the proper order for deducting the carryover of disallowed deduction. The