draft EIS will be available for public and agency review and comment prior to the hearings.

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 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: September 10, 1997.

Larry C. Smith, P.E.,

Division Engineer, FHWA, Lakewood, CO.

[FR Doc. 97–25404 Filed 9–24–97; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Fremont County, Wyoming

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 will be prepared for a proposed highway project in Fremont County, Wyoming.

FOR FURTHER INFORMATION CONTACT: B.J. McCauley, Environmental Project Manager, Federal Highway Administration, P.O. Box 25246, Denver, Colorado 80225, telephone 303–969–5924.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Shoshone National Forest, the Wyoming Department of Transportation, and Fremont County, Wyoming will prepare an environmental Impact statement (EIS) on a proposed improvement of Wyoming Forest Highway (FH) 23, Louis Lake Road. The proposed Wyoming FH 23 project begins at the end of the pavement approximately 1.5 miles from the terminus of State Highway 131 at the National Forest boundary and continues southerly a distance of approximately 7.1 miles to the Worthen Meadows Reservoir Road.

The roadway may be reconstructed to a minimum width two-lane, asphalt or gravel with shoulders. In order to minimize impacts to environmentally sensitive areas, the reconstruction may take place largely along the existing corridor utilizing design speeds ranging from 25 miles-per-hour to 35 miles-per-hour. However, other alternatives will be investigated during preparation of the EIS, including: (1) No action; (2) reconstructing the entire 7.1 miles along the existing corridor; and (3) various realignment, surfacing type and roadway width alternative combinations that may be developed during the project development process through public or agency input.

Interagency scoping meetings, public scoping meetings, and public hearings will be held in the project area. Information on the time and place of public scoping meetings and public hearings will be provided in the local news media. The draft EIS will be available for public and agency review and comment at the time of the public hearing.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues 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)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Larry C. Smith, P.E.,

Division Engineer, FHWA, Denver, CO.

[FR Doc. 97–25403 Filed 9–24–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Contract DTRS–56–96–C–0010]

Fifth Quarterly Performance Review Meeting on the Contract ''Detection of Mechanical Damage in Pipelines''

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of meeting.

SUMMARY: RSPA invites the pipeline industry, in-line inspection (''smart pig'') vendors, and the general public to the fifth quarterly performance review meeting of progress on the contract ''Detection of Mechanical Damage in Pipelines.'' The meeting is open to anyone, and no registration is required. This contract is being performed by Battelle Memorial Institute (Battelle), along with the Southwest Research Institute, and Iowa State University. The contract is a research and development contract to develop electromagnetic in-line inspection technologies to detect and characterize mechanical damage and stress corrosion cracking. The first hour of the meeting will be devoted to reviewing the overall project plan. The remainder of the meeting will cover the status of the contract tasks, progress made during the past quarter, and projected activity for the next quarter.

DATES: The fifth quarterly performance review meeting will be held on October 9, 1997, beginning at 1:00 p.m. and ending around 5:00 p.m.

ADDRESSES: The quarterly review meeting will be held at the Sheraton at Fisherman's Wharf, 2500 Mason Street, San Francisco, CA 94133. The hotel's telephone number is (415) 362–5500.

FOR FURTHER INFORMATION CONTACT: Lloyd W. Ulrich, Contracting Officer's Technical Representative, Office of Pipeline Safety, telephone: (202) 366–4556, FAX: (202) 366–4566, e-mail: lloyd.ulrich @ rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

RSPA is conducting quarterly public meetings on the status of its contract ''Detection of Mechanical Damage in Pipelines'' (Contract DTRS–56–96–C–0010) because in-line inspection research is of immediate interest to the pipeline industry and in-line inspection vendors. RSPA will continue this practice throughout the contract, which may be three years. The research contract with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance. The meetings allow disclosure of the results to all interested parties and provide an opportunity for interested parties to ask Battelle questions concerning the research. Attendance is open to all and does not require advanced registration nor advanced notification to RSPA.

An objective is to hold alternate meetings in Washington, DC. The first meeting was conducted on October 22, 1996, in Washington, DC. Another objective is to conduct the alternate meetings held outside Washington immediately after meetings of the Gas Research Institute's (GRI) Nondestructive Evaluation Technical Advisory Group to enable participation by pipeline technical personnel involved with nondestructive evaluation. However, future meetings may also be held at other locations. This meeting is being held in San Francisco as a dovetail to a meeting of the GRI Nondestructive Technical Advisory

Group. Each of the future meetings will be announced in the **Federal Register** at least two weeks prior to the meeting.

We specifically want that segment of the pipeline industry involved with in-line inspection to be aware of the status of this contract. To assure that a cross section of industry is well represented at these meetings, we have invited the major domestic in-line inspection company (Tuboscope-Vetco Pipeline Services) and the following pipeline industry trade associations: American Petroleum Institute, Interstate Natural Gas Association of America, and the American Gas Association. Each has named an engineering/technical representative.

The first hour of the meeting will be devoted to reviewing the overall project plan. This review will assist those attending a quarterly meeting for the first time to better understand the overall project. The remainder of this meeting will be devoted to a review of progress made during the past quarter and plans for the next quarter.

II. The Contract

The Battelle contract is a research and development contract to evaluate and develop in-line inspection technologies for detecting mechanical damage and cracking, such as stress-corrosion cracking (SCC), in natural gas transmission and hazardous liquid pipelines. Third-party mechanical damage is one of the largest causes of pipeline failure, but existing in-line inspection tools cannot always detect or accurately characterize the severity of some types of third-party damage that can threaten pipeline integrity. Although SCC is not very common on pipelines, it usually appears in high-stressed, low-population-density areas and only when a limited set of environmental conditions are met. Several attempts have been made to develop an in-line inspection tool for SCC, but there is no commercially successful tool on the market.

Under the contract, Battelle will evaluate and advance magnetic flux leakage (MFL) inspection technology for detecting mechanical damage and two electromagnetic technologies for detecting SCC. The focus is on MFL for mechanical damage because experience shows MFL can characterize some types of mechanical damage and can be successfully used for metal-loss corrosion under a wide variety of conditions. The focus for SCC is on electromagnetic technologies that can be used in conjunction with, or as a modification to, MFL tools. The technologies to be evaluated take advantage of the MFL magnetizer either by enhancing signals or using electrical currents that are generated by the passage of an inspection tool through a pipeline.

The contract includes two major tasks during the base two years of the contract. Task 1 is to evaluate existing MFL signal generation and analysis methods to establish a baseline from which today's tools can be evaluated and tomorrow's advances measured. Then, it will develop improvements to signal analysis methods and verify them through testing under realistic pipeline conditions. Finally, it will build an experience base and defect sets to generalize the results from individual tools and analysis methods to the full range of practical applications.

Task 2 is to evaluate two inspection technologies for detecting stress corrosion cracks. The focus in Task 2 is on electromagnetic techniques that have been developed in recent years and that could be used on or as a modification to existing MFL tools. Three subtasks will evaluate velocity-induced remote-field techniques, remote-field eddy-current techniques, and external techniques for sizing stress corrosion cracks.

A Task 3 is being considered for an option year to the contract. Task 3, if done, will verify the results from Tasks 1 and 2 by tests under realistic pipeline conditions. Task 3 will: (1) Extend the mechanical damage detection, signal decoupling, and sizing algorithms developed in the basic program to include the effects of pressure, (2) verify the algorithms under pressurized conditions in GRI's 4,700 foot, 24-inch diameter Pipeline Simulation Facility (PSF) flow loop, and (3) evaluate the use of eddy-current techniques for characterizing cold working within mechanical damage.

A drawback of present pig technology is the lack of a reliable pig performance verification procedure that is generally accepted by the pipeline industry and RSPA. The experience gained by the pipeline industry and RSPA with the use of the PSF flow loop in this project will provide a framework to develop procedures for evaluating pig performance. Defect detection reliability is critical if instrumented pigging is to be used as an in-line inspection tool in pipeline industry risk management programs.

The ultimate benefits of the project could be more efficient and cost-effective operations, maintenance programs to monitor and enhance the safety of gas transmission and hazardous liquid pipelines. Pipeline companies will benefit from having access to inspection technologies for detecting critical mechanical damage and stress-corrosion cracks. Inspection tool vendors will benefit by understanding where improvements are beneficial and needed. These benefits will support RSPA's long-range objective of ensuring the safety and reliability of the gas transmission and hazardous liquid pipeline infrastructure.

Issued in Washington, D.C., on September 19, 1997.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

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BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice No. 97–10]

Notice of Information Collection Approval

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of information collection approval.

SUMMARY: This notice announces OMB approval of information collection requests (ICRs), for OMB No. 2137–0014, entitled Cargo Tank Specification Requirements, OMB No. 2137–0051, entitled Rulemaking, Exemption and Preemption Requirements, and OMB No. 2137–0059, entitled Requirements for Rail Tank Car Tanks, Transportation of Hazardous Materials by Rail. These information collections have been extended until September 30, 2000.

DATES: The expiration date for these ICRs is September 30, 2000.

ADDRESSES: Requests for a copy of an information collection should be directed to Deborah Boothe, Office of Hazardous Materials Standards (DHM–10), Research and Special Programs Administration, Room 8102, 400 Seventh Street, SW, Washington, DC 20590–0001.

FOR FURTHER INFORMATION CONTACT: Deborah Boothe, Office of Hazardous Materials Standards (DHM–10), Research and Special Programs Administration, Room 8102, 400 Seventh Street, SW, Washington, DC 20590–0001, Telephone (202) 366–8553.

SUPPLEMENTARY INFORMATION: Office of Management and Budget (OMB) regulations (5 CFR 1320) implementing provisions of the Paperwork Reduction Act of 1995 (Pub. L. 104–13) require that interested members of the public and affected agencies have an opportunity to