

**FOR FURTHER INFORMATION CONTACT:**

Phillip J. Braden, Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, Tennessee 38118, 901-322-8181.

**SUPPLEMENTARY INFORMATION:**

This notice announces that the FAA finds that the Noise Exposure Maps submitted for Memphis International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective September 1, 2015. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing noncompatible uses and prevent the introduction of additional noncompatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Memphis-Shelby County Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR part 150 includes: " Figure 2.1, Study Area Boundaries And Jurisdictions; Figure 2.2, Land Use In Memphis And Shelby County; Figure 2.3, City of Southaven Existing Land Use; Figure 2.4, City of Southaven Noise Abatement Zone; Figure 2.5, City of Southaven Future Land Use Plan; Figure 2.6, City of Southaven Proposed Land Use For Area 2; Figure 2.7, City of Horn Lake Proposed Land Use Map; Figure 2.8, Desoto County Existing Land Use Map; Figure 2.9, Desoto County Future Land Use Map; Figure 2.10, Noise Sensitive Sites; Figure 2.11, Mitigated Properties; Figure 3.1, Vicinity Map; Figure 3.2, Airport Diagram; Figure 3.3, Memphis Airspace; Figure 3.4, Daytime/Nighttime Distribution By Aircraft Type; Figure 3.5, Overall Runway Utilization; Figure

3.6, North/East Flow Departures; Figure 3.7, North/East Arrivals; Figure 3.8, South/West Flow Departures; Figure 3.9, South/West Flow Arrivals; Figure 3.10, Military Flight Tracks; Figure 3.11, Helicopter Flight Tracks; Figure 3.12, Run-Up Locations; Figure 3.13 Protected Areas and Departure Tracks; Figure 4.1, Noise Monitoring Locations; Figure 4.2, 2013 Existing Contour Noise Exposure Map; Figure 4.3, Existing Condition NEM With Noise-Sensitive Sites; Figure 4.4, 2013 Existing Condition NEM With Mitigated Properties; Figure 4.5, 2013 Existing Condition NEM With Noncompatible Land Uses; Figure 5.1, Run-Up Locations; Figure 5.2, North/East Flow Flight Tracks; Figure 5.3, South/West Flow Flight Tracks; Figure 5.4, 2020 Future Condition Noise Exposure Map; Figure 5.5, Proposed Fedex Run-Up Location Noise Impacts; Figure 5.6, 2020 Future Condition NEM With Noise-Sensitive Sites; Figure 5.7, 2020 Future Condition NEM With Mitigated Properties; Figure 5.8, 2020 Future Condition NEM With Noncompatible Land Uses. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on September 1, 2015.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours

onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Boulevard, Suite 2250, Memphis, Tennessee 38118.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis, Tennessee, on September 1, 2015.

**Phillip J. Braden,**

*Manager, Memphis Airports District Office.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration**

**MAP-21 Comprehensive Truck Size and Weight Limits Study Deadline for Submitting Comments for Consideration in the Report to Congress**

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

**ACTION:** Notice of deadline for submitting comments.

**SUMMARY:** This notice announces a deadline for submitting comments to the U.S. Department of Transportation (DOT) for consideration as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) Comprehensive Truck Size and Weight Limits Study Report to Congress. On June 5, 2015, DOT released for public comment and peer review the technical results of a comprehensive study of certain safety, infrastructure, and efficiency issues surrounding the Federal truck size and weight limits and the potential impacts of changing those limits. The DOT is now preparing a Report to Congress to conclude this study.

**DATES:** Comments must be received on or before October 13, 2015 to receive full consideration by DOT with respect to the MAP-21 Comprehensive Truck Size and Weight Limits Study Report to Congress. The public docket will remain

open for a limited timeframe after this date, however, comments received after October 13, 2015 will not be considered as part of the Report to Congress.

**ADDRESSES:** Comments on the Comprehensive Truck Size and Weight Limits Study may be submitted and viewed at Docket Number FHWA-2014-0035. The Web address is: <http://www.regulations.gov/>  
#!docketDetail;D=FHWA-2014-0035.

**FOR FURTHER INFORMATION CONTACT:**

Email [CTSWStudy@dot.gov](mailto:CTSWStudy@dot.gov), or contact; Edward Strocko, (202) 366-2997, [ed.strocko@dot.gov](mailto:ed.strocko@dot.gov); Office of Freight Management and Operations, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**

**Background**

The MAP-21 (Pub. L. 112-141) requires DOT to conduct a Comprehensive Truck Size and Weight Limits Study (MAP-21 sec. 32801) addressing differences in safety risks, infrastructure impacts, and the effect on levels of enforcement between trucks operating at or within Federal truck size and weight limits and trucks legally operating in excess of Federal limits; comparing and contrasting the potential safety and infrastructure impacts of alternative configurations (including configurations that exceed current Federal truck size and weight limits) to the current Federal truck size and weight law and regulations; and, estimating the effects of freight diversion due to these alternative configurations. On June 5, 2015, DOT released for public comment and peer review the technical results of this comprehensive study. The DOT is now preparing a Report to Congress. Additional technical finding, presentations, and related documents can be found on FHWA's Truck Size and Weight Web site; at <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>.

**Public Comment**

The DOT invites comments by all those interested in the MAP-21 Comprehensive Truck Size and Weight Limits Study. Comments on the Comprehensive Truck Size and Weight Limits Study may be submitted and viewed at Docket Number FHWA-2014-0035. The Web address is: <http://www.regulations.gov/>  
#!docketDetail;D=FHWA-2014-0035.

Comments must be received on or before October 13, 2015, to receive full consideration by DOT in preparing the MAP-21 Comprehensive Truck Size and

Weight Limits Study Report to Congress. The public docket will remain open for a limited period after this date. After October 13, 2015, comments will continue to be available for viewing by the public.

Issued on: September 2, 2015.

**Jeffrey A. Lindley,**

*Associate Administrator for Operations.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement:  
Cowlitz County, Washington**

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

**ACTION:** Notice of Intent to prepare an environmental impact statement.

**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 Cowlitz County, Washington.

**FOR FURTHER INFORMATION CONTACT:**

Liana Liu, Area Engineer, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, Washington 98501; telephone: (360) 753-9553; email: [Liana.Liu@dot.gov](mailto:Liana.Liu@dot.gov). Washington State Department of Transportation (WSDOT) agency contact: Barb Aberle, Southwest Region Environmental Manager, Washington State Department of Transportation; telephone: (360) 905-2186; email: [AberleB@wsdot.wa.gov](mailto:AberleB@wsdot.wa.gov). Cowlitz County agency contact: Claude Sakr, Project Manager, Cowlitz County Public Works, 1600 13th Avenue South, Kelso, WA 98626; email: [IndustrialOregonWay@co.cowlitz.wa.us](mailto:IndustrialOregonWay@co.cowlitz.wa.us).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with WSDOT and Cowlitz County, will prepare an EIS on the Industrial Way/Oregon Way Intersection Project to provide improvements at the intersection of State Route (SR) 432 and SR 433 to reduce congestion, increase freight mobility, and improve safety. Improvements to the intersection are considered necessary to meet forecasted long term vehicular traffic growth.

Preliminary alternatives under consideration include: (1) Taking no action; (2) raising the intersection to completely separate highway traffic from train traffic; and (3) making at-grade highway improvements; (4) a combination of raising the highway

intersection while retaining some roadway at-grade access.

The FHWA along with WSDOT and Cowlitz County are holding a public scoping meeting on September 17, 2015, from 5:00 p.m. to 7:00 p.m. at the Cowlitz PUD Auditorium in Longview, Washington to solicit public comments regarding scope of issues to be addressed in the EIS. The public were notified of these meetings on September 4, 2015 in a flyer mailed to interested parties and residents in the vicinity of the project as well as published in a legal notice in The Columbian and The Daily News. The meeting will use an open-house format and will begin with a presentation to provide an overview of the project. Exhibits, maps, and other pertinent information about this project will be displayed. Staff will be present to answer questions as appropriate and as time permits.

Agencies, Tribes, and the public are encouraged to submit comments on the purpose and need and preliminary range of alternatives during the scoping period. Comments must be received by October 12, 2015, to be included in the formal scoping record. To ensure that the full range of issues related to this proposed action is addressed, and all the significant issues identified, comments and suggestions are invited from interested parties during the scoping period. Comments concerning this proposal will be accepted at the public meeting or can be sent by mail to: Claude Sakr, Project Manager, Cowlitz County Public Works, 1600 13th Avenue South, Kelso, WA 98626, or by email to: [IndustrialOregonWay@co.cowlitz.wa.us](mailto:IndustrialOregonWay@co.cowlitz.wa.us).

(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.)

**Daniel Mathis,**

*Division Administrator, Washington Division,  
Federal Highway Administration.*

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