

are in compliance with applicable requirements.

**DATES:** This notice is effective August 20, 2018, and applicable August 9, 2018. The public comment period ends September 10, 2018.

**FOR FURTHER INFORMATION CONTACT:** Ms. Amy Hanson, Environmental Protection Specialist, CHI-603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847-294-7354. Email: [amy.hanson@faa.gov](mailto:amy.hanson@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the updated noise exposure maps submitted for Chicago Executive Airport are in compliance with applicable requirements of 14 CFR part 150, effective (Note 1). Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible 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 operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the updated noise exposure maps and accompanying documentation submitted by Chicago Executive Airport. The documentation that constitutes the “noise exposure maps” as defined in section 150.7 of Part 150 includes: Figure D3, Existing (2016) Noise Exposure Map; Figure D4, Future (2022) Noise Exposure Map; Table B2, Summary Annual and Aircraft Operations Forecast; Figure D1, Arrival Flight Tracks; Figure D2, Departure Flight Tracks; Table E1, Existing Land Use Within Existing Noise Contours, 2016; and Table E2, Existing Land Use Within Existing Noise Future Noise Contours.

The FAA has determined that these updated noise exposure maps and accompanying documentation are in

compliance with applicable requirements. This determination is effective on August 9, 2018. FAA’s determination on an 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 FAR Part 150. Such determination does not constitute approval of the applicant’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 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 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 FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full updated noise exposure map documentation and of the FAA’s evaluation of the maps are available for examination, upon prior appointment during normal business hours, at the following locations:

Chicago Executive Airport, 1020 South Plant Road, Wheeling, Illinois 60090.

Federal Aviation Administration, Chicago Airports District Office, 2300 E Devon, Suite 320, Des Plaines, IL 60018.

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

Issued in Des Plaines, IL, August 9, 2018.

**Deb Bartell,**

*Manager, Chicago Airports District Office, FAA Great Lakes Region.*

[FR Doc. 2018-17938 Filed 8-17-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement, Washington County, Utah

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

**ACTION:** Notice of intent to prepare an Environmental Impact Statement.

**SUMMARY:** The FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared to evaluate proposed courses of action to satisfy transportation and safety goals at Interstate 15 (I-15)/Green Spring Drive Interchange (Exit 10) and the surrounding roadway system in Washington City within Washington County, Utah.

**DATES:** A scoping, purpose and need, and alternatives meeting is scheduled for August 28, 2018 from 4:30 to 7:30 p.m. at the Washington City Community Center in Washington, Utah. A formal comment period will also be held from August 17 to September 14, 2018.

**ADDRESSES:** Washington City Community Center, 350 Community Center Drive, Washington, UT 84780.

**FOR FURTHER INFORMATION CONTACT:** Elisa Albury, Environmental Program Manager, Environmental Services Division, UDOT 4501 South 2700 West, P.O. Box 148450, Salt Lake City, UT 84114-8450; Telephone: (801) 834-5284, Email: [ealbury@utah.gov](mailto:ealbury@utah.gov). Kim Manwill, MP11 Environmental Study Project Manager, UDOT Region 4, 708 South 100 West, Richfield, UT 84701; Telephone (435) 896-0733, Email: [kmanwill@utah.gov](mailto:kmanwill@utah.gov). UDOT’s normal business hours are 8:00 a.m. to 5:00 p.m. (Mountain Standard Time), Monday through Friday, except State and Federal holidays.

**SUPPLEMENTARY INFORMATION:** The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017 and executed by FHWA and UDOT. UDOT, as the assigned National Environmental Policy

Act (NEPA) agency, will prepare an EIS for a proposal to satisfy transportation and safety goals at Interstate 15 (I-15)/Green Spring Drive (Exit 10) Interchange and the surrounding roadway system in Washington County within Washington City, Utah. The proposed project study area extends east and west along I-15 between the I-15/Green Spring Drive Interchange (Exit 10) and I-15/Washington Parkway Interchange (Exit 13). The extent of the proposed study area is generally bound by Buena Vista Boulevard to the north and Telegraph Street to the south. The proposed logical termini for this study are I-15 Exit 10 and Exit 13, as well as Buena Vista Boulevard, and Telegraph Street. Each of these streets are major arterials that provide north-south and east-west travel within the study area.

The environmental review process for this project began in the summer of 2017. An information meeting was held August 29, 2017 to gather public input related to the transportation needs within the study area and inform the community of the environmental process. Based on community concerns regarding potential outcomes of this study, UDOT decided the appropriate level of environmental review needed for this project would be best provided by proceeding with an EIS.

As part of the EIS, UDOT will consider a range of alternatives based on the purpose and need of the project and taking into account agency and public input. The currently contemplated alternatives include: (1) Taking no action (no-build); (2) making the existing system operate more efficiently; (3) adding capacity to the system; (4) dispersing of traffic more evenly throughout the system; (5) reducing traffic in the system; (6) combinations of any of the above; and (7) other reasonable alternatives if identified during the scoping process. Alternatives will be refined based on input from agencies and the public during the initial coordination/scoping period and agency and public involvement opportunities. Alternatives that do not meet the project purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration.

A Coordination Plan is being prepared to define the agency and public participation procedure for the environmental review process. The plan will outline: (1) How agencies and the public will provide input during the scoping process; (2) the development of the purpose and need; and (3) alternatives development.

Letters describing the proposed action and soliciting comments will be sent to

appropriate Federal, State, Participating, and local agencies, Native American tribes, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. A public scoping, purpose and need, and alternatives meeting is scheduled for August 28, 2018 from 4:30 to 7:30 p.m. at the Washington City Community Center in Washington, Utah. Public notice will be given of the time and place of the meeting. Information regarding this meeting and the project may also be obtained through a public website maintained by UDOT at [www.mp11.org](http://www.mp11.org).

During the NEPA process, other public meetings may be held as appropriate to allow the public, as well as Federal, State, and local agencies, and tribes, to provide comments on the purpose of and need for the project, potential alternatives, and social, economic, and environmental issues of concern. In addition, a public hearing will be held following the release of the Draft EIS. Public notice advertisements and direct mailings will notify interested parties of the time and place of any public meetings and of the public hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

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 this proposed action and the EIS should be directed to UDOT at the mail or email address provided above by September 14, 2018. For additional information please visit the project website at [www.mp11.org](http://www.mp11.org). Information requested or comments can also be provided by email to [info@mp11.org](mailto:info@mp11.org).

(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: August 9, 2018.

**Ivan Marrero,**

*Division Administrator, Federal Highway Administration, Salt Lake City, Utah.*

[FR Doc. 2018-17895 Filed 8-17-18; 8:45 am]

**BILLING CODE 4910-RY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2018-0060]

#### Petition for Approval

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that by a letter dated June 19, 2018, the East Penn, Middletown New Jersey, and Tyburn Railroads (Petitioners) petitioned the Federal Railroad Administration (FRA) seeking approval pursuant to 49 CFR 220.307, *Use of railroad-supplied electronic devices*. FRA assigned the petition Docket Number FRA-2018-0060.

Specifically, Petitioners seek FRA's approval to allow an operating employee to use the camera on an authorized railroad-supplied electronic device (a camera phone) for authorized business purposes, such as photographing a safety hazard, mechanical, and/or track defects. A railroad operating employee may only use a railroad-supplied electronic device for an authorized business purpose, involving the taking of a photograph or video, as specified by the railroad in writing, if approved by FRA. See 49 CFR 220.307(a), *General restriction*.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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 parties desire an opportunity for oral comment and a public hearing, 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 and may be submitted by any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 202-493-2251.