

○ A nominal amount of time is required to document the matching funds and amounts.

- When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries; 5 minutes.

○ A nominal amount of time is required to ascertain and identify whether the bridge will meet the standards for the roadway classification as any exception to the standard will be identified through the preliminary engineering process and already documented.

- Plan for documentation of the bridge and the work performed; 15 minutes.

○ A plan for documentation is encouraged. Typically, each State Transportation Agency will already have a process in place to document work performed. Applicants are encouraged to identify any additional requirements warranted for these historical structures and to articulate the overall plan within the application.

- Scheduled start and completion date for the project (month and year); 5 minutes.

○ This will be determined through other processes that are performed independent of this program, including preliminary engineering and the STIP process. The available information must be synthesized on the application, which takes a nominal amount of time.

- Contact information for the State DOT, Local Agency (if applicable), FHWA Division Office, and State Historic Preservation Officer; 5 minutes.

- This requires providing a list of contacts and involves a nominal amount of time.

The total amount of time estimated to complete the application is 3½ hours. It is estimated that FHWA will receive 30 reports giving us a total of 105 burden 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 the FHWA's performance; (2) the accuracy of estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that burdens could be minimized, including 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.

**James R. Kabel,**  
*Chief, Management Programs and Analysis Division.*

[FR Doc. E6-7530 Filed 5-17-06; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Davis County, UT

**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 proposed transportation improvements in Davis County, Utah.

**FOR FURTHER INFORMATION CONTACT:** Gregory Punske, Environmental Program Manager, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 963-0182.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Utah Department of Transportation (UDOT) and Layton City, will prepare an Environmental Impact Statement (EIS) on a proposal to address current and projected traffic demand and operations for the South Layton Interchange (1-15 Milepost 330) and to improve transportation access across the Union Pacific Railroad (UPRR) to the developing area of west Layton. The proposed project study area will extend from the Kaysville 200 North Interchange on the south to the Hill Field Interchange on the north and along an east-west corridor from Fort Lane Street to Flint Street or further west as determined during the environmental process. The project study area lies within Layton City and Kaysville City in Davis County.

The public, as well as Federal, State, and local agencies, will be invited to participate in project scoping to ensure that a full range of alternatives is considered and that all appropriate environmental issues and resources are evaluated. The environmental process will include opportunities to provide comments on the purpose and need for the project, potential alternatives, and social, economic, and environmental issues of concern.

The FHWA will consider a reasonable range of alternatives, based on agency and public input, to meet the project

objectives of addressing current and projected traffic demand and operations at the 1-15 South Layton Interchange (1-15 Milepost 330) and improving transportation access to the area west of the Union Pacific Railroad.

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 who are known to have an interest in this proposal.

The public is invited to participate in a scoping meeting on May 24, 2006 at the Layton Elementary School at 369 West Gentile Street, Layton, Utah. This public meeting will be an open house format from 5 p.m. to 8 p.m.

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 and the EIS should be directed to the FHWA at 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.)

Dated: May 12, 2006.

**Gregory S. Punske,**  
*Environmental Program Manager, Salt Lake City, Utah.*

[FR Doc. 06-4644 Filed 5-17-06; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-24674]

#### National Registry of Certified Medical Examiners

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of Public Listening Sessions.

**SUMMARY:** FMCSA announces two Public Listening Sessions. The Listening Sessions will continue the dialogue on the National Registry of Certified Medical Examiners (NCRME) program for interstate commercial motor vehicle drivers.

**DATES:** The First NCRME Listening Session will be held from 9 a.m.-12 p.m. on June 29, 2006. The Second NCRME Listening Session will be held

from 9 a.m.–12 p.m. on July 26, 2006. (Registration begins at 8 a.m.).

**ADDRESSES:** The first meeting will take place at the Hilton San Diego Airport/ Harbor Island, 1960 Harbor Island Drive, San Diego, CA 92101. The second meeting will take place at the Renaissance Grand Hotel, 800 Washington Avenue, St. Louis, MO 63101.

**FOR FURTHER INFORMATION CONTACT:** Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, 202–366–4001, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

*Information on Services for Individuals with Disabilities:* For information on facilities or services for individuals with disabilities or to request special assistance at the June and July meetings, contact Ms. Margo Weeks, Axiom Resource Management, Inc., 703–575–8192, ext 266.

**SUPPLEMENTARY INFORMATION:** Section 4116 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU, Pub. L. 109–59) requires the Secretary of Transportation “to establish and maintain a current national registry of medical examiners who are qualified to perform examinations and issue medical certificates.” To implement this requirement, the Federal Motor Carrier Safety Administration is developing the National Registry of Certified Medical Examiners (NCRME) program that was announced at a June 22, 2005, public meeting in Arlington, Virginia (70 FR 28596; May 18, 2005). The NRCME program would be comprised, in part, of a training and testing program that would result in a public registry of certified medical examiners who are authorized to conduct medical examinations of interstate commercial motor vehicle drivers and determine their physical qualifications to operate in interstate commerce as defined in 49 CFR 391.41. Once the program is implemented, FMCSA would accept only medical examinations conducted by medical examiners listed on the Registry. The NRCME program would require training using a standardized curriculum, a certification test, and procedures to maintain the quality of the program in accordance with national accreditation standards.

#### Participation in Public Listening Sessions

We encourage all interested persons to attend, including medical examiners, motor carriers, and drivers. We also

encourage other interested parties to attend such as representatives of medical associations, certification and accreditation organizations, medical training organizations, state motor carrier enforcement agencies and safety organizations. View the following Web site for more information: <http://www.nrcme.fmcsa.dot.gov>.

Issued on: May 12, 2006.

**Rose A. McMurray,**

*Associate Administrator, Policy and Program Development.*

[FR Doc. E6–7539 Filed 5–17–06; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA–2006–24016]

#### Qualification of Drivers; Exemption Application From Thomas Deke; Diabetes

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA announces its decision to exempt Mr. Thomas Deke from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemption will enable Mr. Deke to operate CMVs in interstate commerce.

**DATES:** The exemption is effective May 18, 2006. The exemption expires on May 18, 2008.

**FOR FURTHER INFORMATION CONTACT:** Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, (202) 366–4001, [maggi.gunnels@dot.gov](mailto:maggi.gunnels@dot.gov), FMCSA, Department of Transportation, 400 Seventh Street, SW., Room 8301, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

You may see all the comments online through the Document Management System (DMS) at: <http://dmses.dot.gov>.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> and/or Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Privacy Act:* Anyone may search the electronic form of all comments

received into any of DOT’s dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, or other entity). You may review DOT’s complete Privacy Act Statement in the **Federal Register** (65 FR 19477, April 11, 2000). This statement is also available at <http://dms.dot.gov>.

#### Background

Current applicant has had ITDM since 2002. This applicant reports no hypoglycemic reaction that resulted in loss of consciousness or seizure, that required the assistance of another person, or resulted in impaired cognitive function without warning symptoms in the past 5 years (with one year of stability following any such episode). An endocrinologist has verified that the driver has demonstrated willingness to properly monitor and manage their diabetes, received education related to diabetes management, and is on a stable insulin regimen. This driver reports no other disqualifying conditions, including diabetes-related complications. He meets the vision standard at 49 CFR 391.41(b)(10).

The qualifications and medical condition of this applicant were stated and discussed in detail in the April 06, 2006, **Federal Register** Notice (70 FR 75236). Because there were no docket comments on the specific merits or qualifications of any applicant, we have not repeated the individual’s profile here. The Agency would like to publish a correction to Mr. Deke’s Profile. Mr. Deke was published as having a Class A Commercial Driver’s License (CDL) from the State of Montana when he actually holds a Class A CDL from the State of Missouri.

#### Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes standard in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicant to operate CMVs in interstate commerce.

To evaluate the effect of this exemption on safety, FMCSA considered medical reports about the applicant’s ITDM and vision, and reviewed the treating endocrinologist’s medical opinion related to the ability of the driver to safely operate a CMV while using insulin.

Consequently, FMCSA finds that exempting this applicant from the diabetes standard in 49 CFR 391.41(b)(3)