

of changes in the scope (managed toll lanes) and limits. The project limits have now been revised to eliminate the added capacity that would have included managed lanes and various tolling strategies and have been reduced on the south end back to SH 286 and Morgan Avenue. The new project limits are as follows: the northern limit is the US 181 and Beach Avenue interchange located north of the Corpus Christi Ship Channel but south of the Nueces Bay Causeway; the southern limit is SH 286 between Morgan Avenue and Baldwin Boulevard; the eastern limit is the Interstate Highway (I)-37/U.S. 181 intersection with Shoreline Boulevard in the Corpus Christi central business district (CBD); and the western limit is the I-37 and Nueces Bay Boulevard interchange. The new project limits total approximately 4.5 miles in length from north to south along US 181 and SH 286 and approximately 2.1 miles in length from east to west along I-37.

The proposed US 181 Harbor Bridge replacement is based on several needs: safety concerns, lack of capacity (need for additional travel lanes), connectivity to local roadways, poor level of service, and increasing traffic demand. In addition to these needs, the bridge's existing structure also has deficiencies, including high maintenance costs and navigational restrictions. The proposed improvements both to US 181/SH 286 and Harbor Bridge will address the structural deficiencies and navigational restrictions and improve safety, connectivity, and level of service in the study area.

The purpose of the project is to correct these established needs identified above and to promote, enhance and spur economic development in the area. It is anticipated that additional larger ship traffic is expected at the Port of Corpus Christi. The impacts and benefits of such will also be analyzed in the indirect and cumulative impacts analyses for the subject project.

Alternatives under consideration include (1) taking no action, and (2) Transportation System Management (TSM)/Transportation Demand Management, and (3) replacing the existing US 181 Harbor Bridge and approach roads with a facility that meets current highway design standards. A Feasibility Study completed in 2003 evaluated four build corridor alternatives, one along the existing alignment and three along new location alignments, as well as the No-build alternative. The Feasibility Study resulted in the identification of a recommended study corridor (new location alignment) for the bridge

replacement component. All reasonable alternatives, that meet Purpose and Need of the project, including the alternatives developed in the Feasibility Study, will be identified and evaluated in the EIS, in addition to the No-build Alternative, based on input from Federal, state, and local agencies, as well as private organizations and concerned citizens.

Impacts caused by the construction and operation of the proposed improvements would vary depending on the alternative alignment used. At this time, to the best of our knowledge, significant impacts are anticipated in and to the community; including but not limited to: impacts to residences and businesses, including displacement; impacts to public parkland; social and economic impacts, including impacts to minority and low-income communities; and impacts to historic properties including the bridge itself. Additional impacts could potentially include the following: transportation impacts (construction detours, construction traffic, and mobility improvement); air quality and noise impacts from construction equipment and operation of the roadway; impacts to threatened and endangered species; impacts to waters of the U.S. including wetlands; and potential indirect and cumulative impacts.

A Coordination Plan will be prepared that addresses the project history, need and purpose, preliminary alternatives, and project schedule. A letter that describes the proposed action and a request for comments will be sent to appropriate Federal, state, and local agencies, and to private organizations and citizens who have previously expressed interest in the proposal. In conjunction with the Feasibility Study completed in June 2003, TxDOT developed a public involvement plan, sponsored three citizens' advisory committee (CAC) meetings, held two public meetings, and distributed two newsletters. Initial agency and public scoping meetings were held in June 2005 and May 2007. A new public involvement program will be developed that includes a project mailing list, project Web site, project newsletters, new agency and public scoping meetings, CAC and Technical Advisory Committee, and informal meetings with interested citizens and stakeholders. In addition, a public hearing will be held after the publication of the draft EIS. Public notice will be given of the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

A public and agency scoping meeting will be held at the TxDOT Corpus Christi District Office—Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, by TxDOT on August 9, 2011 to provide an opportunity for participating agencies, cooperating agencies, and the public to be involved in review and comment on the draft Coordination Plan, defining the need and purpose for the proposed project, determining the range of alternatives for consideration in the draft EIS, and establishing methodologies to evaluate alternatives. TxDOT will publish notice in general circulation newspapers in the project area at least 30 days prior to the meeting, and again approximately 10 days prior to the meeting.

To ensure that the full range of issues related to this proposed action is 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 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.)

Issued on: June 16, 2011.

Gregory S. Punske,
District Engineer, Austin, Texas.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Action on Proposed Highway in Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other Federal agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the proposed Illinois Route 336 (IL 336) highway project, for construction of an access-controlled, four-lane expressway on new right-of-way between the proposed Macomb Bypass in McDonough County, passing through Fulton County to Interstate 474 (I-474) on the west side of Peoria in Peoria County, Illinois. Those actions

grant licenses, permits and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions of the highway project will be barred unless the claim is filed on or before December 19, 2011. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600, E-mail address: Norman.Stoner@fhwa.dot.gov. The FHWA Illinois Division Office's normal business hours are 7:30 a.m. to 4:15 p.m. You may also contact Mr. Joseph E. Crowe, P.E., Illinois Department of Transportation, Deputy Director of Highways, Region Three Engineer, 401 Main Street, Peoria, Illinois 61602, Phone: (309) 671-3333. The Illinois Department of Transportation Region Three's normal business hours are 8 a.m. to 4:30 p.m.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits and approvals for the following highway project in the State of Illinois: Construction of an approximately 60-mile, access-controlled, four-lane expressway on new right-of-way between the proposed Macomb Bypass in McDonough County, passing through Fulton County to Interstate 474 (I-474) on the west side of Peoria in Peoria County, Illinois. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project approved on March 3, 2011, the Record of Decision (ROD) issued on June 14, 2011, and other documents in the FHWA administrative record. The FEIS, ROD and other documents in the FHWA administrative record are available by contacting FHWA or the Illinois Department of Transportation at the addresses above. Project information can be viewed and downloaded from the project Web site <http://www.dot.il.gov/il336/default.aspx>. The FEIS can also be downloaded from <http://www.dot.il.gov/desenv/env.html>, or hard copies of the FEIS and the ROD are available upon request.

This notice applies to all Federal agency decisions as of the issuance date

of this notice and all laws under which such actions were taken, including, but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351] Federal-Aid Highway Act [23 U.S.C. 109].
2. *Air:* Clean Air Act [42 U.S.C. 7401-7671(q)].
3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303].
4. *Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536]; Migratory Bird Treaty Act [16 U.S.C. 703-712].
5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archaeological and Historic Preservation Act (AHPA) [16 U.S.C. 469-469(c)].
6. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].
7. *Wetlands and Water Resources:* Clean Water Act (Section 401 and 404) [33 U.S.C. 1251-1377]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287].
8. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations.

(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. 139(l)(1).

Issued on: June 14, 2011.

Norman R. Stoner,
Division Administrator, Springfield, Illinois.
[FR Doc. 2011-15576 Filed 6-21-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Nissan

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full Nissan North America, Inc.'s, (Nissan) petition for exemption of the Leaf

vehicle line in accordance with 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541). Nissan requested confidential treatment of specific information in its petition by letter dated February 4, 2011. The agency addressed Nissan's request for confidential treatment by letter dated April 27, 2011.

DATES: The exemption granted by this notice is effective beginning with the 2012 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43-443, 1200 New Jersey Avenue, SE., Washington, DC 20590. Ms. Mazyck's telephone number is (202) 366-4139. Her fax number is (202) 493-2990

SUPPLEMENTARY INFORMATION: In a petition dated March 2, 2010, Nissan requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the MY 2012 Nissan Leaf vehicle line. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Nissan provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Leaf vehicle line. Nissan will install its passive transponder-based, electronic immobilizer antitheft device as standard equipment on its Leaf vehicle line beginning with MY 2012. Major components of the antitheft device will include an immobilizer control module (BCM), immobilizer antenna, security indicator light, electronic immobilizer and vehicle control module. Nissan will also install an audible and visible alarm system on the Leaf as standard equipment. Nissan stated that activation of the immobilization device occurs when the ignition is turned to the "OFF" position and all the doors are closed and locked through the use of the key or the remote control mechanism. Deactivation occurs when all the doors are unlocked with the key or remote