

for study discussed in this document? What measures do you think are most cost-effective?

5. What impacts, both positive and negative, would changes to existing routing measures or new routing measures have on the study area?

Dated: January 13, 1999.

Joseph J. Angelo,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hinds and Rankin Counties, Mississippi

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 the Pearl River Bridge and Jackson International Airport Parkway/ Mississippi 25 Connectors between Interstate 55, the Jackson International Airport, and Mississippi Highway 25 in the vicinity of Jackson, Flowood, and Pearl, Mississippi.

FOR FURTHER INFORMATION CONTACT:

Cecil Vick, Realty Officer/ Environmental Coordinator, Federal Highway Administration, 666 North Street, Suite 105, Jackson MS 29202-3199, Telephone: (601) 965-4217. Contacts at the State and local level, respectively are: Mr. Billie Barton, Environmental/Location Division Engineer, Mississippi Department of Transportation, P.O. Box 1850, Jackson, MS, 39215-1850, telephone: (601) 359-7920; and Mr. William Hillman, District Engineer, Mississippi Department of Transportation, 7759 Highway 80 W., Newton MS, 39345, telephone (601) 683-3341.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Mississippi Department of Transportation (MDOT) will prepare an Environmental Impact Statement (EIS) on the proposed Pearl River Bridge and Jackson International Airport Parkway/ Mississippi 25 Connectors in Hinds and Rankin Counties, Mississippi. The proposed connectors would begin at Interstate 55 at or near High Street in Jackson, Mississippi and extend eastward across the Pearl River to connect with Mississippi Highway 475 south of the Jackson International

Airport and with Mississippi Highway 25 north of the Jackson International Airport. The proposal is for a full control of access facility, and interchanges will be studied at various locations. The estimated length of the project is 14.9 kilometers (9.3 miles).

State and Federal legislation authorized studies of the bridge and connectors and the Intermodal Surface Transportation Efficiency Act of 1998, authorized partial funding for design, right of way, or construction. Alternatives under consideration include (1) taking no action and (2) build alternative.

Initial environmental studies for the proposed project began as an Environmental Assessment. As part of the Environmental Assessment Process, the FHWA and MDOT sought input through the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments were sent to appropriate federal, state, and local agencies, and to private organizations and citizens who had previously expressed or were known to have an interest in the proposal. A formal scoping meeting with federal, state, and local agencies, and other interested parties was held October 30, 1996. The U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the Mississippi Department of Wildlife Fisheries and Parks became cooperating agencies. The scoping process and interagency coordination is continuing and has reached the point where the FHWA and MDOT have determined that completion of an EIS is appropriate.

Coordination will be continued with federal, state, and local agencies, and with private organizations and citizens who express or are known to have interest in this proposal. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

To ensure that the full range of issues relating 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 the FHWA at the address provided above.

Lawrence J. Kastner,

Assistant Division Administrator, Jackson, Mississippi.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Environmental Impact Statement; Washington County, Minnesota and St. Croix County, WI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental environmental impact statement (EIS) will be prepared for a proposed highway project in Washington County, Minnesota and St. Croix County, Wisconsin.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, Box 75, 175 East Fifth Street, Suite 500, St. Paul, Minnesota 55101-2901, Telephone (651) 291-6120; or Adam Josephson, Project Manager, Minnesota Department of Transportation—Metro Division, 1500 West County Road B2, Roseville, Minnesota 55113, Telephone (651) 582-1320.

SUPPLEMENTARY INFORMATION: The

FHWA, in cooperation with the Minnesota Department of Transportation (MnDOT) and Wisconsin Department of Transportation, will prepare a supplement to the EIS on a proposal for a replacement river crossing, including the reconstruction of bridge approach roadways, on Trunk Highway (TH) 36/State Trunk Highway (STH) 64 in the vicinity of Stillwater and Oak Park Heights (Washington County), Minnesota and Houlton (St. Croix County), Wisconsin. MnDOT will be the lead State agency. The original EIS for the river crossing (FHWA-MN-EIS-90-92-F) was approved on April 5, 1995 with a Record of Decision issued on July 10, 1995.

In 1996, the National Park Service (NPS) evaluated the project under Section 7(a) of the Federal Wild and Scenic Rivers Act. The Section 7(a) Evaluation, completed in December 1996, found that the project, as proposed, would have a direct and adverse effect on the scenic and recreational values for which the Lower St. Croix River was included in the National Wild and Scenic Rivers System. As a result, the NPS directed that Federal permits not be issued for the project and it was not allowed to proceed. In April 1998, in response to challenges to the NPS determination, a U.S. District Court Judge upheld the findings of the Section 7(a) Evaluation.

In June 1998, a facilitation process was initiated in the hope that a