

members from the barge and towing industry, reflecting a geographical balance; one member from the offshore mineral and oil supply vessel industry; one member from port districts, authorities or terminal operators; one member from maritime labor; one member from shipping; and two members from the general public.

Those persons applying for a position representing the general public will be required to complete a Confidential Financial Disclosure Report (CFDR) for identification of existing financial conflicts and will not be considered without a CFDR on file. Applicants to the public positions should identify themselves when requesting applications to ensure that a CFDR is forwarded with the other application materials. The completed report must be submitted with their applications and resubmitted each year thereafter if appointed.

To achieve the balance of membership required by the Federal Advisory Committee Act, the U.S. Coast Guard is especially interested in receiving applications from minorities, and women.

Those persons who have submitted previous applications must reapply as no applications received prior to this solicitation will be considered.

Dated: May 10, 1995.

G.N. Naccara,

*Captain, U.S. Coast Guard, Acting Chief,
Office of Marine Safety, Security and
Environmental Protection.*

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Federal Highway Administration

Environmental Impact Statement: City of Kelso, Washington

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 (EIS) will be prepared for a bridge replacement project in Kelso, Washington.

FOR FURTHER INFORMATION CONTACT:

Gene Fong, Division Administrator, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, WA 98501, telephone: (360) 753-9413; or Gerald Smith, Regional Administrator, Southwest Region, Washington State Department of Transportation, 4200 Main Street, P.O. Box 1709, Vancouver, WA 98668, Telephone (360) 905-2001; or Bob

Gregory, Public Works Director, City of Kelso, 312 Allen Street, P.O. Box A, Kelso, WA 98626, telephone (360) 423-6590.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation and the City of Kelso, will prepare an environmental impact statement (EIS) on a proposal to replace the structurally deficient Allen Street Bridge and improve the Allen Street corridor between SR 5 on the east and Cowlitz Way/SR 4 on the west. The corridor serves the Kelso-Longview community in Cowlitz County.

The project will consist of the replacement of the existing bridge with one 4-lane bridge or two 2-lane bridges, as necessary to satisfy the projected demand and to address existing and anticipated traffic circulation problems. The approach roadways will be widened, if necessary, to accommodate the projected traffic. The bridge and the approaches in the vicinity of the bridge will be raised to separate provide grades separation at the railroad tracks.

This project is considered necessary to increase capacity, improve traffic safety, and address structural and geometric inadequacies of the existing bridge. The Allen Street Bridge now carries up to 25,000 vehicles per day, which is above the usual capacity of a two-lane bridge. It is projected to carry 31,000 vehicles per day in 2015, the design year. It currently performs at a Level of Service (LOS) F during the afternoon peak hour; It would perform at an LOS F, with average speed decreasing to 10 mph in 2015. Just east of the bridge, Allen Street crosses the Burlington Northern Railroad tracks. The high traffic volumes, combined with frequent trains through the area creates the potential for severe accidents at the railroad crossing. Also, the accident rate (3.42 accidents/million vehicle miles) in this section of road is more than double the corresponding rate for State highways in southwest Washington. The bridge is only 24 feet in width with two 12-foot lanes and no shoulders and has a weight limit of 10 tons, which does not meet the standards for this type of facility and traffic conditions.

Alternatives currently under consideration include a No Build alternative, and two build alternatives that would replace the existing bridge and span the railroad tracks. The build alternatives include (1) A one-way couplet system with a two-lane eastbound bridge along the Catline/Vine Street corridor and a two-lane westbound bridge along the Main/Allen

Street corridor; (2) A single four-lane bridge with two lanes each direction along the Main/Allen Street corridor. Both build alternatives propose roadway improvements at both of the bridge(s) necessary to provide lane continuity with the new structures.

The following areas of environmental and socio-economic concern have been identified and will be addressed in the environmental document: water quality, air quality, highway noise, visual quality, historic properties, parklands and recreational facilities, land use, anadromous fish species, relocations, economic development, and access to businesses and to a multi-modal terminal. Other issues identified during the scoping and public involvement processes will also be addressed.

Announcements describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. These will also be sent to Indian Tribes, private organizations, and citizens who are known to have interest in this proposal. A scoping meeting will be held in Kelso in late spring of 1995. In addition, other public meetings will be held prior to the release of the Draft EIS on the project. In addition, a public hearing will be held after the release of the Draft EIS to receive public and agency comments on the EIS. Public notice will be given of the time and place of these future meetings and the hearing. The Draft EIS will be available for public and agency review prior to the public hearing.

It is important that the full range of issues related to this proposed action be identified. To ensure this, 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 and phone number 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: May 8, 1995.

José M. Miranda,

*Environmental Program Manager, Olympia,
Washington.*

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