

Attendance is open to the interested public, but may be limited to the space available. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the meeting coordinator listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on June 5, 1995.
Peter Hwoschinsky,
Program Manager, Situational Awareness for Safety.
 [FR Doc. 95-14178 Filed 6-8-95; 8:45 am]
 BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Suffolk County, New York

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 a proposed highway project in Suffolk County, New York.

FOR FURTHER INFORMATION CONTACT:
 Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431-4127, or Philip J. Clark, Director, Design Division, New York State Department of Transportation, State Campus, 1220 Washington Avenue, Albany, New York 12232, Telephone: (518) 457-6452.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with the New York State Department of Transportation (NYSDOT) will be preparing an Environmental Impact Statement (EIS) on a proposal to improve the Route 347 corridor in Suffolk County. The proposed improvement will involve the reconstruction of the existing route between its termini at the Northern State Parkway and Route 25A, a distance of approximately 15 miles, in the Towns of Smithtown, Islip and Brookhaven. Improvements to Route 347 are considered necessary to address the existing and projected traffic demand and traffic-related problems.

Alternatives being processed for detailed study in the Environmental Impact Statement include:

Section A—Northern State Parkway to Route 454 Diverge

1. No build;
2. Transportation Demand Management (TDM)/Transportation System Management (TSM);
3. Six lane (convert one existing General Use Lane [GUL] to one High Occupancy Vehicle [HOV] lane each direction) limited access expressway with two lane flanking service roads (includes TDM/TSM);
4. Six lane (GUL's) limited access expressway with two lane flanking service roads (includes TDM/TSM);
5. Eight lane (add one HOV lane each direction or GUL's) restricted access expressway (includes TDM/TSM).

Section B—Route 454 Diverge to Route 25A

1. No build;
2. TDM/TSM;
3. Four Lane (GUL's) arterial with restricted access by closing median openings and having grade separated interchanges (includes TDM/TSM);
4. Six lane (add one HOV lane each direction) arterial with some grade separations and jughandles (includes TDM/TSM);
5. Six lane (GUL's) arterial with some grade separations and jughandles (includes TDM/TSM).

One of the early opportunities for the public to be involved is in the scoping of the Draft Environmental Impact Statement (DEIS). Scoping is the process by which the important issues to be considered in the environmental analyses are identified. The purpose of scoping is to ensure that the DEIS is a concise, accurate and complete document that covers all concerns and issues for public and agency review.

Letters describing the proposed action and soliciting scoping comments will be sent to appropriate Federal, State and local agencies, public officials and various organizations that may have interest in this proposal. In addition to scoping discussions with these interested parties, the general public will have the opportunity to make scoping comments both in writing and at a Public Information/Scoping Meeting in Spring, 1995, exact time and location to be announced.

After the DEIS is prepared, it will be available for public and agency review and comment. This will be followed by a Public Hearing for which a public notice will be given of the time and place of the 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 the FHWA or NYSDOT at the addresses 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.)

Issued on: May 30, 1995.

Harold J. Brown,
Division Administrator, Federal Highway Administration, Albany, New York.
 [FR Doc. 95-14088 Filed 6-8-95; 8:45 am]
 BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

[Docket No. 95-22 Notice 2]

Decision That Nonconforming 1992 Mercedes-Benz 300E Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1992 Mercedes-Benz 300E passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 Mercedes-Benz 300E passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1992 Mercedes-Benz 300E), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective June 9, 1995.

FOR FURTHER INFORMATION CONTACT:
 George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless