

Federal Highway Administration**Environmental Impact Statement: City of Issaquah, King County, 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 will be prepared for the Sunset Interchange modifications and the South Sammamish Plateau Access Road in the City of Issaquah, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Gene Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, telephone (360) 753-9413; Robert D. Aye, Acting Northwest Regional Administrator, Washington State Department of Transportation, 15700 Dayton Ave. N., PO Box 33310, Seattle, Washington 98133, telephone (206) 440-4693; Dave Crippen, Supervising Environmental Engineer, King County Department of Public Works, 400 Yesler Way, Room 400, Seattle, WA 98104-3637, telephone (206) 296-8092; or Ann DeFee, Grand Ridge Project Manager, Department of Public Works, City of Issaquah, PO Box 1307, Issaquah, Washington 98107, telephone (206) 391-1004.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), City of Issaquah and King County will prepare an environmental Impact Statement (EIS) for an interchange revision at the existing East Sunset Way Interchange on Interstate 90 (I-90). A new north-south arterial (called the South Sammamish Plateau Access Road, or South SPAR) will connect the Sunset Interchange to an intersection with a major east-west arterial in the southwestern portion of the Grand Ridge Development area. The South Spar is not expected to be a Federal project, but because its utility is largely dependent on the interchange project, its impacts are considered indirect impacts of the interchange project and are being evaluated in the same document. The South SPAR would be located along one of several alternative alignments as defined in previous feasibility studies completed for the project. The project is sponsored by two private developers, the Grand Ridge Ltd. partnership and the Glacier Ridge Ltd. Partnership. The I-90 Sunset Interchange revision would modify the existing partial interchange, which

provides only a west bound off-ramp and east bound on-ramp, to a full interchange that provides for all traffic movements to and from I-90. The South SPAR arterial is planned to be a multi-lane road that would provide through-lanes, turn-lane channelization, bicycle lanes, curb, gutter, sidewalk, stormwater management, water quality treatment, retaining walls, bridges, landscaping, signage, lighting, and signalization. Alternatives under consideration include: a No-Action Alternative and at least two roadway alignment alternatives for the South SPAR, and various ramp configurations for the interchange. Analysis will focus on identifying impacts and mitigation measures and providing information appropriate to choosing a preferred alternative from among the alternatives identified through the scoping and public involvement process. The EIS will identify direct, secondary and cumulative impacts associated with the interchange modification and the roadway alternatives under consideration.

The EIS will also discuss other cumulative impacts, taking into consideration two separate but related projects which are in the planning stage: (1) The proposed Issaquah Southeast Bypass, expected to connect I-90, in the vicinity of the modified Sunset Interchange, to Issaquah-Hobart Road; and (2) the proposed North Sammamish Plateau Access Road (North SPAR), which would provide access from the proposed South SPAR to the existing intersection of Issaquah-Pine Lake Road Southeast and Issaquah-Fall City Road Southeast. The North SPAR is a King County-sponsored project separate from the Sunset Interchange/South SPAR project with its own logical termini and independent utility. It will be addressed in a separate project-specific EIS written in accordance with the Washington State Environmental Policy Act (SEPA). Relevant information about various environmental issues related to the North SPAR will be incorporated into the Sunset Interchange/South SPAR EIS to address secondary and cumulative impacts. A project-specific EIS has not been initiated for the Issaquah Southeast Bypass; therefore, this section of the corridor will also be addressed in the Sunset Interchange/South SPAR EIS in a general way in the discussion of secondary and cumulative impacts. The overall roadway corridor will be examined in sections with logical termini and independent utility. The sections are: (1) "Southeast Issaquah Bypass", Issaquah-Hobart Road to I-90, approximately 2.4 km (1.5 mile); (2)

"I-90 Sunset interchange modifications and South Sammamish Plateau Access Road (South SPAR)", I-90 to a major east-west arterial approximately 1.6 km (1 mile) north of I-90; and (3) "North Sammamish Plateau Access Road (North SPAR)", a proposed 1.3 km (0.8 mile) road from the major arterial approximately 1.6 km (1 mile) north of I-90 continuing north to the Issaquah-Fall City Road.

The purpose of the proposed projects is to provide improved auto, transit, bicycle, and pedestrian access to existing and future residential and commercial developments contained in the approved City of Issaquah and King County Comprehensive Plans. The project will improve existing congestion along Issaquah-Fall City Road, Issaquah-Pine Lake Road, and the Front Street interchange at I-90. Approved land use plans indicate the area will see significant increases in population within the near future.

Environmental issues of concern to be addressed in the EIS include steep slopes, wetlands, air quality, fisheries resources and water quality in local streams and Lake Sammamish. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, appropriate Native American tribes, and to private organizations and citizens who have expressed, or are known to have, an interest in this proposal. A scoping meeting is planned to be held in March 1996. The public and all affected agencies will be invited to attend. A public notice will be given of the time and place of the meeting.

To assure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments are invited from all interested parties. Comments and suggestions concerning this proposed action and the EIS should be directed to the FHWA at the address provided.

(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: February 23, 1996.

Michael R. Brower,
Urban Transportation Engineer, Olympia, WA.

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Maritime Administration**OMB No.: 2133-0005****Information Collection Available for Public Comments and Recommendations****ACTION:** Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of Maritime Administration (MARAD) to request approval of changes to a currently approved information collection.

DATES: Comments should be submitted on or before May 6, 1996.

FOR FURTHER INFORMATION CONTACT:

Richard J. McDonnell, Director, Office of Financial Approvals, Maritime Administration, MAR-580, Room 8114, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-5861 or fax 202-366-7901. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Uniform Financial Reporting Requirements.

Type of Request: Approval of changes to a currently approved information collection.

OMB Control Number: 2133-0005.

Form Number: MA-172.

Expiration Date of Approval: September 30, 1999.

Summary of Collection of

Information: A form MA-172 consists of a balance sheet, an income statement, schedules of debt and equipment, and listings of company officers, stockholders, and related parties. In order to reduce the burden of the current information collection, the MA-172 would be reduced in scope and number of schedules. The information in the MA-172 is integral to conventional financial records generally kept by all businesses, but is supplemental to their financial statements prepared periodically. Therefore, much of the form can be satisfied by the information found in the financial statements audited by certified public accountants and can be substituted by copies of the published data or listings from the company records. Thus, the time required to complete a MA-172 can be reduced to an efficient gathering of existing documents.

Need and Use of the Information: MARAD administers financial assistance programs promoting the U.S. merchant marine. This information collection is in compliance with those

program regulations requiring financial reporting used in reviews and analyses to determine compliance with contractual requirements and to evaluate industry financial trends.

Description of Respondents: Various ship-building and ship-owning companies which choose to participate in the Maritime Administration's loan guarantee and operating support programs.

Annual Responses: Presently, 95 participants respond semiannually. The number of participants has stabilized after a long period of reduction with approximately the same number of new participants replacing withdrawing participants. This situation is expected to continue indefinitely.

Annual Burden: Presently, the total annual burden is 2,375 hours for 190 responses, 12 hours per response. The total hours should decrease when the changes covered by this request for comments are implemented.

Commenters are requested to include their estimates for completing the revised MA-172 information collection.

Comments: Send all comments regarding this information collection to Richard J. McDonnell, Department of Transportation, Maritime Administration, MAR-580, Room 8114, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimate, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: March 4, 1996.

Edmund T. Sommer, Jr.,

Assistant Secretary.

[FR Doc. 96-5558 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-81-P

OMB NO: 2133-0525**Information Collection Available for Public Comments and Recommendations****ACTION:** Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval of a currently approved information collection.

DATES: Comments should be submitted on or before May 6, 1996.

FOR FURTHER INFORMATION CONTACT:

James E. Caponiti, Director, Office of Sealift Support, Maritime Administration, MAR-630, Room 7300, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-2323 or fax 202-493-2180. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Applications and Amendment for Participation under Section 651, Subtitle B, Merchant Marine Act, 1936, As Amended.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0525.

Form Number: No form number is assigned to the application.

Expiration Date of Approval: May 31, 1996.

Summary of Collection of

Information: The information collected includes an initial application for participation in the program as well as amendments of maritime security program operating agreements.

Need and Use of the Information:

There are two maritime security bills (S.1139 and H.R.1350) under consideration in the Congress to revise Title VI of the Merchant Marine Act, 1936, as amended. Both bills will require MARAD to accept applications for enrollment in a Maritime Security Fleet no later than 30 days after the date of enactment. Receipt of an application will indicate intent on the part of the applicant to enter its vessel(s) in the Maritime Security Program. MARAD will analyze the information according to prescribed priorities and select vessels for participation in the program. Over the life of an agreement changes may be necessary for additional vessels, changes to existing vessels or status of the applicant.

Description of Respondents: It is estimated that 10 carriers would submit one-time initial applications to participate in the program and it is estimated that five amendments would be required over a ten year period (0.5 per year) of a maritime security program operating agreement.

Annual Responses: 10 one-time applications, 0.5 amendments.

Annual Burden: 80 hours for one-time applications, 1 hour for amendments.

Comments: Send all comments regarding this information collection to James E. Caponiti, Department of Transportation, Maritime Administration, MAR-630, Room 7300, 400 Seventh Street, S.W., Washington, D.C. 20590. Send comments regarding whether this information collection is