

programs and activities apply to this program)

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**Environmental Impact Statement:
Allegheny and Washington Counties,
Pennsylvania**

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 proposed transportation improvements between State Route 60 and US Route 22, known locally as a Southern Beltway Transportation Project and the Findlay Connector, in Allegheny and Washington Counties, Pennsylvania. This notice supersedes the Notice of Intent published in the Federal Register, Volume 58, No. 154, Page 43005, on August 12, 1993, for the Southern Beltway, and the Notice of Intent published in the Federal Register, Volume 56, No. 209, Pages 55707 and 55708 on October 29, 1991, for the Findlay Connector.

FOR FURTHER INFORMATION CONTACT: David W. Cough, District Engineer, Federal Highway Administration, 228 Walnut Street, Room 558, Harrisburg, PA 17101-1720, Telephone: (717) 782-3411; Daryl L. Kerns, Turnpike Liaison Engineer, Pennsylvania Department of Transportation, 1113 Transportation & Safety Building, Harrisburg, PA 17120, Telephone: (717) 787-0185; or Paul A. Edmunds, Acting Chief Engineer, Pennsylvania Turnpike Commission, P.O. Box 67676, Harrisburg, PA 17106-7676, Telephone: (717) 939-9551.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation and the Pennsylvania Turnpike Commission will prepare an Environmental Impact Statement (EIS) on a proposal for a limited access toll highway in Allegheny and Washington Counties, west of Pittsburgh, PA. The proposed improvement would extend from an interchange on State Route 60 west of the Pittsburgh International Airport (24 kilometers [15 miles] west of Pittsburgh), southwesterly to U.S. Route 22. The improvement corridor is about 10 kilometers (6.2 miles) long and about 2 kilometers (1¼ miles) wide. The proposed improvement is considered necessary to provide direct access from the south and west to the Pittsburgh

International Airport area, and to provide improved access to planned development in the Airport area. Preliminary studies and public and agency input for the Southern Beltway Transportation Project and for the Findlay Connector have concluded that the project needs for both projects can be met with a single transportation project in the corridor between State Route 60 and U.S. Route 22. These studies also indicated that the project needs cannot be met by Transportation System Management activities, upgrading existing roadways or mass transit improvements. Alternatives now under consideration are various alignments for a new tolled expressway and taking no action.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and Local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in the project area during the development of the project. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearings. The Draft EIS will be available for public and agency review and comment prior to the public hearing. A Scoping Meeting was held on August 18 and 19, 1993, in Washington, PA. Federal, state, regional, county, and municipal agencies attended and participated.

To insure 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 at the address provided above.

(Catalog of Federal Domestic Assistance Program No. 20.205, Highway Planning Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

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**Environmental Impact Statement:
Allegheny and Washington Counties,
Pennsylvania**

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 proposed transportation improvements between US Route 22 and I-79, known locally as a Southern Beltway Transportation Project, in Allegheny and Washington Counties, Pennsylvania. This notice supersedes the Notice of Intent published in the Federal Register Volume 58, Number 154, Page 43005, on August 12, 1993, for the Southern Beltway.

FOR FURTHER INFORMATION CONTACT: David W. Cough, District Engineer, Federal Highway Administration, 228 Walnut Street, Room 558, Harrisburg, Pennsylvania 17101-1720, Telephone: (717) 782-3411; Daryl L. Kerns, Turnpike Liaison engineer, Pennsylvania Department of Transportation, 1113 Transportation & Safety Building, Harrisburg, Pennsylvania 17120, Telephone: (717) 787-0185; or Paul A. Edmunds, Acting Chief Engineer, Pennsylvania Turnpike Commission, P.O. Box 67676, Harrisburg, Pennsylvania 17106-7676, Telephone: (717) 939-9551.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation and the Pennsylvania Turnpike Commission will prepare an Environmental Impact Statement (EIS) on a proposal for a limited access toll highway in Allegheny and Washington Counties, southwest of Pittsburgh, Pennsylvania. The proposed highway would extend from US Route 22, west of Pittsburgh, south easterly to Interstate 79, south of the Allegheny County-Washington County line, 24 kilometers (15 miles) southwest of Pittsburgh. The study corridor is about 19 kilometers (12 miles) long and up to 5.6 kilometers (3.5 miles) wide.

The proposed highway is considered necessary to improve the movement of people and goods in a rapidly growing area southwest of Pittsburgh. Preliminary studies and public and agency input have indicated that the project needs cannot be met by Transportation System Management (TSM) activities, upgrading existing roadways or mass transit improvements. Alternatives now under consideration are various alignments for a new tolled expressway and taking no action.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and Local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in the project area