

draft EIS will be available for public and agency review and comment prior to the hearings.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the address 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: September 10, 1997.

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Fremont County, Wyoming

**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 Fremont County, Wyoming.

**FOR FURTHER INFORMATION CONTACT:** B.J. McCauley, Environmental Project Manager, Federal Highway Administration, P.O. Box 25246, Denver, Colorado 80225, telephone 303-969-5924.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Shoshone National Forest, the Wyoming Department of Transportation, and Fremont County, Wyoming will prepare an environmental impact statement (EIS) on a proposed improvement of Wyoming Forest Highway (FH) 23, Louis Lake Road. The proposed Wyoming FH 23 project begins at the end of the pavement approximately 1.5 miles from the terminus of State Highway 131 at the National Forest boundary and continues southerly a distance of approximately 7.1 miles to the Worthen Meadows Reservoir Road.

The roadway may be reconstructed to a minimum width two-lane, asphalt or gravel with shoulders. In order to minimize impacts to environmentally sensitive areas, the reconstruction may take place largely along the existing

corridor utilizing design speeds ranging from 25 miles-per-hour to 35 miles-per-hour. However, other alternatives will be investigated during preparation of the EIS, including: (1) No action; (2) reconstructing the entire 7.1 miles along the existing corridor; and (3) various realignment, surfacing type and roadway width alternative combinations that may be developed during the project development process through public or agency input.

Interagency scoping meetings, public scoping meetings, and public hearings will be held in the project area. Information on the time and place of public scoping meetings and public hearings will be provided in the local news media. The draft EIS will be available for public and agency review and comment at the time of the public hearing.

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

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**Authority:** 23 U.S.C. 315; 49 CFR 1.48.

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Contract DTRS-56-96-C-0010]

#### Fifth Quarterly Performance Review Meeting on the Contract "Detection of Mechanical Damage in Pipelines"

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** RSPA invites the pipeline industry, in-line inspection ("smart pig") vendors, and the general public to the fifth quarterly performance review meeting of progress on the contract "Detection of Mechanical Damage in Pipelines." The meeting is open to anyone, and no registration is required. This contract is being performed by Battelle Memorial Institute (Battelle),

along with the Southwest Research Institute, and Iowa State University. The contract is a research and development contract to develop electromagnetic in-line inspection technologies to detect and characterize mechanical damage and stress corrosion cracking. The first hour of the meeting will be devoted to reviewing the overall project plan. The remainder of the meeting will cover the status of the contract tasks, progress made during the past quarter, and projected activity for the next quarter.

**DATES:** The fifth quarterly performance review meeting will be held on October 9, 1997, beginning at 1:00 p.m. and ending around 5:00 p.m.

**ADDRESSES:** The quarterly review meeting will be held at the Sheraton at Fisherman's Wharf, 2500 Mason Street, San Francisco, CA 94133. The hotel's telephone number is (415) 362-5500.

**FOR FURTHER INFORMATION CONTACT:** Lloyd W. Ulrich, Contracting Officer's Technical Representative, Office of Pipeline Safety, telephone: (202) 366-4556, FAX: (202) 366-4566, e-mail: lloyd.ulrich@rspa.dot.gov.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

RSPA is conducting quarterly public meetings on the status of its contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS-56-96-C-0010) because in-line inspection research is of immediate interest to the pipeline industry and in-line inspection vendors. RSPA will continue this practice throughout the contract, which may be three years. The research contract with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance. The meetings allow disclosure of the results to all interested parties and provide an opportunity for interested parties to ask Battelle questions concerning the research. Attendance is open to all and does not require advanced registration nor advanced notification to RSPA.

An objective is to hold alternate meetings in Washington, DC. The first meeting was conducted on October 22, 1996, in Washington, DC. Another objective is to conduct the alternate meetings held outside Washington immediately after meetings of the Gas Research Institute's (GRI) Nondestructive Evaluation Technical Advisory Group to enable participation by pipeline technical personnel involved with nondestructive evaluation. However, future meetings may also be held at other locations. This meeting is being held in San Francisco as a dovetail to a meeting of the GRI Nondestructive Technical Advisory