

extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise capability program are available for examination at the following locations:

Federal Aviation Administration,
Airports Division, 2601 Meacham
Boulevard, Fort Worth, Texas 76137
Tulsa Airport Authority Tulsa
International Airport Terminal, 7777
E. Apache, Room A-217; Tulsa,
Oklahoma 74158.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, June 16, 1999.

Naomi L. Saunders,
Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Sullivan 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 Sullivan County, New York.

FOR FURTHER INFORMATION CONTACT:

John Brizzell, Regional Director, 44
Hawley Street, Binghamton, NY
13901, Telephone: (607) 721-8116;
or

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.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) will prepare an environmental impact statement (EIS) on a proposal to improve NYS Route 17 in Sullivan County, New York. The proposed improvement would involve the construction of a new controlled access freeway in the Town of Liberty near the hamlet of Parksville for a distance of about 4.6 kilometers. The project objective is to reduce accident potential by constructing a controlled access freeway, built to interstate standards, with a full interchange serving the community of Parksville.

Alternatives under consideration include: 1. Do Nothing and 2. Controlled access freeway, built to interstate standards, with a full interchange serving the community of Parksville. Three different alignments, 2A, 2B and 2D, are being considered for further study under the controlled access freeway alternative. Alternative 2A constructs a new freeway on an alignment south of the existing NYS Route 17. Alternative 2B constructs a new freeway generally following the alignment of existing NYS Route 17. Alternative 2D constructs a new freeway on a split alignment, i.e. westbound freeway lanes on existing NYS Route 17 alignment and eastbound freeway lanes on new alignment to the south. For each of the controlled access freeway alternatives there are five options for the full interchange serving the community of Parksville. Option 1, Split interchange: A "half-diamond" ramp would be at each end of the project. The east end of the project would have a westbound ramp and an eastbound on ramp. The west end of the project would have a eastbound off ramp and a westbound on ramp. Option 2, Direct-connector ramps at each end of the project: This option allows the same vehicle movements as option 1 but without impeded traffic flows. Option 3, Full interchange (full-diamond) at east end of project: This option permits all four vehicle movements at one location in the east end of the project. Option 4, Full interchange (full-diamond) at west end of project: This option permits all four vehicle movements at one location in the west end of the project. Option 5, Full interchange (full-diamond) near the midpoint of the project: This option permits all four vehicle movements at the location near the midpoint of the project. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. Public informational meetings were held on June 26, 1998, September 3, 1998 and December 16, 1998 in the Town of Liberty. After the September meeting a steering committee was formed to address and resolve community issues that could influence development of the project. The committee, which consists of 27 members, met on November 16, 1998 and December 16, 1998. Additional public informational and steering

committee meetings are planned and will continue as needed. In addition, a public hearing will be held. Public notice will be given of the time and place of meetings and hearings. The draft EIS will be available for public and agency review and comment. No formal NEPA scoping meeting is planned at this time.

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

(Catalog of Federal Domestic Assistance Program Number 20.295, Highway May 21, 1999 Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: June 21, 1999.

Douglas P. Conlan,

*District Engineer, Federal Highway
Administration, Albany, New York.*

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Federal Highway Administration

[Docket No. RSPA-98-3579 (PDA-20(RF))]

Application by Association of Waste Hazardous Materials Transporters for a Preemption Determination as to Cleveland, Ohio Requirements for Transportation of Hazardous Materials

AGENCY: Research and Special Programs
Administration (RSPA) and Federal
Highway Administration (FHWA), DOT.

ACTION: Public notice reopening
comment period.

SUMMARY: RSPA and FHWA are reopening the comment period on the application by the Association of Waste Hazardous Materials Transporters (AWHMT) for an administrative determination whether Federal hazardous materials transportation law preempts certain requirements of the City of Cleveland, Ohio, concerning the transportation of explosives and other hazardous materials within the City. AWHMT has asked RSPA and FHWA to defer consideration of several of the requirements challenged in AWHMT's original application because the City is