

Panel 6; (10) EUROCAE WG-47 Report and discuss schedule for further work with WG-3; (11) Review Issues List and Address Future Work; (12) Other Business; (13) Dates and Places of Future Meetings; (p.m.) (14) WG-3 continues. Friday, August 13: (15) Working Group's Continue as Required.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 9, 1999.

Gregory D. Burke,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Joint Special Committee 182/Eurocae Working Group 48, Minimum Operational Performance Standards (MOPS) for an Avionics Computer Resource

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-182/EUROCAE Working Group (WG)-48 meeting will be held August 17-19, 1999, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Chairman's Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review of Meeting Report: Joint RTCA SC-182/EUROCAE WG-48 Meeting, May 11-13, 1999; (4) Review and Disposition Comments to MOPS version 3.0; (5) Finalize MOPS version 4.0 and recommend adoption by RTCA and EUROCAE; (6) Review draft FAA TSO for ACR Application; (7) Draft letter to SC-190 regarding reuse tables (Annex E); (8) Date and Place of next meeting; (9) Chairman's Closing Remarks.

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information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: District of Columbia, Prince George's County, Maryland and City of Alexandria and Fairfax County, VA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplement to a final environmental impact statement will be prepared for a proposed bridge project in the District of Columbia, Prince George's County, Maryland and the City of Alexandria and Fairfax County, Virginia.

FOR FURTHER INFORMATION CONTACT: Mr. John Gerner, Project Manager, Woodrow Wilson Bridge Center, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314, Telephone: (703) 519-9800.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the District of Columbia Department of Public Works, Virginia Department of Transportation, and Maryland State Highway Administration, will prepare a supplement to the final environmental impact statement (FEIS) for a proposal to enhance mobility while addressing community and environmental concerns along I-95/I-495 (Capital Beltway) from west of Telegraph Road to east of MD 210 in the vicinity of the Woodrow Wilson Bridge. The original FEIS for the improvements (FHWA-MD-VA-DC-EIS-91-01-F) was approved on September 2, 1997 and a Record of Decision (ROD) was issued on November 25, 1997. The proposed improvements documented in that FEIS provide for replacing the existing bridge with a new bridge crossing consisting of two new parallel drawbridges, one for eastbound traffic and the other for westbound traffic, constructed approximately thirty feet south of and twenty feet higher than the existing bridge. Each span would have five

general purpose traffic lanes (separated into two express and three local lanes), and one lane reserved for future use by public transit or high occupancy vehicle use. Thus, the new bridge would have a total ten general purpose traffic lanes and two lanes reserved for limited future use. Four interchanges adjacent to the bridge, two in Maryland and two in Virginia, will also be reconstructed to provide for roadway widening associated with the larger bridge, smoother traffic flow, and improved access to the bridge.

The location and preliminary design of the project have been approved. However, a U.S. District Court ruling, *City of Alexandria v. Slater*, 1999 U.S. DIST. LEXIS 5254 (D. DC April 14, 1999), found that the FEIS was inadequate because a ten lane alternative had not been fully considered, the presentation of construction impacts associated with the project was not detailed enough, and the impact on cultural resources in yet to be selected mitigation sites and possible sites in the construction area were not described (on the last point, the Court also found that the National Historic Preservation Act had been violated). The Federal Government is appealing the Court's decision. The Federal Government is not appealing other portions of the decision dealing with the Clean Air Act.

Although the Federal Highway Administration is appealing this decision, in recognition of the need for timely action on this bridge replacement project, the Federal Highway Administration has decided to begin processing a supplemental environmental impact statement (SEIS) to address the issues raised by the Court and to present information on changes to the project which were not evaluated in the FEIS, even while the appeal of the Court decision is pending. In addition, and since the publication of the FEIS in 1997, the development of the final design has led to a number of changes in the project, resulting in some changes in the boundaries of the project, the configuration of the interchanges, the amount of dredging in the Potomac River, and other relatively limited changes. These changes are best addressed in an SEIS, irrespective of the District Court decision.

This "Alternatives SEIS" is being undertaken to: (1) Do preliminary engineering and design work necessary to develop 10 lane alternative designs, (2) consider these 10 lane alternatives along with the current 12 lane design, (3) address construction impacts and effects upon cultural resources and historic sites in the area, and (4) address