

impacts which the Sponsors intend to take, the Department has concluded that issuance of a Presidential Permit authorizing construction of the proposed Anzalduas International Crossing, as proposed to be constructed in Road Alternative #3 as set forth in the Final Environmental Assessment, would not have a significant impact on the quality of the human environment within the United States. Accordingly, a finding of no significant impact is adopted and an EIS will not be prepared.

Dated: July 23, 1999.

David E. Randolph,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

[FR Doc. 99-20900 Filed 8-11-99; 8:45 am]

BILLING CODE 4710-29-P

DEPARTMENT OF STATE

Office of Mexican Affairs

[Public Notice No. 3110]

Notice of Issuance of a Presidential Permit to the cities of McAllen, Hidalgo and Mission, Texas, To construct, operate and maintain an international bridge, its approaches and facilities at the international boundary between the United States and Mexico

AGENCY: Department of State.

SUMMARY: Notice is hereby given that the Department of State has issued a Presidential Permit to the Cities of McAllen, Hidalgo and Mission, Texas, to construct, operate and maintain an international bridge, its approaches and facilities at the international boundary between the United States and Mexico (the "Anzalduas International Crossing"). The permit was issued July 23, 1999, pursuant to the International Bridge Act of 1972 (33 U.S.C. 535 *et seq.*) and Executive Order 11423 of 1968, as amended by Executive Order 12847 of 1993.

ADDRESSES: Copies of the Presidential Permit may be obtained from Mr. David E. Randolph, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, D.C. 20520, telephone (202) 647-8529.

SUPPLEMENTARY INFORMATION: Notice of the application by the Cities of McAllen, Hidalgo and Mission, Texas, for a permit to build a new bridge, with access road, to be constructed across the Rio Grande river between McAllen, Texas, and Reynosa, Tamaulipas, Mexico, was published in the **Federal Register** on December 22, 1992, at 57 FR

60832. The bridge will carry pedestrian, vehicular and commercial traffic, and is intended to serve growing neighborhoods on the west side of the McAllen-Reynosa area. As a condition for the Presidential Permit, the Cities of McAllen, Hidalgo and Mission have agreed to begin construction of the bridge no earlier than April 1, 2003, and to open the bridge no earlier than January 1, 2005, unless prior to those dates the Secretary of State or the Secretary's delegate determines that the U.S. Congress has provided sufficient funds for construction, operation and support of the bridge.

Furthermore, permanent cargo import facilities will be constructed beginning no earlier than January 1, 2015 unless prior to that date the average northbound cargo traffic at the Pharr-Reynosa International Bridge reaches 15,000 vehicles per week.

The application for the Presidential Permit was reviewed and approved by numerous federal, state and local agencies. The final application and environmental assessment, which resulted in a finding by the Department of State of no significant impact ("FONSI") on the human environment, were reviewed and approved or accepted by the Immigration and Naturalization Service, General Services Administration, Department of Interior, Department of Agriculture, Department of Commerce, U.S. Customs Service, U.S. Coast Guard, Federal Highway Administration, Food and Drug Administration, International Boundary and Water Commission—U.S. Section, Department of Defense, Environmental Protection Agency, Department of State and appropriate Texas State Agencies: the Texas Parks and Wildlife Department, the Texas Department of Transportation, the Texas Historical Commission and the Texas Natural Resource Conservation Commission.

Dated: July 28, 1999.

David E. Randolph,

*Coordinator, U.S.-Mexico Border Affairs,
Office of Mexican Affairs.*

[FR Doc. 99-20899 Filed 8-11-99; 8:45 am]

BILLING CODE 4710-29-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lawrence County, Ohio

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 highway project in Lawrence County, Ohio.

FOR FURTHER INFORMATION CONTACT:

Scott McGuire, Field Operations Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6852.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation, will prepare a supplement to the final environmental impact statement (EIS) on a proposal to improve State Route (SR) 7 and SR 607 in Lawrence County, Ohio. The original EIS for the improvements (FHWA-OH-EIS-72-8-F) was approved on January 31, 1974. The supplement is being prepared due to the time elapsed since the original approval in 1974 and to adequately address new legislative and regulatory requirements. In response to the October 28, 1995, Federal planning regulations, a major investment study for the corridor has been completed by KYOVA Interstate Planning Commission.

The existing facility, which travels thru the Villages of Chesapeake and Proctorville (on a two-lane roadway) is prone to heavy traffic numbers exacerbated by turning movements and resulting in a high accident situation. SR 7 in this area is also prone to flooding which results in roadway closure and impairs emergency vehicles. The section of roadway to be relocated is situated in southern Lawrence County across the Ohio river from Huntington, West Virginia, a major metropolitan area. This section of roadway is predominantly used for residents living in Ohio and working in the Huntington area. The project is situated in the Ohio River valley with steep hills to the north. The flatter lands to the south along the river have been developed for residential and commercial buildings. Improvements to the corridor are considered necessary to provide for existing and projected traffic demand.

Alternatives under consideration include (1) taking no action; (2) building a 4-lane limited access facility on new alignment. The alignments under consideration are slightly north of Chesapeake, Proctorville, and Rome.

FHWA, ODOT and other local agencies invite participation in defining the alternatives to be evaluated in the supplemental EIS, and any significant social, economic, or environmental issues related to the alternatives. Information describing the purpose and