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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**RTCA SPECIAL COMMITTEE 195;  
SPECIAL MEETING; LITHIUM  
BATTERIES**

Pursuant to section 10(a)(2) of the  
Federal Advisory Committee Act (P.L.  
92-463, 5 U.S.C., Appendix 2), notice is  
hereby given for Special Committee  
(SC)-168 meeting to be held September  
15-16, starting at 9 a.m. each day. The  
SC-168 finished their work in 1995 and  
several attempts to reference RTCA DO-  
227 in a TSO have been unsuccessful.  
The RTCA Program Management  
Committee approved this one time  
meeting to help resolve the issues  
identified. The meeting will be held at  
RTCA, Inc., 1140 Connecticut Avenue,  
NW, Suite 1020, Washington, DC,  
20036.

The agenda will include: September  
15 and 16 (1) Welcome and  
Introductions; (2) Status of Lithium  
Battery Activities;

(3) Review of TSO-C142, Comments  
Received and Conclusions;

(4) Recommend and Approve the  
Process and wording to Resolve the  
Open Issues Identified; (5) Other  
Business; (6) Closing.

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 August 12,  
1999.

**Janice L. Peters,**  
*Designated Official.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement;  
Portsmouth & Tiverton, RI**

**AGENCY:** Federal Highway  
Administration (FHWA), RIDOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this  
notice to advise the public that an  
Environmental Impact Statement will be

prepared for the proposed rehabilitation  
or replacement of the Sakonnet River  
Bridge, carrying RI Route 24 between  
Portsmouth and Tiverton.

**FOR FURTHER INFORMATION CONTACT:**  
Daniel J. Berman, Assistant Division  
Administrator, Federal Highway  
Administration, 380 Westminster Mall,  
Room 547, Providence, RI 02903,  
Telephone: (401) 528-4560; OR,  
Edmund T. Parker, Jr., P.E., Chief Design  
Engineer, Rhode Island Department of  
Transportation, Two Capitol Hill, Room  
231-D, Providence, RI 02903,  
Telephone: (401) 222-4911.

**SUPPLEMENTARY INFORMATION:** The  
FHWA, in cooperation with RIDOT, will  
prepare the Environmental Impact  
Statement (EIS) for the proposed  
rehabilitation or replacement of the  
Sakonnet River Bridge carrying RI Route  
24 between Portsmouth and Tiverton.

This EIS will investigate scientific  
and engineering studies and other  
activities necessary to determine the  
environmental and socioeconomic  
impacts of various alternative  
rehabilitation and replacement  
scenarios to address the substandard  
condition of the Sakonnet River Bridge.

Rhode Island Bridge Number 250,  
known as the Sakonnet River Bridge,  
was originally constructed between the  
years 1954-1956. The main bridge  
structure is comprised of 27 spans with  
a total length of approximately 2,982  
feet. According to the original design  
plans, the structure was designed in  
accordance with 1944 A.A.S.H.O  
Specifications. The Sakonnet River  
Bridge has been carrying highway traffic  
for over 43 years. With the exception of  
limited emergency repairs performed in  
1997, and two partial painting contracts,  
the structure has not undergone any  
significant rehabilitation in over 20  
years.

RIDOT conducted an in-depth field  
inspection of the bridge during  
September and October, 1997, and  
March and April, 1998. The inspection  
of the bridge found significant  
deficiencies in the concrete support  
piers and abutment walls, the steel  
substructure, and the bridge deck.

The majority of the bridge is  
supported by either main girders or  
trusses. These members have been  
identified as non-redundant and  
fracture critical; therefore, their  
deterioration and eventual failure could  
result in a compromise of the structural  
integrity of the bridge and possible  
collapse of the structure.

Due to the extensive nature of the  
rehabilitation required to address the  
structural deficiencies of the Sakonnet  
River Bridge, RIDOT is also considering