

your spoken comments. All recorded and written comments become part of the official record. The public scoping meeting will consist of a presentation in which the National Parks Air Tour Management Act of 2000 is introduced, existing conditions at Lake Mead National Recreation Area will be described and the ATMP development process at the park unit will be explained. Following the presentation, the floor will be opened for public comments to be received.

Park-specific scoping documents that describe the project in greater detail are available at the following locations:

- Green Valley Library, 2797 N. Green Valley Parkway, Henderson, NV
- Laughlin Library, 2840 South Needles Highway, Laughline, NV
- Las Vegas Library, 833 Las Vegas Boulevard North, Las Vegas, NV
- Boulder City Library, 701 Adams, Boulder City, NV
- Henderson District James I. Gibson Library, 280 S. Water Street, Henderson, NV
- North Las Vegas Library, 2300 Civic Center Drive, North Las Vegas, NV
- Valle Vista Library, 7193 Concho Drive, Kingman, UT
- St. George Public Library, 50 S. Main Street, St. George, UT
- Moapa Valley Library, 350 North Moapa Valley Boulevard, Overton, NV

- Mojave Community College, 1971 Jagerson Avenue, Kingman, AZ
- Bullhead Public Library, 1170 Hancock Road, Bullhead City, AZ
- Phoenix Reference Library, 411 North Central Avenue, Phoenix, AZ
- Cedar City Public Library, 303 North 100 East, Cedar City, UT
- Hurricane City Library, 36 South 300 West, Hurricane, UT
- FAA Air Tour Management Plan Program Web site, <http://www.atmp.faa.gov/>
- FAA Docket Management System Web site, <http://dms.dot.gov>

Issued in Hawthorne, CA on April 8, 2004.

**Brian Q. Armstrong,**  
*Air Tour Management Plan, Program Manager, AWP-4.*  
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**BILLING CODE 4910-13-P**

**SUMMARY:** The Federal Aviation Administration (FAA), in cooperation with the National Park Service (NPS), has initiated the development of an Air Tour Management Plan (ATMP) for Mount Rushmore National Memorial, pursuant to the National Parks Air Tour Management Act of 2000 (Public Law 106-181) and its implementing regulations contained in Title 14, Code of Federal Regulations, Part 136, National Parks Air Tour Management. The objective of each ATMP is to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and tribal lands of the subject national park unit.

**DATES:**

*Scoping Period:* The 45-day scoping period will be initiated upon publication of this notice. Please submit any written response you may have within 45 days from the date of this Notice, or no later than June 1, 2004.

*Scoping Meeting:* A combined public scoping meeting has been scheduled for the Badlands National Park ATMP and the Mount Rushmore National Memorial ATMP as follows:

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Environmental Assessment for the Air Tour Management Plan Program at Mount Rushmore National Memorial**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent to prepare an environmental assessment and notice of initiation of public scoping.

Subject park	Date	Time	Location
Badlands National Park .....	Tuesday, May 4, 2004 .....	6 p.m. ....	Holiday Inn Rapid City-Rushmore Plaza, Hammons Conference Room, 505 N Fifth Street, Rapid City, South Dakota.
Mount Rushmore National Memorial.	Tuesday, May 4, 2004 .....	6 p.m. ....	Holiday Inn Rapid City-Rushmore Plaza, Hammons Conference Room, 505 N Fifth Street, Rapid City, South Dakota.

**ADDRESSES:** Please submit any written response you may have within 45 days from the date of this Notice, or no later than June 1, 2004. Address your comments for Mount Rushmore National Memorial to: Docket Management System, Doc No. FAA-2004-17459, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001.

You must identify the docket number FAA-2004-17459 for Mount Rushmore National Memorial at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard. You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing comments in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The

Dockets Office is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>. Additionally, comments will be received and recorded at the public scoping meetings. Please note that names and addresses of people who comment become part of the public record. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. We will make all submissions from organizations, businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses available for public inspection in their entirety.

**FOR FURTHER INFORMATION CONTACT:** Steve May, Air Tour Management Plan Program Manager, Executive Resource Staff, AWP-4, Federal Aviation

Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Los Angeles, California 90009-2007. Telephone: (310) 725-3808. Street address: 15000 Aviation Boulevard, Lawndale, California 90261. E-mail: [Steve.May@faa.gov](mailto:Steve.May@faa.gov)

**SUPPLEMENTARY INFORMATION:** In developing each ATMP and any associated rulemaking actions, the FAA is required to comply with the National Environmental Policy Act of 1969, which calls on Federal agencies to consider environmental issues as part of their decision making process. For the purposes of compliance with the National Environmental Policy Act, the FAA is the Lead Agency and the NPS is a Cooperating Agency. The FAA Air Tour Management Plan Program Office and the NPS Natural Sounds Program Office are responsible for the overall implementation of the ATMP Program.

An Environmental Assessment is being prepared in accordance with FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. The FAA is now inviting the public, agencies, tribes, and other interested parties to provide comments, suggestions, and input regarding: (1) The scope, issues, and concerns related to the development of each ATMP; (2) the scope of issues and the identification of significant issues regarding commercial air tours and their potential impacts to be addressed in the environmental process; (3) the potential effects of commercial air tours on cultural and historic resources; (4) past, present, and reasonably foreseeable future actions which, when considered with ATMP alternatives, may result in significant cumulative impacts; (5) potential ATMP alternatives; and (6) the potential impacts on natural resources and visitor experiences. The FAA requests that comments be as specific as possible in response to actions that are being proposed under this notice.

A combined public scoping meeting has been scheduled for the Badlands National Park ATMP and the Mount Rushmore National Memorial ATMP. The purpose of this scoping meeting is to describe the ATMP development and environmental processes, obtain public input regarding the ATMP and potential environmental concerns that may be appropriate for consideration in the Environmental Assessment, and to identify alternatives to be considered. Both oral and written comments will be accepted during this meeting. Agency personnel will be available to record your spoken comments. All recorded and written comments become part of the official record. The public scoping meeting will consist of a presentation in which the National Parks Air Tour Management Act of 2000 is introduced, existing conditions at Badlands National Park and Mount Rushmore National Memorial will be described and the ATMP development process at each park unit will be explained. Following the presentation, the floor will be opened for public comments to be received.

Park-specific scoping documents that describe the project in greater detail are available at the following locations:

- Rapid City Public Library, 610 Quincy Street, Rapid City, South Dakota
- Oglala Lakota College Library, 3 Mile Creek Road, Kyle, South Dakota
- Keystone Town Library, 1101 Madill Street, Keystone, South Dakota
- E. Y. Berry Library, Black Hills State University, 1200 University, Spearfish, South Dakota

- South Dakota State Library, Mercedes MacKay Building, 800 Governors Drive, Pierre, South Dakota
- FAA Air Tour Management Plan Program Web site, <http://www.atmp.faa.gov/>
- FAA Docket Management System Web site, <http://dms.dot.gov>

Issued in Hawthorne, California on April 8, 2004.

**Steve May,**

*Program Manager, Air Tour Management Plan (ATMP) Program.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Fairbanks, AK

**AGENCY:** Federal Highway Administration (FHWA), and Alaska Department of Transportation and Public Facilities (ADOT&PF).

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Supplemental Environmental Impact Statement will be prepared for a proposed transportation improvement project on University Avenue in Fairbanks, Alaska.

**FOR FURTHER INFORMATION CONTACT:** Edrie Vinson, Environmental Project Manager, Federal Highway Administration, Alaska Division Office, 709 W. 9th Street, Room 851, P.O. Box 21648, Juneau, Alaska 99802-1648. Telephone (907) 586-7464. Janet Brown, P.E., Project Manager, Alaska Department of Transportation and Public Facilities, Preliminary Design & Environmental, 2301 Peger Road, Fairbanks, Alaska 99709-5399. Telephone (907) 451-2283.

**SUPPLEMENTARY INFORMATION:** An Environmental Impact Statement (EIS) to rehabilitate and widen University Avenue was prepared in July 1988, a Final EIS (FEIS) was approved June 30, 1991, and the FHWA issued a Record of Decision (ROD) in August of 1991.

The Selected Alternative in the ROD would reconstruct University Avenue in Fairbanks, Alaska between the Mitchell Expressway and Thomas Street, a distance of 21 miles. University Avenue was to be reconstructed with a two-way center turn lane (16-foot wide) over much of the alignment. A raised center meridian with left turn pockets was designed for 33% of the roadway. This alternative included 8-foot shoulders with a combined 10-foot wide

pedestrian/bike path on the west and a 5-foot wide sidewalk on the east of University Avenue. The Chena River Bridge widening was a rehabilitation of the existing structure. The Geraghty Avenue intersection was to be moved 150-feet north, to provide a greater separation from the intersection with Airport Way.

The project as approved was never built. Since that time the ADOT&PF has determined to maximize the use of existing right-of-way, and reduce environmental impacts by minimizing the total project footprint. Safety would be improved by reducing direct access to some locations along University. Such changes to the project require the preparation of a Supplemental EIS. These proposed changes include a continuous raised meridian over 89% of the roadway with left turn lanes only at the 12 intersections; narrowing the pedestrian/bike path to 8 feet in width; replacing the Chena River Bridge; and constructing a grade separated Alaska Railroad crossing over University Avenue. Elevating the railroad would require the closing of the Fairbanks Street entrance to the University of Alaska Fairbanks and replacement with a pedestrian/bike path and tunnel under the railroad. Additional improvements proposed include making Geraghty Avenue a right turn in and right turn out intersection in its current location and the Airport Avenue frontage road would end in a cul-de-sac. Halvorson Road would be extended 720 feet northward to Wolf Run and Indiana Avenue would be relocated 160 feet to the south. Intersection improvements would be added at Airport Way and Geist Road/Johansen Expressway.

The Supplemental EIS will update the analyses of all the reasonable alternatives evaluated in the FEIS, including the alternative previously identified as the Preferred Alternative.

Announcements describing the SEIS process and requesting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public notices will also be published in local newspapers. Public and agency scoping meetings will be announced and held in Fairbanks, Alaska. A public hearing will be held after approval of the SEIS. Public notice will be given of the time and place of the hearing. The SEIS will be available for public and agency review and comment prior to the hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues