

have been submitted to the Office of Management and Budget (OMB) for clearance in compliance with Public Law 104-13 effective October 1, 1995. The Paperwork Reduction Act of 1995. The information collections listed below, which were published in the Federal Register on February 26 and March 1, 1996, have been submitted to OMB.

(Call Reports Clearance Officer on (410) 965-4123 for copies of package.)

*OMB Desk Officer:* Laura Oliven.

*SSA Reports Clearance Officer:* Charlotte S. Whitenight.

1. Missing & Discrepant Wage Reports Letter & Questionnaire—0960-0432. The information collected on forms SSA-L93, SSA-95 and SSA-97 will be used by the Social Security Administration to contact employers reporting more wages to IRS than they reported to SSA. Employers' compliance with the SSA request will enable SSA to properly post employees' wage records. The respondents are employers with missing or discrepant wage reports.

*Number of Respondents:* 385,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 30 minutes.

*Estimated Annual Burden:* 192,500 hours.

2. Letter to Landlord Requesting Rental Information—0960-0454. The information collected on form SSA-L5061 is used to determine if a rental subsidy agreement exists between a landlord and an applicant for, or recipient of, Supplement Security Income benefits. The affected public is landlords who may be subsidizing such a rental arrangement.

*Number of Respondents:* 49,000.

*Frequency of Response:* As needed to verify subsidy arrangements.

*Average Burden Per Response:* 10 minutes.

*Estimated Annual Burden:* 8,167 hours.

3. Farm Arrangement Questionnaire—0960-0064. The information collected on form SSA-7157 is used to determine if farm rental income may be considered self-employment income for Social Security coverage purposes. The respondents are individuals alleging self-employment income from the activity of renting land for farming activities.

*Number of Respondents:* 38,000.

*Frequency of Responses:* 1.

*Average Burden Per Response:* 30 minutes.

*Estimated Annual Burden:* 19,000 hours.

4. Request for Hearing By Administrative Law Judge—0960-0269.

The information on form HA-501 is used by the Social Security Administration to document an individual's request for a hearing on an unfavorable determination concerning his or her benefits. The respondents are such individuals who request a hearing.

*Number of Respondents:* 625,563.

*Frequency of Response:* 1.

*Average Burden Per Response:* 10 minutes.

*Estimated Annual Burden:* 104,260.

5. Petition to Obtain Approval of a Fee for Representing a Claimant before the Social Security Administration—0960-104. The information on form SSA-1560 is used to determine if a representative is asking for a reasonable fee for representing a claimant before the Social Security Administration (SSA). The respondents are attorneys or other persons representing claimants before SSA.

*Number of Respondents:* 30,492.

*Frequency of Response:* 1.

*Average Burden Per Response:* 30 minutes.

*Estimated Annual Burden:* 15,246.

6. State Mental Institution Policy Review—0960-0110. The information collected on form SSA-9584 is used by the Social Security Administration to determine whether the institutions' policies and practices conform with SSA's regulations in the use of benefits, and whether the institution is performing other duties and responsibilities required of a representative payee. The information also provides the basis for conducting the actual onsite review and is used in the preparation of the subsequent report of findings and recommendations which is provided to the institutions. The respondents are state mental institutions which serve as representative payees for Social Security beneficiaries.

*Number of Respondents:* 183.

*Frequency of Response:* 1 per year.

*Average Burden per Response:* 1 hour.

*Estimated Annual Burden:* 183 hours.

#### Social Security Administration

Written comments and recommendations regarding these information collections should be sent within 60 days from the date of this publication, directly to the SSA Reports Clearance Officer at the following address: Social Security Administration, DCFAM, Attn: Charlotte S. Whitenight, 6401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235.

In addition to your comments on the accuracy of the agency's burden estimate, we are soliciting comments on the need for the information; its practical utility; ways to enhance its

quality, utility and clarity; and on ways to minimize burden on respondents, including the use of automated collection techniques or other forms of information technology.

Date: April 19, 1996.

Charlotte Whitenight,

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 96-10203 Filed 4-25-96; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Pierce County, WA

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA, Washington State Department of Transportation (WSDOT), and Pierce County are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed new roadway project in Pierce County, Washington between Interstate 5 and State Route 7 (Pacific Avenue).

**FOR FURTHER INFORMATION CONTACT:** Jim Leonard, Area Engineer FHWA, Olympia, Washington 98501 Phone Number (360) 753-9558.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with WSDOT and Pierce County, will prepare an EIS on a proposal to build a new roadway between Interstate 5 at the Thorne Lane interchange and State Route 7 (Pacific Avenue) at 176th Street South. The proposed roadway corridor passes through a residential area in the City of Lakewood known as American Lake Gardens and portions of the Fort Lewis Military Reservation and McChord Air Force Base. The EIS will include a Major Investment Study (MIS) that examines the overall need for the project and alternative means of reducing or meeting the demand for additional transportation capacity.

The purpose of the proposed facility is to reduce congestion on existing arterial streets and highways and to provide a more direct connection for the movement of goods and people between Interstate 5 and mid-Pierce County. The corridor must also maintain security and accommodate existing and planned operations on both military installations. Recent and planned residential and industrial development in the Lakewood, Spanaway, Fredrickson, American Lake, and

Dupont areas is creating traffic volumes in excess of current system capacity. Under current land use plans, the areas on the east and west ends of the corridor are expected to become major new employment centers within the next 20 years. At present, the only connections between these areas and Interstate 5 are SR 512, SR 507 and SR 510, and Perimeter Road. Roads connecting mid-Pierce County to SR 512 are already congested (LOS E/F at many intersections during peak hours), and peak hour LOS on SR 512 is currently LOS D and projected to be LOS E/F by 2017 if additional east-west capacity is not added. Reaching Interstate 5 from mid-Pierce County via SR 507 and SR 510 requires over 30 miles of travel, compared to 13 miles via SR 512. Perimeter Road is owned by McChord Air Force Base and may be closed whenever necessary to maintain military security.

The alternatives under consideration include roadway alternatives, transportation system management, transportation demand management, and the no-action alternative. The roadway alternatives corridor is approximately six miles long. The proposed roadway would be four to six lanes with limited access. Access would be considered at two locations in the American Lake Gardens area (possible locations include 150th Street SW, Spring Street [76th Avenue SW], Woodbrook Road, and the Fort Lewis Logistics Center), A Street, and Spanaway Loop Road.

Roadway alternatives to be considered include three alignments in the American Lake Gardens area. One alignment follows Murray Road and turns east to follow the northern border of Fort Lewis on military property. The second alignment passes diagonally through American Lake Gardens from the Thorne Lane interchange, across 150th Street SW, reaching the northern edge of Fort Lewis west of Woodbrook Road and continuing east on military property. The third alignment also passes diagonally through American Lake Gardens from the Thorne Lane interchange, and follows 150th Street SW east past Lake Mondress where it turns south to join the other alignments. Between American Lake Gardens and the Spanaway Lake area, the Corridor passes through Fort Lewis and McChord Air Force Base. In this area, only one alignment will be evaluated. This is because the proposed corridor is constrained by the need to maintain security at both installations, to accommodate existing and proposed military operations including the McChord Air Force Base runway, and to

avoid sensitive environmental areas. On the east end of the corridor, the alignment follows south of 176th Street South on Fort Lewis property. This alignment allows 176th Street South to continue as local access and avoids direct impacts to adjacent residential areas.

The MIS/EIS will consider Transportation System Management (TSM) and Transportation Demand Management (TDM) methods as part of all roadway alternatives. These methods would include dedicated lanes for high-occupancy vehicles (HOV) and intelligent transportation systems (such as variable message signs, incident response systems, and emergency telephones). Additional strategies to be evaluated include employer-based TDM programs such as subsidized transit passes, vanpools, ridesharing, and alternative work schedules.

A newsletter describing the proposed roadway was mailed to all postal patrons and residential and non-residential property owners in the project vicinity in January, 1996. Public informational (pre-scoping) meetings on the proposed project were held on February 15, 1996 in American Lake Gardens and February 20, 1996 in the Spanaway Lake area. At these meetings, information was provided on six alternative alignments through the American Lake Gardens area, including the three described above. Two alignments on 176th Street South near Pacific Avenue were described, also including the alignment described above. In addition, maps and descriptive information on the entire corridor were provided. Comments on the project, and especially on which alternatives should be evaluated in the MIS/EIS were taken orally and in writing. These public comments were considered in selecting the three American Lake Garden alignments and 176th Street South alignment that will be evaluated in the MIS/EIS. Announcements for the meetings and the information distributed stated that comments received would be considered part of the MIS/EIS scoping process.

The scoping process for the MIS/EIS will include press releases and advertisements in local newspapers inviting further comments on the proposed alternatives and their potential impacts. Agencies and organizations potentially interested in or with jurisdiction over specific environmental features related to the project will be contacted by letter and offered briefings upon their request. Additional newsletters will be distributed to continue to inform the

public about the project and invite further comment. To ensure the full range of issues related to this proposed action are addressed and all significant issues identified, comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address listed above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: April 19, 1996.

José M. Miranda,

*Environmental Program Manager, Olympia, Washington.*

[FR Doc. 96-10323 Filed 4-25-96; 8:45 am]

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### **Environmental Assessment/Finding of No Significant Impact; Barney Circle Freeway Modification Project, Washington, DC**

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

**ACTION:** Notice of finding of no significant impact.

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**SUMMARY:** The FHWA is issuing this notice to advise the public that a Finding Of No Significant Impact (FONSI) was signed by the FHWA's District of Columbia Division Administrator on April 16, 1996, after reviewing and analyzing the Environmental Assessment (EA) and associated public comments for the Barney Circle Freeway Modification Project in Washington, DC.

After reviewing and analyzing currently available data and information on existing conditions, project impacts, measures to mitigate those impacts, and comments from the public and governmental agencies, the FHWA has determined that there are no new significant impacts that would require the FHWA to prepare a Supplemental Environmental Impact Statement (SEIS) or to modify the 1984 FHWA Record of Decision (ROD) to construct the Selected Alternative, as proposed in the 1983 Final Environmental Impact Statement (FEIS) for the Barney Circle Freeway Modification Project. This FONSI is based on the 1995 EA and Public Review and Comment Record, both of which are summarized in the FONSI. These documents have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need for the proposed project, the environmental changes, issues, and impacts that have