

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

occurred since preparation of the 1983 FEIS, and the appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that a SEIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the 1995 EA, Public Review and Comment Record, and the FONSI document. The FHWA reiterates its determination that there is no feasible and prudent alternative to the use of land from Anacostia and Garfield Parks, and that the proposed action includes all possible planning to minimize harm to these properties resulting from such use.

**FOR FURTHER INFORMATION CONTACT:** Walt Adams, Assistant Division Administrator, Federal Highway Administration, 820 First Street, N.E., Suite 750, Washington, DC 20002, (202) 523-0163. Office hours are 8:00 a.m.-4:30 p.m.

**SUPPLEMENTARY INFORMATION:** The basis for the 1996 FONSI for the proposed Barney Circle Freeway Modification Project is discussed in the document. It has been developed in compliance with the National Environmental Policy Act (NEPA). The Barney Circle Freeway Modification Project, as proposed by the District of Columbia Department of Public Works (DCDPW), completes a portion of the Interstate highway system in the southeast area of the District of Columbia. It would connect the Eisenhower Freeway (I-295) at Barney Circle with a logical terminus, via a 1.4-mile four-lane freeway and bridge, at the Anacostia Freeway. The goal of the project is to provide a direct link between central Washington, D.C., and areas to the northeast and east, and to divert through traffic from local streets to higher-capacity roadways. The 1995 Barney Circle Freeway Modification Project EA was prepared to determine if any new conditions, changes in government policy, or new environmental issues have occurred, since completion of the 1983 FEIS and the subsequent re-evaluations of the FEIS in 1989 and 1993, that would affect or modify the basis for FHWA's 1984 Record of Decision (ROD).

The FHWA has reviewed and analyzed available data and information on existing conditions, project impacts, and measures to mitigate those impacts, and the 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 SEIS or to modify the 1984 ROD to construct the Selected Alternative, as proposed in the 1983 FEIS.

Major concerns addressed in the EA include: (1) the discovery of contaminated materials in the western section of the proposed freeway, (2) environmental justice, (3) cumulative impacts, and (4) the federal ecological management initiative. A summary discussion of each of these issues is presented in the FONSI document, which is available to the public for review. Comments or questions concerning the FONSI should be directed to the FHWA at the address provided above.

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

Authority: 23 U.S.C. 315, 49 CFR 1.48.

Issued on: April 19, 1996.

Walt Adams,

Assistant Division Administrator.

[FR Doc. 96-10371 Filed 4-25-96; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### Proposed Collection; Comment Request; Request for Temporary Identification Card

**AGENCY:** U.S. Customs, Department of the Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** As part of its continuing effort to reduce paperwork and respondent burden, Customs invites the general public and other Federal agencies to comment on an information collection requirement concerning the Request for Temporary Identification Card. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)).

**DATES:** Written comments should be received on or before June 25, 1996, to be assured of consideration.

**ADDRESSES:** Direct all written comments to U.S. Customs Service, Printing and Records Services Group, Room 6216, 1301 Constitution Ave., NW, Washington, D.C. 20229.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the form(s) and instructions should be directed to U.S. Customs Service, Attn.: J. Edgar Nichols, Room 6216, 1301 Constitution Avenue NW, Washington, D.C. 20229, Tel. (202) 927-1426.

**SUPPLEMENTARY INFORMATION:** Customs invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Public Law 104-13; 44 U.S.C. 3505(c)(2)). The comments should address the accuracy of the burden estimates and ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology, as well as other relevant aspects of the information collection. The comments that are submitted will be summarized and included in the Customs request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document Customs is soliciting comments concerning the following information collection:

*Title:* Request for Temporary Identification Card.

*OMB Number:* 1515-0128.

*Form Number:* N/A.

*Abstract:* Cartmen, Lightermen, and airport employers may request a temporary identification card to be issued to their employees if they can show that a hardship to their business would result pending the issuance of a permanent identification card.

#### Current Actions

There are no changes to the information collection. This submission is being submitted to extend the expiration date.

*Type of Review:* Extension (without change).

*Affected Public:* Business or other for-profit institutions.

*Estimated Number of Respondents:* 150.

*Estimated Time Per Respondent:* 30 minutes.

*Estimated Total Annual Burden Hours:* 300.

*Estimated Total Annualized Cost on the Public:* \$1,200.

Dated: April 18, 1996.

John Turner,

Acting Leader, Printing and Records Services Group.

[FR Doc. 96-10410 Filed 4-25-96; 8:45 am]

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#### Proposed Collection; Comment Request; Entry and Manifest of Merchandise Free of Duty

**AGENCY:** U.S. Customs, Department of the Treasury.

**ACTION:** Notice and request for comments.