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**James R. Kabel,**

*Chief, Management Programs and Analysis Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Collier County, FL

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

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Collier County, Florida.

**FOR FURTHER INFORMATION CONTACT:** BSB Murthy, Transportation Engineer, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone 850-942-9650.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to connect the proposed State Road (SR) 29 in Collier County, Florida. The proposed roadway improvement will consist of increasing capacity on SR 29 between Oil Well Road and SR 82, a distance of approximately 17 miles. The proposed project involves evaluating the widening of the existing two-lane undivided segment of SR 29 to four lanes, as well as the study of an alternative route that bypasses downtown Immokalee.

The expansion of SR 29 between Oil Well Road and SR 82 is identified as a needs project within the Collier County Metropolitan Organization (MPO) 2030 Long Range Transportation Plan (LRTP) and is consistent with Collier County's adopted Growth Management Plan. This capacity improvement is intended to accommodate travel demand generated by population and employment growth, as well as approved development in the project study area. In addition, this improvement is anticipated to enhance emergency evacuation capacity and traffic circulation. This enhancement will improve the circulation of goods, as SR 29 serves as a key intrastate freight corridor providing access to local agriculture and ranching operations, as well as to freight activity centers located in central Florida and populated coastal areas.

Alternatives under consideration include (1) Taking no action; (2) widen existing SR 29 from two to four lanes beginning at Oil Well Road and ending at SR 82, and (3) a new alignment within the project study area that bypasses downtown Immokalee.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal.

A series of public meetings and a public hearing are planned in Collier County between December 2007 and January 2010. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be made available for public and agency review and comment. Two sets of formal scoping meetings are planned between November 2007 and December 2008 that will involve affected government agencies, interested groups, and the public. One set of meetings will address purpose and need, and the second set will address alternatives selection.

To ensure that the full range of issues related to the proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

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

Issued on: August 7, 2007.

**James Christian,**

*Assistant Division Director, Tallahassee, Florida.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Travis County, TX

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

**ACTION:** Notice of Intent.

**SUMMARY:** Pursuant to 40 CFR 1508.22 and 43 TAC 2.5(e)(2), the FHWA and Texas Department of Transportation (TxDOT) are issuing this notice to advise the public that an Environmental

Impact Statement (EIS) will be prepared for a proposed transportation project on United States Highway (US) 290 from State Highway (SH) 130 to Farm-to-Market Road (FM) 973, about 3.2 miles, in Travis County, Texas. Areas within the cities of Manor and Austin are included in the study area.

**FOR FURTHER INFORMATION CONTACT:** Mr. Salvador Deocampo, District Engineer, District A, Federal Highway Administration (FHWA), Texas Division, 300 East 8th Street, Rm 826, Austin, Texas 78701, Telephone 512-536-5950.

**SUPPLEMENTARY INFORMATION:** The proposed roadway is listed in the Capital Area Metropolitan Planning Organization (CAMPO) Mobility 2030 Plan (the long-range transportation plan) as a six-lane tolled freeway. The need for the US 290 project has resulted from rapid population growth in the project area and in surrounding areas in recent years, which is expected to further increase well into the foreseeable future. It is anticipated that this population growth will result in increased levels of vehicular traffic, with a corresponding increase in traffic accidents, a decrease in the roadway's traffic handling capability, and a decline in the functionality of the roadway as part of an area-wide transportation system. The purpose of the proposed project is to increase capacity and improve mobility in the roadway corridor while enhancing safety and system interconnectivity, in compliance with the adopted CAMPO *Mobility 2030 Plan*. The EIS will evaluate a range of alternatives, including the alternative of no action.

The EIS will evaluate potential impacts from construction and operation of the proposed roadway including, but not limited to, the following: Transportation impacts (construction detours, construction traffic, and mobility improvement), air quality and noise impacts from construction equipment and operation of the facilities, water quality impacts from construction area and roadway storm water runoff, impacts to waters of the United States including wetlands from right-of-way encroachment, impacts to historic and archeological resources, impacts to floodplains, and impacts and/or potential displacements to residents and businesses, land use, vegetation, wildlife, aesthetic and visual resources, socioeconomic resources, and cumulative impacts.

Public involvement is a critical component of the project development process and will occur throughout the planning and study phases. Public