

activity is a follow-on to the similar NASA research program directed toward the larger, more technologically advanced manufacturers and involving the development of advanced noise design technologies.

General Aviation Noise Reduction Research

In 1994, Congress directed that the FAA and NASA jointly conduct a noise study of propeller-driven small airplanes and rotorcraft to identify noise reduction technologies, evaluate the status of R&D and determine the need for addition research activities. For propeller-drive small airplanes, the study identified the need for user-friendly tools to design quieter propellers, engine systems optimized for low noise, and demonstration of these concepts.

The FAA and NASA initiated a government/industry/university partnership for acoustics technologies following the findings of the study. This research supports the General Aviation Action Plan (GAAP), which was developed by the general aviation (GA) industry and the FAA. One of the goals of the GAAP is to promote the development of new methodologies and technologies that will reduce the overall perceived noise footprint of GA aircraft. In response, the FAA and NASA are co-sponsoring a research program that seeks to identify and develop propeller-driven aircraft noise reduction and control technologies. The objective of the project is to enable U.S. manufacturers to produce quieter propeller-driven airplanes.

Appendix: References

Source Literature

- Acoustical Society of America. 1980. Sound Level Descriptors for Determination of Compatible Land Use. ANSI S12.40-1990.
- Federal Interagency Committee on Noise (FICON), 1992. Federal Agency Review of Selected Airport Noise Analysis Issues. Washington, D.C.: FICON.
- Federal Interagency Committee on Urban Noise (FICUN), 1980. Guidelines for Considering Noise in Land Use Planning and Control. (U.S. Government Printing Office Report #1981-337-066/8071) Washington, D.C.: FICUN.
- International Civil Aviation Organization (ICAO). Committee on Aviation Environmental Protection. 1995. Evolution of the Noise Climate Around Airports. Working Paper Number 59. Montreal, Canada: ICAO.
- National Research Council (NRC). Assembly of Behavioral and Social Sciences. Committee on Hearing, Bioacoustics and Biomechanics (CHABA). 1977. Guidelines for Preparing Environmental Impact Statements on Noise. Report of Working

- Group 69. Washington, D.C.: National Research Council.
- National Research Council (NRC). Assembly of Behavioral and Social Sciences. Committee on Hearing, Bioacoustics and Biomechanics (CHABA). 1981. Assessment of Community Response to High-Energy Impulsive Sounds. Report of Working Group 84. Washington, D.C.: National Research Council.
- National Research Council (NRC). Assembly of Behavioral and Social Sciences. Committee on Hearing, Bioacoustics and Biomechanics (CHABA). 1981. The Effects on Human Health from Long-term Exposures to Noise. Report of Working Group 81. Washington, D.C.: National Research Council.
- Schultz, T.J., 1978. "Synthesis of Social Surveys on Noise Annoyance." *Journal of the Acoustical Society of America*. 64(2): 377-405.
- U.S. Department of Transportation. Office of the Secretary and Federal Aviation Administration, 1976. Aviation Noise Abatement Policy. Washington, D.C.: U.S. DOT, FAA.
- U.S. Department of Transportation. Federal Aviation Administration. Office of Environment and Energy. 1984. Land Use Compatibility Study: Aircraft Noise and Land Use. FAA-AEE-84-16. Washington, D.C.: U.S. DOT, FAA.
- U.S. Department of Transportation. Federal Aviation Administration. Office of Environment and Energy. 1989. Report to Congress on the Airport Noise Compatibility Planning Program. Washington, D.C.: U.S. DOT, FAA.
- U.S. Department of Transportation. Federal Aviation Administration. 1993. Noise Abatement Departure Profiles. Advisory Circular 91.53A. Washington, D.C.: U.S. DOT, FAA.
- U.S. Department of Transportation. Federal Aviation Administration. Office of Environment and Energy. 1994. Future Noise Contour Analysis. FAA-AEE-96-06. Washington, D.C.: U.S. DOT, FAA.
- U.S. Environmental Protection Agency. 1973. Public Health and Welfare Criteria for Noise, July 27, 1973. EPA Report 550/9-73-002. Washington, D.C. U.S. EPA.
- U.S. Environmental Protection Agency. Office of Noise Abatement and Control. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. EPA Report No. 550/9-74-004. Washington, D.C.: U.S. EPA.
- U.S. Environmental Protection Agency. 1982. Guidelines for Noise Impact Analysis. EPA-550/9-82-105. Springfield, Va.: National Technical Information Service (PB82-219205).

Statutes

- Aircraft Noise Abatement Act of 1968 (49 U.S.C. 44709, 44715).
- Noise Control Act of 1972 (NCA) (49 U.S.C. 44709, 44715).
- Aviation Safety and Noise Abatement Act of 1979 (ASNA) (49 U.S.C. 40116, 46505, 47501-47508).
- Airport Noise and Capacity Act of 1990 (ANCA) (49 U.S.C. 47521-47533).

National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*)

Regulations in 14 CFR

- Part 36, Noise Standards: Aircraft Type and Airworthiness Certification.
- Part 91, General Operating and Flight Rules; Subpart I, Operating Noise Limits.
- Part 150, Airport Noise Compatibility Planning.
- Part 161, Notice and Approval of Airport Noise and Access Restrictions.

[FR Doc. 00-17784 Filed 7-13-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2000-7601]

Notice of Request for Clearance of a New Information Collection: Design/Build Research Study

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget's (OMB) approval for a new information collection involving responses to a questionnaire concerning design/build projects. The information to be collected will be used to analyze the affected public's perception of safety related issues and impacts on private property that may be attributed directly to design/build projects. This information is necessary to address certain details and provide feedback to the FHWA's evaluation of right-of-way acquisition and relocation on design/build projects.

DATES: Comments must be submitted on or before September 12, 2000.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. David Walterscheid, (202) 366-9901, Office of Real Estate Services, Federal

Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Design/Build Research Study.

Background: The Transportation Equity Act for the 21st Century (TEA-21), section 1307, prescribes the interim provisions under which projects can be advanced utilizing design/build contracting procedures. TEA-21 mandates that regulations will be developed to carry out the amendments made by section 1307. The regulations will identify the criteria to be used by the Secretary of Transportation in approving the use of and establishing the procedures for design/build contracting by a State transportation department or a local transportation agency. With the increased funding available under TEA-21, States are expected to increase their use of design/build contracting to advance projects. One unique aspect of design/build contracting is that it authorizes construction at the time the project agreement is signed. This allows the contractor to begin construction on a parcel of land as soon as it is acquired. This process could lead to safety concerns and possible coercive actions for vacant landowners, homeowners and/or businesses that await acquisition of, or relocation from, their property for right-of-way purposes. Several design/build projects that included right-of-way acquisition activities have been identified. These projects are located in California, South Carolina and Virginia. The FHWA's Office of Real Estate Services in conjunction with South Carolina State University will conduct a survey of approximately 100 property owners, residents, business owners and various contractors involved in a design/build project to ascertain their perceptions of possible safety related issues or coercive actions that may have affected them. The information will be collected by telephone/written surveys, personal interviews and/or site visits. The information gathered from the survey will be used by the Office of Real Estate Services to assist in the drafting of the regulations as prescribed in TEA-21.

Respondents: The respondents to the survey will be approximately 100 property owners, residents, business owners and various design/build and right-of-way contractors located in California, South Carolina, and Virginia.

Estimated Average Burden per Response: The estimated average burden per response is 30 minutes.

Estimated Total Annual Burden: The estimated total annual burden for all respondents is 50 hours.

Frequency: This is a one-time survey.

Public Comments Invited: Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Electronic Access: Internet users can access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Authority: The Transportation Equity Act for the 21st Century, (Pub. L. 105-178), section 1307 and 49 CFR 1.48.

Issued on: July 10, 2000.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. 00-17867 Filed 7-13-00; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Yellowstone and Carbon Counties, Montana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA hereby gives notice that it intends to prepare an environmental impact statement (EIS) for the proposed reconstruction of US 212 between Rockvale and Laurel in

Yellowstone and Carbon County, Montana.

FOR FURTHER INFORMATION CONTACT: Dale Paulson, Program Development Engineer, Federal Highway Administration, 2880 Skyway Drive, Helena, MT 59602; Telephone: (406) 449-5303 ext. 239; or Joel Marshik, P.E., Environmental Services and Tribal Liaison Manager, Montana Department of Transportation, PO Box 201001, 2701 Prospect Avenue, Helena, MT 59602-1001; Telephone: (406) 444-7632.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The FHWA in cooperation with the Montana Department of Transportation (MDT), will prepare an EIS to determine the appropriate location, design and alternatives for the proposed future reconstruction of US 212 from Rockvale, Montana [Reference, or "Mile" Post (RP) 42.640±] to just south of Laurel, Montana (RP 53.841±). The EIS will examine the short and long-term impacts on the natural, physical, and human environments. The impact assessment will include, but not be limited to, impacts on wetlands, wildlife, and fisheries; social environment; changes in land use; aesthetics; changes in traffic; and economic impacts. Title VI of the Civil Rights Act (42 U.S.C. 2000d) and Environmental Justice (as outlined in Executive Order 12898) will also be addressed as part of the impact assessment. The EIS will also examine measures to mitigate significant adverse impacts resulting from the proposed action.

Comments are being solicited from appropriate Federal, State, and local agencies and from private organizations and citizens who have interest in this proposal. Public information meetings will be held in the project area to discuss the potential alternatives. A draft of the EIS will be available for public and agency review, and a public hearing will be held to receive comments. Public notice will be given of the time and place of all meetings and hearings.