

miles between Structure 155A and Pump Station 319.

Environmental Quality: The Technical Mediated Plan will preserve the same flood control benefits that justify the original Corps project. The recommended plan will serve other purposes as well: provide additional water supply for the Everglades (and other urban and environmental users) and provide a filtering area to remove excessive nutrients from agricultural runoff before it is discharged into the Everglades. As an incidental, but important benefit, the plan will also reduce harmful freshwater discharges into Lake Worth at the eastern terminus of C-51.

b. Scoping: The scoping process as outlined by the Council on Environmental Quality will be utilized to involve Federal, State, and local agencies; and other interested persons and organizations. A scoping letter will be sent to interested Federal, State, and local agencies requesting their comments and concerns regarding issues they feel should be addressed in the EIS. Interested persons and organizations wishing to participate in the scoping process should contact the Corps of Engineers at the address above. Significant issues anticipated include concern for: local groundwater recharge, water quality, water supply, recreation, wetlands, fish and wildlife, and land use. Public scoping meetings will be held in the near future, the exact location, dates, and times will be announced in public notices and local newspapers.

c. It is estimated that the DEIS will be available to the public in March 1996.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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Intent To Prepare a Draft Environmental Impact Statement (DEIS) for San Francisco Bay to Stockton, Phase III (John F. Baldwin) Navigation Channel Deepening

AGENCY: U.S. Army Corps of Engineers.

ACTION: Notice of intent.

SUMMARY: John F. Baldwin is part of the San Francisco Bay to Stockton, California Navigation Project authorized by the River and Harbor Act of 1965 as contained in Public Law 89-298, Eighty-Ninth Congress, dated 29 October 1965. The authorization includes improving and deepening existing navigation channels from the San Francisco entrance channel to Port of Stockton. To fulfill the requirements of Section

102(2)(c) of the National Environmental Policy Act, the Corps of Engineers has determined that the proposed action may have significant effect on the quality of the human environment and therefore requires the preparation of an Environmental Impact Statement.

FOR FURTHER INFORMATION CONTACT: For further information about the project and the alternatives, contact Mr. Peter LaCivita, Chief, Environmental Planning Section, Corps of Engineers San Francisco District, 211 Main Street, Rm 918 (CESPN-PE-PP), San Francisco, CA 94105-1905. Phone number (415) 744-3342, fax number (415) 744-3312, internet address placivita@smtp.spd.usace.army.mil

ADDRESSES: Written statements should be mailed no later than June 16, 1995, to the District Engineer, USAED San Francisco, 211 Main Street, San Francisco, California 94105.

SUPPLEMENTARY INFORMATION:

Need for Action

Currently vessels with drafts greater than 35 feet arriving in San Francisco Bay are required to arrive with only a portion of their cargo hulls full, or to off-load a portion of their cargo before proceeding to their respective terminals as far as Point Edith in Suisun Bay. The proposed deepening of the channel will lessen or eliminate this need, reducing transportation costs through increasing fleet efficiency. Safety would improve and environmental risks would decrease due to the inherent reduction in ship traffic.

Summary

San Francisco Bay to Stockton, Phase III (John F. Baldwin) Ship Channel Improvement Project (JFB), starts in San Francisco Bay, extends through San Pablo Bay and Carquinez Strait and into Suisun Bay.

The project consists of dredging four reaches of the channel, three maneuvering areas, one approach area, and one turning basin. The first reach, 3 miles of the West Richmond Channel in central San Francisco Bay through the Richmond-San Rafael Bridge area, is to be deepened from -35 feet to -45 feet MLLW with a bottom width of 600 feet. The second reach to be dredged is the Pinole Shoal Channel, which extends approximately 11 miles across San Pablo Bay and connects the naturally deep waters of San Pablo Bay and Carquinez Strait. This channel will be deepened from -35 MLLW to -45 feet MLLW, and the bottom width reduced from 600 to 520 feet. The first maneuvering area to be dredged is associated with the Pinole Shoal

Channel, in the area near the Unocal wharf at Oleum. This area will be dredged to -45 feet MLLW. The Carquinez Strait Channel is the third reach to be deepened as part of the JFB project. This approximately 3.5-mile long channel will be deepened from -35 feet MLLW, with a width of 600 feet to -45 feet MLLW with a width of 520 feet through the shoal areas of Upper Carquinez Strait in the Martinez-Benicia area, tapering to approximately 300 feet at the Interstate 680 (I-680) and Southern Pacific Railroad bridge. The approach area south of the main Carquinez Strait Channel at Martinez will be deepened to -45 feet MLLW and the maneuvering area will be enlarged to include the naturally deep water to the north. The final reach is Bulls Head Shoal Channel, a distance of approximately 2 miles. This reach will be dredged from the existing -35 feet to -45 feet MLLW and after passing through the narrow straits under the railroad bridge, widened from the existing 350 feet to 520 feet. This newly enlarged channel will continue into a 1500-foot trapezoidal turning basin that will be positioned at the upstream end of the reach with a depth of -35 feet MLLW outside of the channel. After leaving the turning basin the channel will revert to current project dimensions upstream of -35 feet MLLW with a width of 350 feet. The volume of material to be dredged from the project is approximately (9 million cubic yards [mcy]).

Alternatives

Alternatives associated with the JFB projects are the No-Action alternative, in which no disposal site would be used and therefore the project would not be constructed, and combinations of sites for disposal of dredged material. A total of ten sites have been identified for disposal and will be evaluated in the EIS/EIR. The sites include one ocean disposal site (EPA-designated San Francisco Deep Ocean Disposal Site [SF-DODS]), one San Francisco Bay disposal site (the Bay Farm Borrow area), and eight land sites. The SF-DODS is located approximately 50 miles west of the Golden Gate Bridge in over 8,000 feet of water. The Bay Farm Borrow Area (BFBA) is located off Bay Farm Island, Alameda County and is, on average, -31 feet MLLW, encompassing over 400 acres. The first land alternative is Leonard Ranch, located in Sonoma County, south of Highway 37, near Port Sonoma-Marin where material would be dried and used as cover material for landfills. Montezuma Wetlands (Phase I) is located in Solano County on Montezuma Slough north of the