

**CONTESTING RECORD PROCEDURES:**

The Army's rules for accessing records, and for contesting contents and appealing initial agency determinations are contained in Army Regulation 340-21; 32 CFR part 505; or may be obtained from the system manager.

**RECORD SOURCE CATEGORIES:**

From the individual Member of Congress; Army records and reports.

**EXEMPTIONS CLAIMED FOR THE SYSTEM:**

None.

[FR Doc. 01-5030 Filed 3-1-01; 8:45 am]

**BILLING CODE 5001-10-U**

**DEPARTMENT OF DEFENSE****Department of the Army; Corps of Engineers****Intent To Prepare a Draft Environmental Impact Statement (DEIS) for an Expansion of the Existing Craney Island Dredged Material Management Area in Hampton Roads, Virginia**

**AGENCY:** U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice of intent.

**SUMMARY:** An Environmental Impact Statement will be prepared to evaluate environmental impacts, project alternatives, and other public interest review factors for proposed expansion of the Craney Island Dredged Material Management Area.

**FOR FURTHER INFORMATION CONTACT:**

Questions about the proposed action and the DEIS may be directed to: Craig L. Seltzer, U.S. Army Engineer District (USAED), Norfolk, 803 Front Street, Norfolk, Virginia 23510-1096, (757) 441-7390.

**SUPPLEMENTARY INFORMATION:**

1. *Proposed Action:* The Corps of Engineers, along with the Commonwealth of Virginia through the Virginia Port Authority, is preparing a comprehensive feasibility investigation report and Environmental Impact Statement to evaluate project impacts, and the need for and interest in an expansion of the Craney Island Dredged Material Management Area (CIDMMA) located in Hampton Roads, Virginia. The proposed expansion would provide dredged material placement capacity and port facilities to support port commerce in Hampton Roads. This activity will require a State permit pursuant to Section 401 of the Clean Water Act (Public Law 95-217). A Section 404(b)(1) analysis will be completed and presented in the NEPA document.

2. *Alternatives:* Alternatives to be investigated include, but will not be limited to various expansion configurations of the existing CIDDMA facility, ocean disposal of dredged material, island construction, overboard placement in Chesapeake Bay, other alternative upland sites, and the "No Action" alternative. Alternative construction and access methods which avoid or minimize wetland impacts will be investigated.

3. *Scoping Process:* A NEPA Technical Review Committee has been formed and one meeting has been conducted with Federal, state, local agency and private interest group representatives. Alternatives have been discussed and continue to be developed by this group. The public scoping process may add to or subtract from the list of alternatives that have been discussed.

4. *Public Scoping Meeting:* Because a number of pre-scoping meetings will be held with the Federal, state, and local representatives, no additional scoping meetings are anticipated at this time. Since there has been no opportunity for public input to this point, a public notice and the pertinent maps will be sent to the adjacent property owners, newspapers having circulation in the area, and individuals and organizations having previously asked to receive copies of Corps public notices. Written comments on the scope of the DEIS will be accepted from any interested agency, organization, or individual.

5. *DEIS Availability:* It is estimated that the DEIS will be available to the public for review and comment in the fall of 2001.

**Allan B. Carroll,**

*Colonel, Corps of Engineers, District Engineer.*

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**BILLING CODE 3710-EN-M**

**DEPARTMENT OF DEFENSE****Department of the Army; Corps of Engineers****Intent to Prepare a Draft Environmental Impact Statement (DEIS) for the Hudson River at Athens, New York Navigation Channel Project: Feasibility Phase.**

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The New York District of the U.S. Army Corps of Engineers is preparing a Draft Environmental Impact Statement (DEIS) to ascertain compliance with and to lead to the

production of a National Environmental Policy Act (NEPA) document in accordance with the President's Council of Environmental Quality (CEQ) Rules and Regulations, as defined and amended in 40 Code Federal Regulations (CFR) Parts 1500-1508, Corps' Principals and Guidelines as defined in Engineering Regulation (ER) 1105-2-100 and (ER) 1105-1-200 and other applicable Federal and State environmental laws for the proposed Hudson River at Athens, New York Federal Navigation Project. This project is an element of the Hudson River, New York to Waterford, New York Project.

The study area includes the Hudson River Main Channel from the Hudson City Light to Athens Harbor, Athens, New York.

**FOR FURTHER INFORMATION CONTACT:** To request additional information, please contact Jenine Gallo, Project Biologist at (212) 264-0912, Planning Division, Corps of Engineers, New York District, 26 Federal Plaza, New York, New York 10278-0090.

**SUPPLEMENTARY INFORMATION:** This study is authorized by Section 110 of the Energy and Water Appropriations Act 1997 which reads:

"The Secretary of the Army is authorized and directed to modify the project for the Hudson River, New York, New York City to Waterford, authorized by the Act of June 25, 1910 (Pub. L. 264, 61st Congress, 36 Stat. 635), to include design and construction of a 300-foot wide channel to a depth of 24 feet MLW (mean low water), extending from the existing federal channel in the vicinity of the Hudson City Light to the north dock at Union Street, Athens, New York."

1. *Description of the Previously Authorized Project:* The Hudson River at Athens Federal Navigation Project area is located on the west bank of the Hudson River in Athens Township, Greene County, New York. The purpose of the project is to construct a new navigation channel as a spur off the existing Federal channel. The new channel would serve two terminals in the Port of Athens. Currently, vessels of the classes that typically call at Athens cannot reach the terminals there while fully loaded because the depth of the channel is insufficient. The Project will allow these vessels to reach Athens at low tide (MLW) while fully loaded.

2. Two types of environmental analysis will be conducted; (1) of impacts associated with channel deepening and widening and (2) of impacts<sub>[TH1]</sub> associated with placement of dredged material at a site specified by the project sponsor.