

environment as a result of implementing any of the proposed project alternatives that may be developed during the EIS process.

FOR FURTHER INFORMATION CONTACT:

Questions or comments concerning the proposed action should be addressed to: Ms. Tricia Anslow, Chief, Environmental Section, Planning Branch, P.O. Box 867, Little Rock, AR 72203-0867, Telephone 501-324-5032, e-mail:

Patricia.Anslow@usace.army.mil.

SUPPLEMENTARY INFORMATION:

1. *McKARNs*: The McClellan-Kerr Arkansas River Navigation System consists of a series of 18 locks and dams (17 existing and 1 currently under construction) and provides navigation from the Mississippi River to the Port of Catoosa near Tulsa, OK. River flow in the Arkansas River is modified primarily by 11 reservoirs in Oklahoma. The reservoirs are: Keystone, Oologah, Pensacola, Hudson, Fort Gibson, Tenkiller Ferry, Eufaula, Kaw, Hulah, Copan, and Wister. These lakes provide flood control, water supply, hydropower, fish & wildlife, water quality, recreation, and other benefits.

2. *Study History*: The Arkansas River Navigation Study, Phase II is being undertaken by USACE, Little Rock and Tulsa Districts under the direction of the U.S. Congress. The study includes major hydraulics investigations, economics analyses, alternatives development and related analyses in addition to the EIS.

3. *Comments/Scoping Meeting*: Interested parties are requested to express their views concerning the proposed activity. The public is encouraged to provide written comments in addition to or in lieu of, oral comments at scoping meetings. To be most helpful, scoping comments should clearly describe specific environmental topics or issues, which the commentator believes the document should address. Oral and written comments receive equal consideration.

Scoping meetings will be held with government agencies and the public. Public Scoping Meetings will be held in the summer of 2002 in Pine Bluff, AR, Fort Smith, AR, and Tulsa, OK. The location, time, and date will be published at least 14 days prior to each scoping meeting. Comments received as a result of this notice and the news releases will be used to assist the Districts in identifying potential impacts to the quality of the human or natural environment. Affected local, state, or Federal agencies, affected Indian Tribes, and other interested private organizations and parties may

participate in the scoping process by forwarding written comments to the above noted address. Interested parties may also request to be included on the mailing list for public distribution of meeting announcements and documents.

4. *Alternatives/Issues*: The EIS will evaluate the effects of channel deepening and other practical alternatives, and other identified concerns. Anticipated significant issues to be addressed in the EIS include impacts on: (1) navigation, (2) flooding, (3) hydropower production, (4) recreation and recreation facilities, (5) river hydraulics, (6) fish and wildlife resources and habitats, and (7) other impacts identified by the Public, agencies or USACE studies.

5. *Availability of the Draft EIS*: The Draft EIS is anticipated to be available for public review in the fall of 2004 subject to the receipt of federal funding.

6. *Authority*: The River and Harbor Act of 1946 authorized the development of the Arkansas River and its tributaries for the purposes of navigation, flood control, hydropower, water supply, recreation, and fish and wildlife. Public Law 91-649 stated that the project would be known as the McClellan-Kerr Arkansas River Navigation System. The Arkansas River Navigation Study began as a Fiscal Year (FY99) Congressional Add to investigate flooding problems along the Arkansas River in Crawford and Sebastian Counties in the vicinity of Fort Smith, AR.

Luz D. Ortiz,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement in Conjunction With Proposed Flood Control and Ecosystem Restoration Measures on the Upper Des Plaines River and Tributaries in Kenosha County, WI, and in Cook and Lake Counties, IL

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: Project involves construction of flood control and ecosystem restoration measures along the Upper Des Plaines River and Tributaries in Kenosha County, WI, and in Cook and Lake Counties, IL. Alternative plans are

likely to include setback levees, retention ponds, dam modification, sediment traps, meander restoration, bank stabilization, wetland restoration, non-structural measures, and vegetative buffer strips.

FOR FURTHER INFORMATION CONTACT: Mr. Keith Ryder, 312/353-6400 ext. 2020; U.S. Army Corps of Engineers, Suite 600, 111 North Canal Street; Chicago, IL 60606-7206.

SUPPLEMENTARY INFORMATION: The Draft Environmental Impact Statement is expected to be released for public review in December 2004. Public scoping meetings will be held on the following dates:

(1) June 4, 2002, 7-9 PM—Kenosha County Center, 19600 75th Street, Bristol, WI.

(2) June 5, 2002, 7-9 PM—Byron Colby Barn at Prairie Crossing, Jones Point Road west of Route 45, Graylake, IL.

(3) June 6, 2002, 7-9 PM—Oakton Community College Conference Center, 1600 E. Golf Road, Des Plaines, IL.

Luz D. Ortiz,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of Army; Corps of Engineers

Intent To Prepare a Joint Environmental Impact Statement/ Environmental Impact Report for the Marina del Rey and Ballona Creek Sediment Control Management Plan Feasibility Study, Marina del Rey, Los Angeles County, CA

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps) and the County of Los Angeles propose to prepare a sediment control management plan to reduce the sedimentation and contamination within Marina del Rey's navigation channels that result from Ballona Creek discharges. The Ballona Creek sediment control management plan is intended to act as a long-term solution to Marina del Rey's contaminated dredged material problem.

FOR FURTHER INFORMATION CONTACT:

Questions regarding the scoping process or preparation of the EIS/EIR may be directed to Mr. Paul Rose, Chief, Environmental Resources Branch, U.S. Army Corps of Engineers, P.O. Box

532711, Los Angeles, CA, 90053-2325, (213) 452-3840.

SUPPLEMENTARY INFORMATION:

1. *Proposed Action:* Measures to control sediment discharges from Ballona Creek are needed because the Marina del Rey entrance channel suffers from sediment accretion, which inhibits navigation and makes periodic maintenance dredging necessary. The deposited sediment is contaminated with pollutants that originate from the Ballona Creek watershed. The elevated contaminant levels in entrance channel sediments make the disposal of dredge sediments problematic and expensive. The Corps has found it difficult to dredge the south entrance channel because of a lack of suitable disposal sites for the contaminated material. Because of the difficulty of properly maintaining the entrance channel, navigation safety may be threatened. Furthermore, resuspension of these sediments during dredging operations raises concerns of environmental impacts.

Control of contaminated sediments from Ballona Creek would help alleviate the problem of contaminated sediment dredging in the Marina del Rey Harbor entrance channel. A substantial reduction or elimination of the need to dispose of contaminated sediments would provide such benefits as improved water quality, decrease in maintenance dredging costs, and increased beach nourishment from the disposal of clean dredged sediments.

2. *Alternatives:* Alternatives that may be considered include selection of various sediment control measures including in-stream sediment basins, construction of a jetty extension, a combined in-stream sediment basin and jetty extension, and no-project.

3. *Scoping Process:* The Corps and the County of Los Angeles are preparing a joint environmental Impact Statement/Environmental Impact Report (EIS/EIR) to address potential impacts associated with the proposed project. The Corps is the Lead Federal Agency for compliance with National Environmental Policy Act (NEPA) for the project, and the County of Los Angeles is the Lead State Agency for compliance with the California Environmental Quality Act (CEQA) for the non-Federal aspects of the project. The Draft EIS/EIR (DEIS/EIR) document will incorporate public concerns in the analysis of impacts associated with the Proposed Action and associated project alternatives. The DEIS/EIR will be sent out for a 45-day public review period, during which time both written and verbal comments will be solicited on the adequacy of the document. The Final

EIS/EIR (FEIS/EIR) will address the comments received on the DEIS/EIR during public review, and will be furnished to all who commented on the DEIS/EIR, and is made available to anyone that requests a copy during the 30-day public comment period. The final step involves, for the federal EIS, preparing a Record of Decision (ROD) and, for the state EIR, certifying the EIR and adopting a Mitigation Monitoring and Reporting Plan. The ROD is a concise summary of the decisions made by the Corps from among the alternatives presented in the FEIS/EIR.

The ROD can be published immediately after the FEIS public comment period ends. A certified EIR indicates that the environmental document adequately assesses the environmental impacts of the proposed project with the respect to CEQA. A formal scoping meeting to solicit public comment and concerns on the proposed action and alternatives will be held on June 4, 2002, at 10:00 A.M., in the Burton Chace Community Center, 13650 Mindanao Way, Marina del Rey, California.

Luz D. Ortiz,

Army Federal Register Liaison Office.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the San Diego Shoreline Feasibility Study, Oceanside, CA

AGENCY: Department of the Army, U.S. Army Corps of Engineers (USACE), DOD.

ACTION: Notice of intent.

SUMMARY: The Los Angeles District of the USACE will prepare a Draft Environmental Impact Statement (DEIS) to support the San Diego Shoreline Feasibility Study, Oceanside, California. The Study Area includes the shoreline between Oceanside Harbor and the Agua Hedionda Lagoon within the cities of Oceanside and Carlsbad in northwest San Diego County. The study area shoreline is approximately seven miles in length. The project environment includes predominantly beach, coastal strand and/or marine inter-tidal/littoral/pelagic zones.

The predominant problem that threatens the shoreline is continual beach erosion averaging 1.1 meters per year, despite the considerable amount of

beach fill deposited, (totaling approx. 2.3 million cubic meters), on a periodic basis. Causes for this erosion has been attributed to upcoast harbor construction, dam construction, storm damage, and river sand mining.

The loss of beach width and increased exposure of property has resulted in increased coastal damage, safety issues, and loss of recreation opportunities. This feasibility study will focus on addressing the problems and needs cause by beach erosion. The DEIS will analyze the potential impacts (beneficial and adverse) on the environment for the range of alternatives, including the recommended plan.

The Los Angeles District and the City of Oceanside will cooperate in conducting this Feasibility Study.

ADDRESSES: District Engineer, U.S. Army Corps of Engineers, Los Angeles District, ATTN: CESPL-PD-RN (L. Young), PO Box 532711, Los Angeles, CA 90053-2325.

FOR FURTHER INFORMATION CONTACT: Ms. Lisa Young, Environmental Coordinator, telephone (213) 452-3852, or Mr. Tony Risko, Chief, Coastal Studies, Group, telephone (213) 452-3833.

SUPPLEMENTARY INFORMATION:

1. Authorization

This Feasibility Study was authorized by the House Public Works and Transportation Committee Resolution adopted April 30, 1992 which states: "Resolved by the Committee on Public Works and Transportation of the United States House of Representatives, that in accordance with Section 110 of the River and Harbor Act of 1962, the Secretary of the Army, acting through the Chief of Engineers, is requested to investigate the feasibility of providing shore protection improvements along the shores of the City of Oceanside, San Diego County, California, in the interest of shoreline protection and storm damage reduction and other related purposes."

2. Background

During the 1880's Oceanside Beach was approximately 90 meters wide. This shoreline width was further advanced in the floods of 1889, 1891, and 1916 bringing large volumes of sediment from the San Luis Rey and Santa Margarita Rivers. The City used the widened beach as a resource, and in 1927 a recreational pier, beachfront, strand, parking lots and houses were constructed in front of the seacliff. During this period a dam was also constructed on the San Luis Rey River to control flooding. At the start of the U.S. involvement in World War II, the