

**Extension of Comment Period on the Proposal To Change Items 85 and 90 in the Military Traffic Management Command Freight Traffic Rules Publication 1A (MFTRP-1A) Governing Carrier's Entitlement to Detention Charges)**

**AGENCY:** Military Traffic Management Command, DOD.

**ACTION:** Notice to extend comment period.

**SUMMARY:** This notice extends the deadline to January 31, 1996 for comments on the Military Traffic Management Command (MTMC) Proposal to Change Items 85 and 90 in the MTMC Freight Traffic Rules Publication 1A (MFTRP 1A) Governing Motor Carrier Entitlement to Detention Charges. Formerly the deadline for comments was December 26, 1995 as published on November 24, 1995 (FR, Vol. 60, No. 226, page 58052).

**FOR FURTHER INFORMATION CONTACT:** Mr. Leon N. Patton Jr., or Mr. John Alexander, (703) 681-6871, Headquarters, Military Traffic Management Command, ATTN: MTOP-T-NI, 5611 Columbia Pike, Falls Church, VA 22041-5050.

**SUPPLEMENTARY INFORMATION:** None.  
Gregory D. Showalter,  
*Army Federal Register Liaison Officer.*  
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**Extension of Comment Period on the Transloading of Arms, Ammunition, and Explosives**

**AGENCY:** Military Traffic Management Command, DOD.

**ACTION:** Notice to extend comment period.

**SUMMARY:** This notice extends the deadline to January 31, 1996 to comments on the Military Traffic Management Command (MTMC) Proposal to Change Item 48 in the MTMC Freight Traffic Rules Publication 1A Governing Transloading of Shipments of Divisions 1.1, 1.2, and 1.3 Ammunition and Explosives. Formerly the deadline for comments was December 26, 1995, as published in the notice section on November 24, 1995 Federal Register, Vol. 60, No. 226, page number 58054).

**FOR FURTHER INFORMATION CONTACT:** Mr. David Foreman, (703) 681-6293, Headquarters, Military Traffic Management Command, ATTN: MTOP-QEC, 5611 Columbia Pike, Falls Church, VA 22041-5050.

**SUPPLEMENTARY INFORMATION:** None.

Gregory D. Showalter,  
*Army Federal Register Liaison Officer.*  
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**Department of the Navy**

**Record of Decision for the Development of Facilities in San Diego/ Coronado, CA To Support the Homeporting of One Nimitz-Class Aircraft Carrier**

Pursuant to section 102(2) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations implementing NEPA procedures (40 CFR 1500-1508), the Department of the Navy announces its decision to implement the preferred alternative presented in the Final Environmental Impact Statement (FEIS) to comply with the 1993 Base Realignment and Closure (BRAC) directive from Congress to close Naval Air Station Alameda and relocate ships currently homeported there to fleet concentrations in San Diego and in the Pacific Northwest. Affected ships include two Nimitz-class aircraft carriers (CVNs), one of which will be realigned to the San Diego area and is the subject of this decision.

A Notice of Intent was published in the Federal Register in July 1993, indicating that the Navy would prepare a Draft Environmental Impact Statement (DEIS) for the Development of Facilities in San Diego/Coronado to Support the Homeporting of One Nimitz-Class Aircraft Carrier. A scoping meeting was held in August 1993, in Coronado, California. In May 1995, the DEIS was distributed to federal, state and local agencies, elected officers, special interest groups, and interested individuals. A public hearing was held on June 7, 1995 in Coronado. Oral and written comments and Navy responses were incorporated into the FEIS which was distributed to the public for a review period that ended on December 8, 1995.

The proposed action includes six separate construction projects for facilities and infrastructure necessary to support one CVN and preserve the existing capacity to accommodate one transient CVN at Naval Air Station North Island (NASNI). Homeporting a CVN will require: (1) Dredging of the carrier berths and turning basin, and the San Diego Bay channel (consisting of the inner channel and the outer channel); and (2) constructing a bay fill area, a carrier wharf, propulsion plant

maintenance facilities, and support utilities during the next five years.

The carrier berths and turning basin will be dredged to a depth of -50 feet below Mean Lower Low Water (MLLW), the inner channel will be dredged to -47 feet MLLW, and the outer channel will be dredged to -55 feet MLLW. The outer channel extends south from Point Loma for 2.2 miles until the natural water depth reaches -55 feet MLLW. A total of approximately 9 million cubic yards (CY) of sediments will be dredged and disposed of at several locations. Of that amount, 70,000 CY adjacent to the existing quaywall has been found unsuitable for ocean disposal and will be used as backfill in the bay fill area. In addition, approximately 40,000 CY of sediment dredged from the rock dike foundation and 150,000 CY of sediment dredged from an eelgrass mitigation site will also be used as backfill in the bay fill area. Bioaccumulation studies indicated that approximately 932,000 CY of dredged material located in the berthing area are suitable for ocean disposal and will be disposed of at the U.S. Environmental protection Agency approved Ocean Disposal Site (LA-5), located approximately 5 miles southwest of Point Loma. The remaining dredged material of approximately 7.86 million CY are suitable for beach nourishment. This material will be deposited nearshore in water depth ranging between -20 and -30 feet MLLW at four severely eroded beaches in San Diego County. These beaches include: (a) Imperial Beach which will receive approximately 1.7 million CY, (b) Del Mar and (c) Oceanside, which will receive approximately 2.46 million CY each, and (d) Mission Beach, which will receive approximately 1.24 million CY of the dredged material. The exact disposal quantities and locations are subject to approval and permitting by the U.S. Army Corps of Engineers (COE).

The San Diego Association of Governments (SANDAG) is attempting to obtain funding to supplement available Navy military construction funding in order to place dredged material directly onto eroded beaches. In the event that federal, state, or local funding becomes available in time to meet dredging schedules, dredge material determined suitable for beach nourishment by the COE would be placed directly onshore at five beach sites located in San Diego County. These five beaches were analyzed during the EIS process and have been determined to be suitable for onshore beach nourishment. These beaches are not suitable for nearshore placement of dredged material because of sensitive