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*Title:* Electronically Graded

Multilayer Ferroelectric Composites.

*Inventors:* Louise C. Sengupta, Eric Ngo, Michelina E. O'Day, Steven Stowell, Robert Lancto, Somnath Sengupta and Thomas V. Hynes.

*Patent Number:* 5,693,429.

*Issued Date:* December 2, 1997.

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:** None.

**Gregory D. Showalter,**

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[FR Doc. 98-4672 Filed 2-23-98; 8:45 am]

**BILLING CODE 3710-08-M**

**DEPARTMENT OF DEFENSE**

**Department of the Army**

**Intent to Prepare a Draft Programmatic Environmental Impact Statement (PEIS) for the Dredged Material Management Plan (DMMP) for the Port of New York and New Jersey**

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

**ACTION:** Notice of intent.

**SUMMARY:** The action being taken is the evaluation of the dredged material management alternative-types through the promulgation of a draft PEIS for the Port of New York/New Jersey. The purpose of this PEIS is to use a tiering approach that will address the existing environment and impact of alternative types on a generic level. This approach is being undertaken to continue the process of scoping with the public, prior to the promulgation of individual NEPA review associated with specific sites and their associated alternatives. The PEIS will allow a step by step decision making approach to be used. This will allow highlighting of key issues to aid the decision-making process.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert J. Kurtz, phone (212) 264-2230, Corps of Engineers, New York District, 26 Federal Plaza, New York, NY 10278-0090.

**SUPPLEMENTARY INFORMATION:** The proposed action is the promulgation of

a draft PEIS to address the existing environment, and the kinds of impacts to be expected for the proposed range of alternative types for the disposal of dredged material associated with sediment removal in Federal and non-Federal channels of the Port of New York/New Jersey. The authority for the draft PEIS is under the existing Operations and Maintenance authority of the New York Harbor Navigation Project in accordance with EC 1165-2-200 (National Harbor Program: Dredged Material Management Plans).

Generic impact analysis will be conducted for the following alternative types: no action alternative, aquatic remediation-category one material, containment islands, nearshore containment, confined aquatic disposal such as existing and new borrow pits, sub-channel pits, land remediation-treated/stabilized material decontamination technologies, beneficial uses such as wetland creation, and contract management.

Scoping has been ongoing and has included eight meetings in a poster session format to inform the public of the process used to create the initial array of options from the alternative types available. The sessions were held from February through April 1997, in New York City, Kingston, and northeast New Jersey.

A draft PEIS is scheduled for circulation at the end of June 1998. A revised outline of the PEIS is scheduled to be sent out early in 1998 after the final revisions have been completed. Public meetings are planned for summer 1998, after the circulation of the draft PEIS. The draft PEIS will provide the next tier of the examination of impacts of the various alternative types from which the options for disposal of dredged material will be drawn.

The second tier of the process is the promulgation of individual NEPA documents for the options chosen by decision-makers. Scoping will continue throughout the process.

**Gregory D. Showalter,**

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[FR Doc. 98-4671 Filed 2-23-98; 8:45 am]

**BILLING CODE 3710-06-M**

**DEPARTMENT OF DEFENSE**

**Department of the Army, Corps of Engineers**

**Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the East Waterway Channel Deepening Project, Seattle Harbor, Seattle, Washington**

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

**ACTION:** Notice of intent.

**SUMMARY:** The Corps of Engineers has been directed by Section 356 of the Water Resources Development Act (WRDA) of 1996 to (1) study the feasibility of deepening of a 750-foot-wide segment of existing federal channel in the East Waterway (Duwamish River) from Elliott Bay to Terminal 25 to a depth of up to 51 feet, and (2) if feasible, to implement deepening as routine maintenance. Section 356 of WRDA 96 further directs the Corps to coordinate with the Port of Seattle regarding use of Slip 27 as a nearshore confined dredged material disposal site. Plans call for the dredging and disposal of approximately 850,000 cubic yards of sediment from an approximately 112 acre area in East Waterway. Of this total, approximately 253,000 cubic yards are known to be contaminated to the extent that they would not qualify for disposal at the Elliott Bay Puget Sound Dredge Disposal Analysis (PSDDA) open water site. Based on sediment sampling conducted by the Port of Seattle, an additional 200,000 cubic yards may be similarly contaminated. Dredged material suitable for openwater disposal will either be placed at the PSDDA site in Elliott Bay, or at a beneficial use site, should such a need be identified.

A range of alternatives will be examined for placement of the contaminated dredged material, including: (1) a nearshore confined facility, (2) an offshore contained aquatic disposal (CAD) facility, (3) an upland confined disposal facility, and (4) disposal in a solid waste landfill. Key environmental issues in the DEIS will include: (1) impacts on an important juvenile salmon migration and feeding route; (2) potential loss of 12 acres of productive benthic habitat at Slip 27 or Terminal 90/91; (3) impacts on kelp beds and shorebird/waterfowl habitat; (4) dredging and disposal of up to 450,000 cubic yards of contaminated sediments with short-term adverse impacts in the water column at the dredging and disposal site; (4) beneficial impacts in that the dredging would