

The interim plan consists of construction of beach fill and a dune system along 11.4 miles of Fire Island. Through restoration and enhancement of the existing dunes, the interim plan would provide a continuous protective dune system to reduce overwashing and breaching of the barrier island thereby reducing storm damages to structures located on Fire Island and the bay shore of Long Island while the Fire Island to Montauk Point Study is being reformulated. The interim plan would involve an initial beach fill and dune building and is anticipated to be renourished once during its six-year life. During this six-year period, the proposed interim project would be able to withstand a storm with a return period of 44 years. The project has been designed so that only those areas with a high breach potential would receive beach fill. In environmentally sensitive areas, feeder beaches would be constructed on the up-drift side so that no construction would take place in these sensitive areas. The interim plan consists of sections of beach berm at elevation +9.5 feet above National Geodetic Vertical Datum (NGVD) with a dune elevation of +15 feet above NGVD for a length of 18,400 feet, sections of beach berm at elevation +11.5 feet above NGVD with a dune elevation of +18 feet above NGVD for a length of 18,200 of shoreline and sections of beach berm at elevation +9.5 above NGVD with no dune fill for a length of 23,300. The construction of the proposed beach fill and dune system includes developed as well as undeveloped lands within the Fire Island National Seashore (FIIS), Robert Moses State Park, and Smith Point County Park.

The environmental analysis found no significant effects on the human environment. No historic properties eligible for the National Register of Historic Places would be adversely affected by the proposed interim project.

The primary effects from the implementation of the proposed interim project are associated with the dredging from a borrow area 1.5 miles offshore and the fill placement along the shorefront. Placement of sand along the Fire Island beaches would result in temporary degradation of the existing beach habitat during initial construction and during the one periodic nourishment. Existing benthic organisms would be buried. Benthic species are expected to re-colonize the new beachfront with no substantial long-term impacts outside the area permanently lost by extending the beach. Use of the shoreline area by fish and avian species for feeding would be disrupted in the immediate vicinity of

and during the placement of the fill. Decreased water quality and increased turbidity associated with the hydraulic placement of fill would also be expected. These impacts are anticipated to be minor and short-term due to the existing high degree of natural and human disturbance in the beach fill areas. Fish and wildlife species that use these areas are those adapted to the high wildlife species that use these areas are those adapted to the high energy, dynamic condition of the ocean shoreline. Fish and bird species would return following the period of disturbance. Federally listed threatened piping plovers (*Charadrius melodus*) currently nest at various part of the affected beachfront. Impacts to these potential-nesting sites during construction activities will be avoided though the implementation of a survey-monitoring program, coordinated with the U.S. Fish and Wildlife Service.

The Department of Interior (DOI) and Fire Island National Seashore (FIIS) have indicated concerns about the consistency of the FIIP with the General Management Plan (GMP) that has been prepared and adopted for FIIS. The first GMP premise is that FIIS "will be managed to preserve the nationally significant natural resources while providing for environmentally compatible recreation." However, the GMP also recognizes that much of the island has been altered by human habitation. These alterations have disturbed the natural morphology and coastal processes. The GMP makes allowances "to restore and maintain the dune and beach system by environmentally compatible methods."

Public Meetings

Public meetings are intended to provide the public the opportunity to comment on the proposed plan and DEIS. A public notice issued at a later date will provide the dates, times and locations of public meeting(s). Additions to this mailing list can be made by notifying the project EIS coordinator.

Frank Santomauro, P.E.,

Chief, Planning Division.

[FR Doc. 99-31556 Filed 12-3-99; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Announcement for Extending Public Review of the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the San Timoteo Creek Flood Control Project, Reach 3B, in San Bernardino County, California

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

ACTION: Notice (extension of comment period).

SUMMARY: The Draft EIS/EIR was released for public review on October 5, 1999. The Environmental Protection Agency (EPA) published a Notice of Availability for the DEIS/EIR in the **Federal Register** on October 15, 1999. As required by the National Environmental Policy Act (NEPA), the EIS/EIR provided for a 45-day public review period. The public review period was from October 15, 1999 to November 29, 1999 according to the **Federal Register** Publication.

ADDRESSES: Commander, U.S. Army Corps of Engineers, Los Angeles District, Regional Planning Section, P.O. Box 532711, Los Angeles, CA 90053-2325.

FOR FURTHER INFORMATION CONTACT: Ms. Joy Jaiswal, Technical Manager, phone (213) 452-3871.

SUPPLEMENTARY INFORMATION: A Public Hearing on the Draft EIS/EIR was conducted on November 23, 1999. The public and agencies requested an extension for the public review period. Therefore, the U.S. Army Corps of Engineers, Los Angeles District, decided to extend the public review period up to December 15, 1999.

John P. Carroll,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. 99-31558 Filed 12-3-99; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Proposed Development of Corridor O, S.R. 0322, Section B02, in Centre and Clearfield Counties, PA

AGENCY: U.S. Army Corps of Engineers (CE), DOD.

ACTION: Notice of intent.

SUMMARY: The Commonwealth of Pennsylvania, Department of

Transportation (PennDOT) plans to file an application for a Department of the Army Permit for impacts to waters of the United States associated with the construction of Corridor O, S.R. 0322, Section B02. The Baltimore District, U.S. Army Corps of Engineers has determined that due to the potential environmental impacts associated with this highway development project, an EIS is required.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and DEIS can be directed to Michael Dombroskie Project Manager, Baltimore District, U.S. Army Corps of Engineers, State College Field Office, 3947 South Atherton Street, State College, PA 16801, Telephone Number (814) 466-7796.

SUPPLEMENTARY INFORMATION: 1. The Corridor O project area encompasses approximately 90 square miles in western Centre and eastern Clearfield Counties, Pennsylvania. The project study area extends approximately 27 miles from the village of Port Matilda near proposed Interstate 99 in a northwesterly direction to Interstate 80 near Woodland in Clearfield County. The purpose of the project, generally, will be to improve traffic flow on US 322 from I-99 to Interstate 80, improve traveler safety and improve quality of life for those living along the existing highway corridor.

2. This project is specifically identified in the Transportation Equity Act for the 21st Century (TEA-21) in Section 1212(u) which states "notwithstanding any other provision of law, the Commonwealth of Pennsylvania is authorized to proceed with engineering, final design, and construction of Corridor O of the Appalachian development highway system between Bald Eagle and Interstate Route 80."

3. To comply with relevant state laws and Corps of Engineers requirements, the Pennsylvania Department of Transportation will be preparing a combined Environmental Impact Statement (EIS) and Environmental Evaluation Report (EER). The EIS/EER will be developed to provide the Army Corps of Engineers necessary information to support its Section 404 permitting process. The EER will be developed based on requirements of Pennsylvania Act 120 and Section 2002 relating to highway project development.

4. The EIS will address, at a minimum, the following alternatives:

a. No Action: The no action alternative will address the option not to develop an improved highway

corridor and would allow for the existing highway infrastructure to remain in place.

b. Upgrade of Existing Facility: This alternative would provide for the upgrade of the existing US 322 Corridor from Port Matilda to Woodland, with all major improvements occurring within the existing Corridor.

c. New Alignment Corridors: This alternative would provide for the development of a new four lane limited access highway corridor off of the existing alignment between the Village of Port Matilda and Woodland.

5. The Pennsylvania Department of Transportation has proposed an extensive public and agency involvement/coordination effort.

a. The Pennsylvania Department of Transportation has already hosted a two-day kick-off meeting for the project which involved the natural resource and permitting agencies as well as key citizens and Citizen Advisory Committee members within the project area.

b. An agency scoping meeting has been held to review the scope of the project.

c. PennDOT has proposed an extensive public and agency involvement program, which will be carried out throughout the duration of the project.

d. This project will be developed utilizing a four phase project development process including a visioning phase wherein performance measures will be developed, a development stage wherein initial alternatives will be identified, a refinement stage wherein a reduced set of the alternatives will be evaluated in further detail and a final comparison stage during which a preferred alternative will be identified.

e. Any Federal, State, County or Local Agencies, Effected Indian Tribes or other interested private organizations or parties may submit comments directly to the Baltimore District at the address listed above.

f. Construction of the proposed project may effect a number of environmental cultural and socioeconomic resources

(1) Preliminary environmental concerns include: water quality; impacts to and proposed replacement of wetland functions and values; passage of aquatic and terrestrial habitat species; loss of upland habitat; and lose of aquatic habitat.

(2) Cultural Resources that may be effected include: Early 19 Century structures/sites associated with historic activities in the project area and

archeological resources associated with these same activities.

(3) Socioeconomic factors which will be considered include changes in traffic patterns, economic benefit, land use changes, and development patterns which may be reasonably expected in response to the improvement of interchanges.

6. Although the Baltimore District will act as lead agency for compilation of the EIS, the Baltimore District neither supports nor opposes the project. The EIS is to be compiled to satisfy CE Permit Regulations (33 CFR 320 et seq.); the Clean Water Act (as amended), Section 401 (33 U.S.C. 1251-1376), and Section 404 (b)(1) Guidelines (40 CFR part 230); the National Environmental Policy Act (CEQ Regulations: 40 CFR 1500-1508); Section 2 of the Fish and Wildlife Coordination Act (16 U.S.C. 661-666); Section 7 of the Endangered Species Act (as amended); Section 106 of the Historic Preservation Act [16 U.S.C. 470(F)] (as amended) and Title 25, DEP Chapter 105 Rules and Regulations, (as amended).

7. The Pennsylvania Department of Transportation anticipates completing the EIS/EER on or about December 2001.

Paul R. Wettlaufer,

Acting Chief, Pennsylvania Section.

[FR Doc. 99-31557 Filed 12-3-99; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Grant of Exclusive License

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

ACTION: Notice.

SUMMARY: In accordance with 37 CFR 404.7(a)(1)(I), announcement is made of exclusive license of the following Foreign Patents, entitled "Concrete Armor Unit for Protecting Coastal and Hydraulic Structures and Shorelines," Country: Oman.

Action: Published according to local custom.

Publishing Date: December 19, 1997.

Country: Saudi Arabia.

Application Number: 97170625.

Filing Date: February 19, 1997.

Country: Egypt.

Serial Number: 1061.

Filing Date: September 3, 1998.

Country: Kuwait.

Serial Number: IP144/98.

Filing Date: September 19, 1998.

Country: Jamaica.

Serial Number: 18-1-3903

Filing Date: February 26, 1999.