

Maximum Per Diem Rates for official travel in Alaska, Hawaii, the Commonwealths of Puerto Rico and the Northern Mariana Islands and Possessions of the United States by Federal government civilian employees.

LOCALITY	MAXIMUM LODGING AMOUNT		M&IE RATE		MAXIMUM PER DIEM RATE	EFFECTIVE DATE
	(A)	+	(B)	=	(C)	
[OTHER]	70		50		120	10/01/96
VIRGIN ISLANDS (U.S.):						
ST. CROIX	127		78		205	08/01/96
ST. JOHN						
04/16 -- 12/21	242		89		331	08/01/96
12/22 -- 04/15	391		100		491	08/01/96
ST. THOMAS						
04/12 -- 12/15	168		93		261	08/01/96
12/16 -- 04/11	268		103		371	08/01/96
WAKE ISLAND:						
WAKE ISLAND	40		35		75	10/01/96

Dated: April 29, 1997.

L.M. Bynum,

*Alternate OSD Federal Register Liaison
Officer, Department of Defense.*

[FR Doc. 97-11594 Filed 5-2-97; 8:45 am]

BILLING CODE 5000-04-C

DEPARTMENT OF DEFENSE

Department of the Army/Corps of Engineers

Draft Environmental Impact Statement (DEIS) for the Tucson Drainage Area Feasibility Study, Pima County, AZ

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

ACTION: Notice of availability.

SUMMARY: The Los Angeles District Corps of Engineers and local co-sponsors, the Pima County Department of Transportation and Flood Control District and the City of Tucson Department of Transportation propose the construction of certain flood control structures along portions of the Tucson Arroyo and Arroyo Chico located in central Tucson. The Tucson Arroyo/Arroyo Chico system and its tributaries is the major drainage channel for watersheds within the city and drains an 11.4 square-mile area of central and downtown Tucson. The study was developed in response to frequent flood events along this drainage system.

As proposed the recommended plan would consist of three primary elements: (1) Randolph Park Detention

Basin Complex, (2) Park Avenue Detention Basin Complex and, (3) improvements along High School Wash. Project construction would increase the existing 7 to 10-year level of flood protection to an approximate 100-year level of protection. The project would eliminate approximately 90 percent of all inundation damages while providing protection to approximately 1,100 structures within the 100-year floodplain. In addition, the recommended plan would provide for the restoration of over 12 acres of valuable desert riparian habitat within the project area, increase local opportunities for wildlife, as well as satisfying a currently unmet need for recreation.

FOR FURTHER INFORMATION CONTACT: For a copy of the DEIS, or for additional information, please contact Mr. William O. Butler at (213) 452-3845 or Mr. Elden J. Gatwood at (213) 452-3812, or by writing to the U.S. Army Corps of Engineers, Los Angeles District (Attn: Mr. William O. Butler, CESPL-PD-RN, Room 14005), P.O. Box 532711, Los Angeles, California 90053-2352.

SUPPLEMENTARY INFORMATION: No significant short or long-term adverse environmental effects were identified in the DEIS as a result of implementing the recommended plan.

The public review and comment period for the DEIS will be for 45 days, from May 2, 1997 to June 16, 1997.

Scoping

A public scoping meeting will be held to give individuals and groups the opportunity to comment, either orally and/or in writing on the environmental, social and economic impacts of the proposed action (recommended plan) as presented in the DEIS. The feasibility report and DEIS findings will be reviewed at the public meeting.

The public meeting will be scheduled for the week of May 26, 1997 in the City of Tucson. When available, the specific date, time and location of this meeting will be announced in the local news media and with separate notification to all parties on the project mailing list.

Written public comments and suggestions received by June 16, 1997 will be addressed in the Final EIS (FEIS).

Robert L. Davis,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. 97-11560 Filed 5-2-97; 8:45 am]

BILLING CODE 3710-KF-M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Jacksonville Harbor Navigation Channel Improvements Project, Duval County, Florida

AGENCY: U.S. Army Corps of Engineers, Department of Defense.

ACTION: Notice of intent.

SUMMARY: The Jacksonville District, U.S. Army Corps of Engineers intends to prepare a Draft Environmental Impact Statement for the Jacksonville Harbor Navigation Channel Improvements Project. This action is a cooperative effort between the Jacksonville District, U.S. Army Corps of Engineers and the Jacksonville Port Authority.

FOR FURTHER INFORMATION CONTACT: Kenneth Dugger, 904-232-1686, Environmental Branch, Planning Division, P.O. Box 4970, Jacksonville, Florida 32232-0019.

SUPPLEMENTARY INFORMATION: The Jacksonville Port Authority has requested that the U.S. Army Corps of Engineers study the feasibility of deepening the Port of Jacksonville, Duval County, Florida. The purpose of the proposed action is to provide increased safety, efficiency and lower costs for navigation interests, while protecting the environment. Existing port facilities are not easily accessible to some larger ships because of depth limitations in some parts of the channel, and other large ships that can only use the channel if they are "light-loaded", also because of depth limitations. Local interests have requested that the harbor channels be deepened to provide for projected movement of general cargo at greater drafts, thereby reducing transportation costs. In addition, local interests and harbor pilots have requested channel widenings at key locations where turning and/or passing is required to improve vessel handling and maneuvering and to ensure safety of navigation while using the harbor. The Jacksonville Harbor Deepening Study was authorized by a resolution from the Committee on Public Works and Transportation, U.S. House of Representatives, dated February 5, 1992, which states: "Resolved by the Committee on Public Works and Transportation of the United States House of Representatives, that the Board of Engineers for Rivers and Harbors, is requested to review the report of the Chief of Engineers on Jacksonville Harbor, Florida, published as House Document 214, Eighty-ninth Congress, First Session, and other pertinent reports, to determine whether modifications of the recommendations contained therein are advisable at the present time, in the interest of navigation or other purposes."

Alternatives: To decide what alternatives would be considered for navigation improvements, terminals within the port area were located and identified according to type of activity. Based on these determinations, an array

of alternatives, including varying depths and widths, methods of excavation and disposal alternatives we evaluated.

Depths of 40 to 45 feet plus 2 feet allowable overdepth were evaluated, as were channel widths up to at least 575 feet. Construction methods evaluated include the use of hopper and/or cutterhead dredges. A circulation improvement channel 6 feet deep and 80 feet wide is also proposed to improve flows through Mill Cove. A number of disposal alternatives have been evaluated. In addition to placement of beach quality material on the beach south of the mouth of the river, and possible use of the Jacksonville Ocean Dredged Material Disposal Site (ODMDS), about 75 upland sites throughout the Jacksonville Harbor area were initially considered. This number was reduced to about 25 sites and subsequently to 11 sites.

Issues: The EIS will consider impacts on the river channel, upland disposal areas, areas of cultural or historic significance, water quality, protected species, fish and wildlife resources, shore protection, navigational safety, energy conservation, socio-economic resources, possible effects of blasting, and any other possible issues identified through scoping, public involvement and interagency coordination.

Scoping: A scoping letter was sent to all known interested parties on August 24, 1993. All parties were invited to participate in the scoping process by identifying additional concerns or problems, studies needed, additional alternatives, and other matters related to the proposed action. A public meeting is also planned.

Coordination: The proposed action was coordinated with the U.S. Fish and Wildlife Service (FWS) under the Fish and Wildlife Coordination Act on October 19, 1993, for the Reconnaissance Phase of the study and again beginning on April 15, 1996, for the Feasibility Phase of the study. The proposed action was also coordinated with the FWS and National Marine Fisheries Service (NMFS) under the Endangered Species Act on August 24, 1993, and April 23, 1996, respectively. The proposed action is being coordinated with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation.

Other Environmental Review and Consultation: The proposed action would involve evaluation for compliance with guidelines pursuant to Section 404(b) of the Clean Water Act; application to the State of Florida for Water Quality Certification pursuant to Section 401 of the Clean Water Act;

certification of state lands, easements and rights-of-way; and determination of Coastal Zone Management Act consistency.

Agency Role: As the local sponsor and leading local expert, the Jacksonville Port Authority will provide extensive information and assistance on resources to be impacted, mitigation measures and alternatives.

DEIS Preparation: It is estimated that the DEIS will be available to the public on or about August 29, 1997.

Dated: April 14, 1997.

Hanley K. Smith,

Acting Chief, Planning Division.

[FR Doc. 97-11565 Filed 5-2-97; 8:45 am]

BILLING CODE 3710-AJ-M

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement for the Proposed Disposal and Reuse of the Naval Undersea Warfare Center, New London, CT

SUMMARY: Pursuant to Council on Environmental Quality regulations (40 CFR parts 1500-1508) implementing procedural provisions of the National Environmental Policy Act (NEPA), the Department of the Navy announces its intention to prepare an Environmental Impact Statement (EIS) for the proposed disposal and reuse of the Naval Undersea Warfare Center (NUWC), New London, Connecticut.

In 1995, the Congressional Commission on Base Realignment and Closure (BRAC) recommended the closure of NUWC New London and its subsequent relocation to the Naval Undersea Warfare Center, Newport, RI. This recommendation was approved by President Clinton and accepted by the One Hundred Fourth Congress in 1995. The BRAC legislation also identified the requirements for compliance with NEPA, stating that the provisions of NEPA shall apply during the process of property disposal. Accordingly, with this notice, the Navy has initiated the process to prepare an EIS to evaluate the environmental effects of the disposal and likely reuse of this property.

The proposed action to be considered and evaluated in the EIS is the disposal and reuse of the NUWC New London property determined surplus to the needs of the federal government. The Center, situated in New London county, consists of about 26 acres in the City of New London. A portion of the Center, including a pier and the Navy's Magnetic Silencing Facility, will be