



US Army Corps
of Engineers
Baltimore District

March 7, 2001

Public Notice

NOTICE OF AVAILABILITY DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT BALTIMORE HARBOR ANCHORAGES AND CHANNELS, MARYLAND

SUMMARY: The Baltimore District is announcing that it has prepared a draft supplemental environmental assessment (EA) for the ongoing project to provide improvements to the anchorages and branch channels within the Port of Baltimore. A plan drawing of the project showing the locations of the anchorages and channels is attached to this notice. This project is described in detail in the draft integrated feasibility report and environment impact statement (EIS) that was distributed to the public in January 1997. Subsequently, a final report and EIS was distributed in August 1997. The U.S. Congress authorized the project in the Water Resources Development Act (WRDA) of 1999. A record of decision for this project was signed by the Chief of Engineers in July 2000.

The purpose of this supplemental EA is to address the changes in the project design since the project's authorization. The changes are as follows:

1. The quantity of material that will be dredged will be reduced from approximately 4.4 million cubic yards to approximately 3.9 million cubic yards.
2. Anchorage 4 will be dredged to a depth of 35 feet mean lower low water (MLLW) not 42 feet as indicated in the EIS.
3. Anchorage 3 will be reconfigured to include two sections, an 1800-foot by 1800-foot, 42-foot deep section, and a 2200-foot by 2200-foot, 42-foot deep section.
4. The turning basin at the head of the Fort McHenry Channel will be moved slightly eastward so as to encompass an existing deep area, reduce dredging yardage, and provide safer access to the nearby piers.
5. The widening of the East Dundalk Channel will be dredged to 42 feet deep, not 38 feet deep as indicated in the EIS. The new depth corresponds to the depth that the State of Maryland now maintains in this channel.
6. The South Locust Point Channel will remain the same, 36 feet wide by 400 feet long by 36 feet deep, with the exception of an increased size in the widener on the outbound channel where it intersects with the berthing area. The widener has increased by 225 feet to round out the corner of this intersection.

The public is encouraged to submit its comments during this 30-day public notice period beginning on the date of this notice. *Questions and comments should be directed to Mr. Daniel Bierly, at the Corps of Engineers. Baltimore District (ATTN: CENAB-PL-P), P.O. Box 1715, Baltimore, MD 21203-1715. Contact him by phone at (410) 962-6139 or 1-800-295-1610, by e-mail at daniel.m.bierly@usace.army.mil, or by facsimile at (410) 962-4698.*

SUPPLEMENTARY INFORMATION: The purpose of the Baltimore Harbor Anchorages and Channels Project is to provide improvements to existing anchorages and branch channels and an additional turning basin and branch channel for the Port of Baltimore. These improvements will enhance efficiency and safety in the Port of Baltimore.

The authorized project with the proposed changes will consist of:

1. A reconfigured and deepened Anchorage #3 (two sections each 42 feet deep -- one (#3A) 2,200 feet long and 2,200 feet wide and the other one (#3B) 1,800 feet long and 1,800 feet wide) at the north corner of the intersection of Fort McHenry Channel and the Dundalk West Channel area.
2. An enlarged and deepened Anchorage #4 (35 feet deep, 1,800 feet wide and 1,800 feet deep).
3. A turning basin at the head of the Fort McHenry Channel (50 feet deep and 1,200 feet wide and 1,200 feet long).
4. A widened East Dundalk Channel (42 feet deep and 400 feet wide with widening at the bends and entrance).
5. A widened West Dundalk Channel (42 feet deep and 500 feet wide with widening at the bends and entrance).
6. A widened Connecting Channel (42 feet deep and 500 feet wide with widening at the bends and entrances).
7. A second channel at South Locust Point Marine Terminal (36 feet deep and 400 feet wide with widening at the bends and entrance).
8. Placement of the estimated 3.9 million cubic yards of dredged material at the Hart-Miller Island dredged material containment facility.
9. Once these improvements have been implemented, the Federal government will assume maintenance of the Seagirt, Dundalk, and South Locust Point Channels.

The Baltimore District, U.S. Army Corps of Engineers, has applied for water quality certification from the State of Maryland. Any comments relating to water quality concerns should also be

forwarded to the Maryland Department of the Environment, Standards and Certification, 2500 Broening Highway, Baltimore, Maryland 21224, within 30 days of the date of this notice.

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Baltimore District