

North Carolina 28402-1890; telephone: (910) 251-4748.

SUPPLEMENTARY INFORMATION: The Manteo (Shallowbag) Bay project was authorized in Public Law 91-611 (HD 303/91/2), December 31, 1970. The FEIS on the project was filed with EPA on April 20, 1979. The first Supplement to the FEIS was filed on November 7, 1980, and Supplement II to the FEIS was filed on July 5, 1985.

1. The proposed project includes a dual jetty system at Oregon Inlet with sand bypassing. The jetties will be parallel, approximately 3,500 feet apart, with the north jetty being approximately 11,450 feet long (4,000 feet comprising a shore anchorage section) and the south jetty being approximately 7,575 feet long (3,125 feet which consists of a terminal groin constructed by the North Carolina Department of Transportation in 1991). Navigation channels will also be improved. The ocean bar channel will be deepened from its current depth of 14 feet to 20 feet at the existing width of 400 feet. The channels from Oregon Inlet to Wanchese, North Carolina, will be deepened and widened from their current dimensions of 12 feet deep and 100 feet wide to 14 feet deep and 120 feet wide.

2. Alternatives to the project are variations in jetty design, alternative spacings, dredging the improved channel dimensions without the jetties, and no action (maintain existing navigation channel at current dimensions). Due to the difficulty in maintaining the existing navigation channel through the inlet, improving the channels without the jetties is considered to be impractical.

3. Scoping for this project is ongoing. The scoping letter will be mailed to all known parties concurrent with the NOI. Other parties wishing to comment on this project are invited to do so at this time.

a. Significant issues to be discussed in the upcoming supplement are information on potential impacts of the project on navigation, larval fish and shellfish migration through Oregon Inlet, cultural resources, endangered species, littoral sand transport, submerged aquatic vegetation, aesthetics, recreation, and future economic development of the region.

b. The Department of the Interior is working with the Corps on the final design of the project.

c. Additional coordination on endangered species and cultural resources is being undertaken during the final design of the project. The U.S. Fish and Wildlife Service is preparing a

Fish and Wildlife Coordination Act report. Results of these coordination efforts will be included in Supplement III.

4. Because of the long history of this project, no formal scoping meetings are planned at this time. Responses to the scoping letter or this notice may result in coordination with individuals or agencies on an as needed basis to discuss certain issues.

5. The Draft Supplement III to the FEIS is currently scheduled to be available in January 1998.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army

Corps of Engineers

Intent To Prepare a Joint Draft Supplemental Environmental Impact Statement for a Proposed Navigation Improvement Project at Maalaea Harbor, Maui, Hawaii (Second SEIS for This Project)

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

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers Honolulu District in partnership with the State of Hawaii, Department of Transportation, is proposing to improve the light draft harbor at Maalaea, Maui, Hawaii, by enlarging the turning basin, changing the location of the entrance channel and constructing a new protective breakwater. In addition, revetted moles would be added: (a) to the existing south breakwater to provide for vehicle turn-around; (b) to the existing east breakwater for berthing; and (c) a new center mole for berthing and fueling. The State of Hawaii would add new berths and other infrastructure improvements. The improvements are needed to expand the capacity of the harbor and to reduce damage from storm waves to boats at the existing berths. The completed project is expected to significantly reduce vessel damage, and to allow an increase of berths from about 90 to up to approximately 220.

FOR FURTHER INFORMATION CONTACT:

Mr. William B. Lennan, U.S. Army Engineer District, Honolulu, Attention: CEPOD-ET-PP, Fort Shafter, Hawaii 96858-5440, or phone (808) 438-2264.

SUPPLEMENTARY INFORMATION:

1. The complete project is expected to include the following items:

a. an extension to the existing south breakwater 620 feet long;

b. the addition of a revetted mole 400 feet long on the seaward side of the existing south breakwater for bus turn around;

c. a new entrance channel, 610 feet long, varying in width from 150 to 180 feet, and varying in depth from 12 to 18 feet;

d. a 1.7 acre turning basin;

e. removal of 80 feet of the existing east breakwater;

f. an interior revetted mole and a revetted mole and berthing area 8 feet deep adjacent to the existing east breakwater;

g. parking, water, electricity, fuel and restroom facilities;

h. an increase in berthing capacity of up to approximately 130 berths.

2. Alternatives include "No Action" and various alternative alignments and configurations of the entrance channel and breakwater.

3. The Corps and the State of Hawaii conducted a complete public involvement program for their final EISs circulated in 1980 and 1982 as well as for the first joint Supplemental Environmental Impact Statement (SEIS) circulated in 1994. Formal consultation under Section 7 of the Endangered Species Act has been completed with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service for species under their jurisdiction, and coordination with the State Historic Preservation Officer has been completed. The supplemental EIS Will address new mitigation developed and minor changes to the project since the 1994 SEIS was circulated. In response to comments received on the 1994 SEIS, this second SEIS will provide a detailed assessment of the potential impacts of implementing alternative 6, which was eliminated from detailed analysis in the 1994 SEIS. Alternative 6, also called the interior mole alternative, includes construction of an internal breakwater to reduce wave activity within the harbor.

4. The draft supplemental EIS is expected to be available in November 1997.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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