

circulate an Environmental Impact Statement (EIS) evaluating the suitability of Site 104 for placement of dredged material. The EIS will include descriptions of the existing site conditions, dredged material placement alternatives, probable impacts of dredged material placement, public involvement, and the recommended determination and/or activity. The scheduled completed date for the draft Section 404 Evaluation and EIS for the Proposed Placement of Dredged Material at Site 404, Chesapeake Bay, Queen Anne's County, Maryland is early 1998.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and EIS can be addressed to Mr. Mark Mendelsohn, U.S. Army Corps of Engineers, ATTN: CENAB-PL-PC (104), P.O. Box 1715, Baltimore, MD 21203-1715, telephone 410-962-9499. E-Mail address: mark.mendelsohn@ccmail.nab.usace.army.mil

SUPPLEMENTARY INFORMATION:

1. Site 104 is located in the main stem of the Chesapeake Bay, north of the William Preston Lane Jr. Memorial Bridge, and west of Kent Island. The site was used for dredged material placement during a period of approximately 50 years, beginning in 1924 and ending in 1975. The original placement area extended 2.7 nautical miles, from its northern boundary northwest of Love Point (Kent Island), in a south southwestward direction along a natural deep channel of the Bay to a position due east of the Sandy Point Light. The southern boundaries of the site were extended twice to increase the length by about 1½ miles and the southern 1.1 nautical miles of the site were widened by approximately 1,000 feet, increasing the total acreage to approximately 1,800 acres. Records for the period are not complete, but suggest that during the thirty-year period ending in 1975 more than 70 million cubic yards of dredged material were placed at the site. These dredged sediments resulted from widening and deepening the project channels (at least 44 million cubic yards) and from maintenance dredging of the authorized channels (at least 26 million cubic yards).

2. The proposed open-water placement would use clean dredged material removed from Federal navigation channels in the main stem of the Chesapeake Bay leading to Baltimore Harbor and the Port of Baltimore. The specific channels to be dredged are Craighill Entrance, Craighill Channel, Craighill Upper Range, Cutoff Angle, Brewerton Channel Eastern

Extension, Swan Point Channel, Tolchester Channel, and the Approach Channel to the C&D Canal. Placement of approximately 18 million cubic yards would fill the deepest parts of the site to a depth of 45 feet MLLW.

3. Because different dredging and placement methods might carry significantly different water quality impacts, the Baltimore District will evaluate alternative dredged material placement equipment and methods. Information on the alternatives will be analyzed, a recommended placement plan formulated, and the results presented in the Section 404 Evaluation and the EIS. The District will prepare and circulate a draft EIS (DEIS) evaluating the suitability of Site 104 for placement of dredged material. The EIS will include descriptions of the existing site conditions, dredged material placement alternatives, probable impacts of dredged material placement, public involvement, and the recommended determination and/or activity.

4. The decision on the suitability of the proposed site for placement of clean dredged material described in this public notice will be based on an evaluation of the probable impact of the proposed activity on the public interest. The decision will reflect the national concern for the protection and utilization of important resources. The benefit which may reasonably be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, energy needs, general environmental concerns, fish and wildlife values, historic values, navigation, water quality, recreation, safety, food production, and in general, the needs and welfare of the people. Site 104 will not be found suitable for open-water placement of clean dredged material unless it's found to be in the public interest.

5. As part of the EIS public involvement process, the Baltimore District is conducting a scoping process to identify issues and areas of concern. Any person who has interest in the proposed placement of dredged material at Site 104, or who may be adversely affected by the proposed placement activity, may make comments or suggestions or request a public hearing. A series of three public meetings has been scheduled whereat concerned persons may comment or make suggestions. The time and dates for the three meetings are given below:

a. July 15, 1997 at 7:00 pm—Kent County Court House, Commissioners Hearing Room—First Floor, 103 North Cross Street, Chestertown, Maryland 21620.

b. July 17, 1997 at 7:00 pm—Queen Anne's County Office Building, Second Floor Meeting Room, 208 North Commerce Street, Centreville, Maryland 21617.

c. July 22, 1997 at 7:00 pm—Broadneck High School, 1265 Green Holly Drive, Annapolis, Maryland 21401.

6. Please communicate the foregoing information concerning the proposed work to any person known by you to be interested and, not being known to this office, does not receive a copy of this notice.

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 Draft Supplement III to the Final Environmental Impact Statement (FEIS) for the Manteo (Shallowbag) Bay Project, Dare County, NC

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

ACTION: Notice of Intent.

SUMMARY: The navigation improvements being proposed are necessary to provide safe and reliable navigation through Oregon Inlet and are essentially the same as those previously coordinated, consisting of twin jetties at Oregon Inlet (with sand bypassing) and improvements to navigation channels to Wanchese, North Carolina. Supplement III will discuss recent changes in the design of the project and present refined impact analyses, which have been conducted since the circulation of Supplement II in 1985. On February 27, 1991, the NOI to prepare the Draft Supplement III to the FEIS appeared in the **Federal Register**. Due to funding and scheduling problems, the Draft Supplement III to the FEIS was not prepared at the time.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and Draft Supplement III to the FEIS can be answered by: Mr. William F. Adams, Environmental Resources Section; U.S. Army Engineer District, Wilmington; Post Office Box 1890; Wilmington,

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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