

**DATES:** Written public comments must be received on or before May 1, 1998.

**ADDRESSES:** The FEIS is available for review at three libraries: the Waterloo Library and Historical Society, ATTN: Ms. Mary Zingerella, 31 East Williams Street, Waterloo, NY 13165; Edith B. Ford Memorial Library, ATTN: Mr. & Ms. Henry Morris, 7169 North Main Street, Ovid, NY 14521; and Geneva Free Library, ATTN: Ms. Kim Iraci, 244 Main Street, Geneva, NY 14456. Comments can be addressed to and copies may be obtained by writing to Mr. Hugh McClellan, U.S. Corps of Engineers, Mobile District, ATTN: SAMPD, P.O. Box 2288, Mobile, Alabama 36628-0001 or by facsimile at (334) 690-2605.

Dated: March 25, 1998.

**Raymond J. Fatz,**

*Deputy Assistant Secretary of the Army  
(Environment, Safety and Occupational  
Health) OASA (I, L&E).*

[FR Doc. 98-8503 Filed 3-31-98; 8:45 am]

BILLING CODE 3710-08-M

## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Environmental Assessment and Finding of No Significant Impact for the BRAC 95 Disposal and Reuse of Letterkenny Army Depot, Chambersburg, PA**

**AGENCY:** Department of the Army, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** The Department of the Army announces today the availability of the Environment Assessment (EA) and Finding of No Significant Impact (FNSI) for the disposal and reuse of the Letterkenny Army Depot (LEAD), Chambersburg, Pennsylvania, in accordance with the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended. The 1995 Defense Base Closure and Realignment Commission (BRAC) recommended the realignment of Letterkenny Army Depot. The proposed action is the disposal of property made available by the realignment of specified missions at LEAD.

The EA evaluates the environmental and socioeconomic effects associated with the disposal and subsequent reuse of the Letterkenny property. The Army proposes to dispose of approximately 1,450 acres of the 2,306-acre cantonment area, in the southeast corner of the installation, which was identified through the BRAC process as surplus property to the DOD needs.

Alternatives examined in the EA include encumbered disposal of the property, unencumbered disposal of the property and no action. The Army's preferred alternative for disposal of the LEAD property is encumbered disposal, which involves conveying the property with conditions imposed pertaining to historical resources, remedial activities, asbestos-containing material, easements and rights-of-way, groundwater use prohibition, lead-based paint, utility dependencies, and wetlands.

The EA, which is incorporated into the FNSI, examines potential impacts of the proposed action and alternatives on 14 resource areas and areas of environmental concern: land use, climate, air quality, noise, water resources, geology, infrastructure, hazardous and toxic materials, permits and regulatory authorizations, biological resources, cultural resources, the sociological environment, economic development, and quality of life.

The EA concludes that the disposal and subsequent reuse of the property will not have a significant impact on the human environment. Issuance of a FNSI would be appropriate. An Environmental Impact Statement is not required prior to implementation of the proposed actions.

**DATES:** Comments must be submitted on or before May 1, 1998.

**ADDRESSES:** A copy of the EA or inquiries into the FNSI may be obtained by writing to Mr. Ellis Pope, Corps of Engineers, Mobile District, ATTN: EN-GH, P.O. Box 2288, Mobile, Alabama 36628-0001, by calling (334) 690-3077, or by facsimile at (334) 690-2721.

Dated: March 25, 1998.

**Raymond J. Fatz,**

*Deputy Assistant Secretary of the Army  
(Environment, Safety and Occupational  
Health) OASA (I, L&E).*

[FR Doc. 98-8504 Filed 3-31-98; 8:45 am]

BILLING CODE 3710-01-M

## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Record of Decision on the Final Environmental Impact Statement for the Construction of a Rail Connector, Fort Campbell, KY**

**AGENCY:** Department of the Army, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** The Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS) (February 1997) for the proposed construction of a rail connector for Fort Campbell, Kentucky, has been completed.

The ROD was developed in accordance with Council on Environmental Quality Regulations (40 CFR 1505.2), and Army Regulation 200-2, Environmental Effects of Army Actions. The Notice of Availability of the FEIS for the Fort Campbell rail connector was published in the **Federal Register** on August 11 and August 15, 1997 (62 FR 42968 and 62 FR 43730, respectively). Following a 30 day post-filing waiting period, the Department of the Army prepared the ROD, which is part of the environmental documentation presented for the final decision. In addition to announcing the Army's decision, the ROD also identified the factors that went into the selection of its choice, and described mitigation measures the Army would implement to avoid or minimize environmental impacts associated with the action. Mitigation measures include consultation with the State Historic Preservation Office, adherence to Best Management Practices for Stormwater Runoff and Erosion Control, limiting clearance activities, and proper maintenance of locomotives, railcars, and rail lines. Decisions included in this ROD were made in consideration of information developed during a public scoping meeting, a public hearing, and written and oral comments received during the public comment periods associated with the preparation of the FEIS. The Hopkinsville Bypass South has been chosen as the preferred alternative for the construction of the rail connector.

**SUPPLEMENTARY INFORMATION:** The Army action analyzed in the FEIS was the construction of a rail connector between the government-owned line and the CSX line in Christian County, Kentucky. The proposed rail connector is needed to meet outload deployment mobility requirements of the 101st Airborne Division at Fort Campbell, Kentucky. The primary mission of the 101st Airborne Division is to deploy rapidly during an emergency. A 1993 evaluation concluded that the present rail system, which can handle the transfer of only five cars at a time and goes through downtown Hopkinsville, severely limited the Division's ability to get its equipment to Jacksonville, Florida, within the required four days after notification to mobilize. The construction of a railroad connector between the government-owned railroad and the CSX line would substantially aid the 101st Airborne Division in meeting this requirement.

The FEIS identified and evaluated five alternative alignments: the No-Action Alternative, which would keep