

The Louisville Regional Airport Authority, owner of the Louisville International Airport, is proposing to formally release approximately 8.65 acres of airport property so the property can be converted to use for industrial development.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the request, notice and other documents germane to the request in person at the Louisville Regional Airport Authority, P.O. Box 9129, Louisville, KY 40209-0129.

Issued in Memphis, TN, on February 20, 2008.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 08-877 Filed 2-27-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Release of Federal Property at Cartersville Airport, Cartersville, GA.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the Cartersville—Bartow County Airport Authority to waive the requirement that 1.095 acres in fee simple of federal property, located at the Cartersville Airport, be used for aeronautical purposes.

DATES: Comments must be received on or before March 31, 2008.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, *Attn:* Aimee A. McCormick, Program Manager, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Keith Lovell, Attorney for Cartersville—Bartow County Airport Authority at the following address: 336 S. Tennessee Street, P.O. Box 1024, Cartersville, GA 30120.

FOR FURTHER INFORMATION CONTACT: Aimee McCormick, Program Manager,

Atlanta Airports District Office, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7143. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the Cartersville—Bartow County Airport Authority to release 1.095 acres of federal property at the Cartersville Airport. The property will be released for purchase by Georgia Department of Transportation (GDOT) to improve and widen Highway 61/113. The net proceeds from the sale of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Cartersville—Bartow County Airport Authority.

Issued in Atlanta, Georgia on February 12, 2008.

Larry F. Clark,

Assistant Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 08-874 Filed 2-27-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a Draft Environmental Impact Statement will be prepared for a proposed highway widening project on Interstate 5 in the cities of Santa Fe Springs, Commerce, Montebello, Downey, and East Los Angeles, in Los Angeles County, California.

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, Caltrans District 7, 100 S. Main Street, Los Angeles, CA 90012 (213) 897-0703.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this

project pursuant to 23 U.S.C. 327. Caltrans will prepare an Environmental Impact Statement on a proposal for constructing freeway improvements to Interstate 5 (I-5) from Interstate 605 (I-605) through the I-5/Interstate 710 (I-710) interchange in Los Angeles County, California. The project consists of widening I-5 to accommodate High Occupancy Vehicle (HOV) lanes and/or general purpose lanes. Depending on the alternative selected, the project may also include modifications to the I-605 and I-710 interchanges. A Major Investment Study (MIS) for the project was completed in July 1998. It identified a fully standard ten-lane, at-grade facility as the Locally Preferred Alternative (LPA).

The purpose of the proposed project is to (1) improve level of service during AM and PM peak periods, to reduce congestion related delays, and enhance safety and mobility in this segment of the I-5 freeway as compared to the no-build condition; (2) provide continuity of facilities and capacity on the I-5 freeway between the I-605 and I-710 in Los Angeles County; (3) maintain structural flexibility in the freeway corridor for additional future capacity improvements; (4) improve interchange access/egress points and levels of service; (5) improve access to regional transit and HOV facilities; (6) improve mobility on local surface streets operationally interdependent with the freeway corridor by reducing existing and future congestion on both the state and local facilities; and (7) explore Transportation System Management (TSM) improvements for the I-5 and parallel arterials.

Alternatives under consideration include (1) a no-build option; (2) implementing a Transportation System Management/Transportation Demand Management plan; (3) constructing a 10-lane facility with two HOV lanes; and (5) constructing a 12-lane facility (may be constructed in stages depending on availability of funding) with two or four HOV lanes. Alternatives that promote transit use, improve access to the Metro Gold Line Eastside Extension, and engineering designs that are compatible with the alternatives proposed for the I-710 Freeway (including the I-710 Mini-Study) are also important considerations.

These basic alternatives will have additional design variations, which provide optional lane use (general, HOV, or auxiliary use), optional on and off ramp modifications, and other engineering details. These alternatives may be refined, combined with various different alternative elements, or be removed from further consideration, as