

be assigned to the Department of Health and Human Services for disposal as a public benefit conveyance for public health purposes. Two (2) parcels will be offered for negotiated or public sale. Seven (7) parcels will be offered for public sale. The road network is an integral part of the all parcels and may be conveyed by negotiated sale. The utility systems, such as the electrical, natural gas and telephone systems are planned for either negotiated sales or public sales.

The implementation of the closure and reuse action and associated mitigation measures will proceed with minimal adverse impact to the environment. This action conforms with applicable Federal, State and local statutes and regulations, and all reasonable and practical efforts have been incorporated to minimize harm to the local public and the environment.

Any questions regarding this matter should be directed to Mr. John E.B. Smith or Ms. De Carlo Ciccel at (703) 696-5540. Correspondence should be sent to: AFBCA/SP, 1700 North Moore Street, Suite 2300, Arlington, VA 22209-2802.

Patsy J. Conner,

Air Force Federal Register Liaison Officer.

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BILLING CODE 3910-01-M

Department of the Army

Availability of Draft Environmental Impact Statement (DEIS) for the Proposed Construction of a Rail Connector for Fort Campbell, KY

AGENCY: Department of the Army, DOD.

ACTION: Notice of availability.

SUMMARY: Fort Campbell, Kentucky, requires rail service to deploy rapidly throughout the world. The U.S. Army owns 17 miles of track from Fort Campbell to the town of Hopkinsville, KY, and approximately three miles of track in the town of Hopkinsville. Currently, a lengthy switching procedure is required to move a train, necessary during contingency operations and possible during major exercises, to or from Fort Campbell. Fort Campbell cannot rapidly deploy the 101st Airborne Division and other units with the existing switching restrictions in Hopkinsville.

The Army action analyzed in this Draft Environmental Impact Statement (DEIS) is the construction of a rail connector between the government-owned line and the CSX line in Christian County, Kentucky. The environmental and socioeconomic

impacts associated with alternative locations for this proposed rail connector are analyzed. Five alternative alignments, including the No-Action Alternative, have been evaluated:

The No-Action Alternative requires no change in the existing configuration or operation of the rail lines, or construction of any new ones. With the No-Action Alternative, trains from Fort Campbell would continue current operations, using the Hopkinsville Beltline and Interchange to switch five cars at a time to the CSX mainline.

The Hopkinsville Interchange Upgrade Alternative (Alternative 1) upgrades the existing connection between the government-owned rail line with the CSX mainline track via the Hopkinsville Beltline. This alignment involves construction of two relatively short rail connectors within the city limits of Hopkinsville and a 2.2 mile siding track parallel to the existing government line south of Hopkinsville.

The Hopkinsville Bypass North Alternative (Alternative 2N) connects the government line directly to the CSX mainline south of Hopkinsville and north of the Hopkinsville Bypass (KY 8546) with approximately 2.7 miles of new track. This alignment also includes the construction of a 2.2 mile siding parallel to the existing government line south of Hopkinsville.

The Hopkinsville Bypass South Alternative (Alternative 2S) connects the government line directly to the CSX mainline south of Hopkinsville and south of the Hopkinsville Bypass (KY 8546) with approximately 2.8 miles of new track. A 2.2 mile siding parallel to the existing government line south of Hopkinsville is also included in this alternative.

Alternative 3, the Masonville-Casky Alternative, connects the government line directly to the CSX mainline approximately six miles south of Hopkinsville with approximately 5.5 miles of track. A 2.2 mile siding for Alternative 3 is included in the alignment corridor. Short-term and long-term potentially significant adverse environmental consequences from all build alternatives evaluated in this document include impacts to cultural resources and water quality. Short-term potentially significant adverse impacts for Alternative 1 include increased traffic congestion and risk to public safety during construction. The No-Action Alternative will not meet mission requirements and will worsen existing traffic congestion and public safety risk in Hopkinsville. All build alternatives would alleviate these existing problems. Federal, State, and local officials; conservation groups; and

interested businesses, groups, and individuals are invited to comment on the DEIS. In order to be considered, comments should be received no later than 45 days from the date the Environmental Protection Agency publishes this Notice of Availability in the Federal Register. Copies of the DEIS may be reviewed at Hopkinsville Community College Library Hopkinsville, Kentucky, phone—(502) 886-3921 and Fort Campbell Library, Building 38, 25th Street, Fort Campbell, Kentucky, phone—(502) 431-4827. In addition, a copy of the DEIS may be obtained by contacting Mr. Keith Rogan at (502) 625-7012.

ADDRESSES: Written comments may be forwarded to Louisville Army Engineer District, ATTN: CEORL-DL-B (Keith Rogan), P.O. Box 59, Louisville, KY 40201-0059.

FOR FURTHER INFORMATION CONTACT: Questions regarding this proposal may be directed to Mr. Rogan at (502) 625-7012.

Dated: October 27, 1995.

Raymond J. Fatz,

Acting Deputy Assistant Secretary of the Army (Environment, Safety and Occupational Health) OASA (IL&E).

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DEPARTMENT OF ENERGY

Floodplain Statement of Findings for Remedial Action at the Uranium Mill Tailings Sites Located Near Maybell and Naturita, CO

AGENCY: U.S. Department of Energy.

ACTION: Notice of Floodplain Statement of Findings.

SUMMARY: This Floodplain Statement of Findings is prepared pursuant to Executive Order 11990 and 10 CFR Part 1022, Compliance with Floodplain/Wetlands Environmental Review Requirements. Under authority granted by the Uranium Mill Tailings Radiation Control Act (UMTRCA) of 1978, the Department of Energy (DOE) plans to clean up residual radioactive mill tailings and other contaminated materials at the former uranium mill tailings processing sites near Maybell and Naturita, Colorado. Contaminated material occurs in the 100-year floodplains of rivers and streams at and near these processing sites, and the 100-year floodplain of the San Miguel River at the Naturita site is contaminated. Remedial action activities to remove contaminated material would result in the temporary disturbance of the 100-