

Final Base (100-Year) Flood Elevations—Continued

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)
		Calendar Brook.....	U.S. Route 5 475 feet upstream from centerline.....	*735
		Hawkins Brook.....	Town Highway 69 275 feet upstream from centerline.....	*687
			Town Highway 6 100 feet downstream from centerline.....	*706
		Millers Run.....	Interstate Highway 91.....	*714
			Town Highway 31.....	*718
		Wheelock Branch Brook.....	Town Highway 1 *706.....	
			Cross Street 150 feet upstream from centerline.....	*709
Maps available at Town Hall, 24 Main Street, Lyndonville, Vermont.				
Washington.....	Duvall (Town), King County (Docket No. FI-5673).	Snoqualmie River.....	County Road 1136 100 feet upstream from centerline.....	*45
			Most upstream limit of flooding affecting the Town of Duvall at centerline.....	*46
Maps available at Town Hall, Corner of Main and Stella, Duvall, Washington.				
Washington.....	Tenino (Town), Thurston County (Docket No. FI-5688).	Scatter Creek.....	M. Duff Road at centerline.....	*263
			Olympia-Tenino Highway 100 feet upstream of centerline.....	*269
		Scatter Creek Tributary.....	Confluence with Scatter Creek.....	*275
Maps available at City Hall, 308 Hodgen Street, Tenino, Washington.				
Wisconsin.....	(V) Cambridge, Dane County and Jefferson County (Docket No. FI-5632).	Koshkonong Creek.....	Just upstream from southern corporate limit.....	*826
			280 feet upstream from Water Street.....	*827
			Approximately 160 feet upstream from Main Street.....	*826
			Approximately 1,000 feet upstream from Main Street.....	*829
			Just downstream of corporate limit (Approximately 2,500 feet upstream of Main Street).....	*830
			Downstream from the most northern corporate limit.....	*833
Maps available at Office of Village Clerk, Box 89, Cambridge, Wisconsin 53523.				
Wisconsin.....	(V) Sturtevant, Racine County (Docket No. FI-5633).	Waldale Tributary.....	Downstream most corporate limits.....	*679
			Just downstream of 90th Street.....	*688
			Just upstream of 90th Street.....	*691
			0.2 mile upstream of 90th Street.....	*692
			Just downstream of Wisconsin Street.....	*706
			Just upstream of Wisconsin Street.....	*710
			At upstream corporate limits.....	*712
		Unnamed Tributary to Waldale Tributary.....	At mouth.....	*696
			Just upstream of Charles Street.....	*712
			Approximately 130 feet upstream Wisconsin Street.....	*715
			At upstream corporate limits.....	*725
Maps available at the Office of the Village Clerk, 2555 Wisconsin Street, Sturtevant, Wisconsin 53177.				

(National Flood Insurance Act of 1968 [Title XIII of Housing and Urban Development Act of 1968], effective January 28, 1969 [33 FR 17804, November 28, 1968], as amended; 42 U.S.C. 4001-4128; Executive Order 12127, 44 FR 19367; and delegation of authority to Federal Insurance Administrator 44 FR 20963).

Issued: January 3, 1980.

Gloria M. Jimenez,  
Federal Insurance Administrator.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 173

[Docket No. HM-139B; Amdt. Nos. 172-55, 173-133, 174-35, 177-46, 178-58]

Conversion of Individual Exemptions to Regulations of General Applicability; Revision of Amendment 173-133

AGENCY: Materials Transportation Bureau (MTB), Research and Special Programs Administration, DOT.

ACTION: Revision of previous amendment 173-133.

SUMMARY: This revision to Amendment No. 173-133 (44 FR 60097 October 18, 1979) pertains to the "Salvage Drum" and changes the wording in § 173.3(c) and § 173.3(c)(1) by: (1) removing the words "during transportation" each time they appear in § 173.3(c). In addition, the words "that is compatible with the lading," have been added to emphasize safety precautions; and (2) the word "drum" has been changed to read "package" where it appears near the end of the first sentence in § 173.3(c)(1). The need for this action has been created by public demand to allow the use of salvage drums for the shipment of damaged or leaking packages in addition to those which are found to be damaged or leaking during

transportation. The intended effect of these amendments is to provide wider access to the benefits of transportation innovations recognized and shown to be effective and safe.

EFFECTIVE DATE: January 24, 1980 except that the effective date of § 173.3(c)(3) is February 15, 1980.

FOR FURTHER INFORMATION CONTACT: Darrell L. Raines, Office of Hazardous Materials Regulations, 400 7th Street SW., Washington, D.C. 20590, 202-472-2726.

**SUPPLEMENTARY INFORMATION:** On October 18, 1979, the MTB published a final rule under Docket HM-139B in the Federal Register [44 FR 60097], which revised § 173.3(c). Since that publication, the MTB has received six petitions for reconsideration in accordance with the provisions of 49 CFR 106.35.

All six petitioners requested removal of the words "during transportation" in § 173.3(c). One of the petitioners recommended that a phrase regarding drum and lading compatibility be included in § 173.3(c).

Five of the six petitioners also requested that the word "package" be substituted for "drum" in the last part of § 173.3(c)(1) in order to overpack defective boxes or bags containing hazardous materials for which a DOT specification drum does not exist.

Finally, one petitioner requested that a sentence be added at the end of § 173.3(c)(3) to read "Other markings that clearly indicate the drum is being used for recovery purposes under this section are also authorized."

Except for the final recommendation, the MTB agrees with the six petitioners and this amendment includes their recommended changes. The MTB does not agree with the last petitioner's request because it would allow the drum to be marked with various names depending on the choice of the user. The required marking "SALVAGE DRUM" will serve to tie the authorization provided in § 173.3 to the conditions and requirement of that section. For this reason, the marking requirements in § 173.3(c)(3) have not been changed.

This amendment only revises the introductory text of § 173.3 (c) and (c)(1), however the entire paragraph (c) is being republished for clarity.

In consideration of the foregoing, the introductory text of paragraph (c) and paragraph (c)(1) are revised. The remainder of the paragraph is repeated for clarity.

**§ 173.3 Packaging and exceptions.**

\* \* \* \* \*

(c) Packages of hazardous materials that are damaged or found leaking and hazardous materials that have been spilled or leaked may be placed in a metal removable head salvage drum that is compatible with the lading and shipped for repackaging or disposal under the following conditions.

(1) The drum utilized may be either a DOT specification or a non-DOT specification drum as long as the drum has equal or greater structural integrity than a package that is authorized for the

respective material in this subchapter. Maximum capacity shall not exceed 110 gallons.

(2) Each drum must be provided with adequate closure and, when necessary, provided with sufficient cushioning and absorption material to prevent excessive movement of the damaged package and to absorb all free liquid. All cushioning and absorbent material used in the drum must be compatible with the hazardous material.

(3) Each drum must be marked with the proper shipping name of the material inside the defective packaging and the name and address of the consignee. In addition, the drum must be marked "Salvage Drum".

(4) Each drum must be labeled as prescribed for the respective material.

(5) The shipper shall prepare shipping papers in accordance with Subpart C of Part 172 of this subchapter.

(6) The overpack requirements of § 173.25, and the reuse provisions of § 173.28(h) and § 173.28(m) do not apply to drums used in accordance with this paragraph.

(49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53 and App. A to Part 1)

**Note.**—The Materials Transportation Bureau has determined that this document will not have a major economic impact under the terms of Executive Order 12044 and DOT implementing procedures (44 FR 11034), nor an environmental impact under the National Environmental Policy Act (49 U.S.C. 4321 et seq.). A regulatory evaluation is available for review in the docket.

Issued in Washington, D.C. on January 14, 1980.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 80-1935 Filed 1-23-80; 8:45 am]

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**National Highway Traffic Safety Administration**

**49 CFR Part 531**

[Docket No. LVM 77-07; Notice 4]

**Passenger Automobile Average Fuel Economy Standards; Exemption From Average Fuel Economy Standards**

**AGENCY:** National Highway Traffic Safety Administration, Department of Transportation.

**ACTION:** Technical Amendment.

**SUMMARY:** In the Federal Register of March 1, 1979 (44 FR 11548), this agency published a notice exempting Officine

Alfieri Maserati, S.p.A. (Maserati) from the generally applicable average fuel economy standard of 18.0 miles per gallon (mpg) for 1978 model year passenger automobiles, and established an alternative average standard for Maserati at its maximum feasible level of 12.6 mpg. Upon recalculating Maserati's maximum feasible average fuel economy level, this agency discovered that it had made an error in rounding the number to the nearest tenth of a mile per gallon. The actual maximum feasible fuel economy for 1978 Maserati automobiles was 12.5 mpg, and this notice amends Maserati's alternative standard for the 1978 model year to 12.5 mpg.

**DATE:** This amendment is effective January 24, 1980.

**FOR FURTHER INFORMATION CONTACT:** Robert Mercure, Office of Automotive Fuel Economy Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-755-9384).

**SUPPLEMENTARY INFORMATION:** In a notice published at 44 FR 11548, March 1, 1979, the National Highway Traffic Safety Administration, (NHTSA) announced the final determination exempting Maserati from the generally applicable passenger automobile average fuel economy standard for the 1978 model year, and establishing an alternative standard of 12.6 mpg for Maserati for the 1978 model year. This alternative standard was set at the level which NHTSA determined was Maserati's maximum feasible average fuel economy for its two model types, as NHTSA is required to do by section 502(c) of the Motor Vehicle Information and Cost Savings Act, as amended (15 U.S.C. 2002(c)). Determination of that level involved assessing the extent to which the fuel economy of Maserati's two model types could be improved and then averaging the fuel economy values for those model types in accordance with the procedure of the Environmental Protection Agency.

A recent re-examination by the agency of its computation of Maserati's maximum average fuel economy for model year 1978 revealed a significant mathematical error. The agency had erroneously rounded off the fuel economy values for that company's two model types. When those values are properly rounded and the average is recomputed, the average is 12.5 mpg instead of the 12.6 mpg originally computed by the agency.

To correct this error, the agency is amending the alternative standard for