TABLE 1.—WASTES EXCLUDED FROM NON-SPECIFIC SOURCES—Continued

Facility	Address	Waste description
		(6) Notification Requirements: BWX Technologies must provide a one-time written notification to any State Regulatory Agency to which or through which the delisted waste described above will be transported for disposal at least 60 days prior to the commencement of such activities. Failure to provide such a notification will be deemed to be a violation of this exclusion and may result in a revocation of the decision.

[FR Doc. 99–20040 Filed 8–3–99; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL–6411–7]

National Oil and Hazardous Substance Pollution Contingency Plan; National Priorities List

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of intent to delete the 62nd Street Superfund site from the National Priorities List: request for comments.

SUMMARY: The United States Environmental Protection Agency (EPA) Region 4 announces its intent to delete the 62nd Street Superfund Site from the National Priorities List (NPL) and requests public comment on this proposed action. The NPL constitutes Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, as amended. EPA and the Florida Department of Environmental Protection (FDEP) have determined that the site poses no significant threat to public health or the environment and therefore, further response measures pursuant to CERCLA are not appropriate.

DATES: Comments concerning the proposed deletion of this site from the NPL may be submitted on or before September 3, 1999.

ADDRESSES: Comments may be mailed to: Richard D. Green, Director, Waste Management Division, United States Environmental Protection Agency, Region 4, 61 Forsyth Street, Atlanta, Georgia 30303–8909, (404) 562–8651.

Comprehensive information on this site is available through the EPA Region 4 public docket, which is available for viewing at the information repositories at two locations. Locations, contacts, phone numbers and viewing hours are: Record Center, U.S. EPA Region 4, 61 Forsyth Street, Atlanta, Georgia 30303–8909, (404) 562–9530, hours: 8 a.m. to 4 p.m., Monday through Friday by appointment only; Tampa/Hillsborough County Public Library/Special Collections, 900 North Ashley, Tampa, Florida 33602, (813) 273–3652, hours: 9 a.m. to 9 p.m. Monday through Thursday, 9 a.m. to 5 p.m., Friday through Saturday.

FOR FURTHER INFORMATION CONTACT: Randa Chichakli, U.S. EPA Region 4, Waste Management Division, 61 Forsyth Street, Atlanta, Georgia 30303–8909, (404) 562–8928.

SUPPLEMENTARY INFORMATION:

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I. Introduction
II. NPL Deletion Criteria
III. Deletion Procedures
IV. Basis for Intended Site Deletion

I. Introduction

EPA Region 4 announces its intent to delete the 62nd Street Superfund Site, Hillsborough County, Tampa, Florida, from the NPL, which constitutes Appendix B of the NCP, 40 CFR part 300, and requests comments on this deletion. The EPA identifies sites on the NPL that appear to present a significant risk to public health, welfare, or the environment. Sites on the NPL may be the subject of remedial actions financed by the Hazardous Substance Superfund Trust Fund. Pursuant to § 300.425(e)(3) of the NCP, any site deleted from the NPL remains eligible for Fund-financed remedial actions if conditions at the site warrant such action.

EPA will accept comments on the proposal to delete this site from the NPL for thirty calendar days after publication of this document in the **Federal Register**.

Section II of this document explains the criteria for deleting sites from the NPL. Section III discusses procedures that EPA is using for this action. Section IV discusses how this site meets the deletion criteria.

II. NPL Deletion Criteria

The NCP establishes the criteria that the Agency uses to delete sites from the NPL. In accordance with 40 CFR 300.425(e), sites maybe deleted from or re-categorized on the NPL where no further response is appropriate. In making this determination, EPA shall consider, in consultation with the state, whether any of the following criteria have been met:

1. Responsible parties or other persons have implemented all appropriate response actions required;
2. All appropriate Fund-financed response under CERCLA has been implemented, and no further response action by responsible parties is appropriate; or
3. The remedial investigation has shown that the release poses no significant threat to public health or the environment and, therefore, taking of remedial measures is not appropriate.

If a site is deleted from the NPL where hazardous substances, pollutants, or contaminants remain at the site above levels that allow for unlimited use and unrestricted exposure, EPA's policy is that a subsequent review of the site will be conducted at least every five years after the initiation of the remedial action at the site to ensure that the site remains protective of public health and the environment. If new information becomes available which indicates a need for further action, EPA may initiate remedial actions. Whenever there is a significant release from a site deleted from the NPL, the site may be restored to the NPL without the application of the Hazardous Ranking System.

III. Deletion Procedures

EPA will accept and evaluate public comments before making a final decision on deletion from the NPL. Comments from the local community may be the most pertinent to deletion decisions. The following procedures were used for the intended deletion of the Site:

1. EPA has recommended deletion and has prepared the relevant documents;

2. FDEP has concurred with the deletion decision;

3. Concurrently with this Notice of Intent to Delete, notices have been published in local newspapers and have been distributed to appropriate federal, state and local officials and other interested parties announcing a 30-day public comment period on the proposed deletion from the NPL;

4. EPA has made all relevant documents available at the information repositories; and

5. EPA will respond to significant comments, if any, submitted during the public comment period.

Deletion of the site from the NPL does not itself create, alter, or revoke any individual rights or obligations. The NPL is designed primarily for informational purposes to assist Agency management. EPA will prepare a Responsiveness Summary, if necessary, which will address the comments received during the public comment period.

A deletion occurs when the Regional Administrator places a Notice of Deletion in the **Federal Register**. Any deletions from the NPL will be reflected in the next NPL update. Public notices and copies of the Responsiveness Summary, if necessary, will be made available to local residents by the Regional office.

IV. Basis for Intended Site Deletion

The following site summary provides the Agency's rationale for the intention to delete this Site from the National Priorities List.

The 62nd Street Superfund Site is located in Hillsborough County, north of Columbus Drive and just west of 62nd Street on the east side of the city of Tampa. The five and one-half acre site was formerly used for the disposal of industrial waste and is located in an area with mixed residential and light industrial land use. The site is bounded on the west by a series of what were small, shallow fish breeding ponds. To the east and south of the site are residential areas interspersed with light commercial and industrial operations. To the north of the site is undeveloped land.

In the late 1960's the 62nd Street Site was operated as a borrow pit where sand was removed for use as fill material. When the borrow operations ceased, the owner of the site allowed several companies in the Tampa area to use the excavated pits for disposal of various waste materials, including construction and demolition debris, cement kiln dust, battery wastes, waste materials from an automobile shredder and other wastes. In 1976, the Hillsborough County Environmental Protection Commission (HCEPC) issued a notice to cease all disposal activities at the site due to fish kills which occurred in the fish breeding ponds located west of the 62nd Street Site. However, unauthorized disposal of household garbage and construction debris continued after that date.

Between 1979 and 1980, the site was investigated by many contractors on behalf of Peninsular Fisheries, Inc. These studies concluded that the 62nd Street Site had a hydraulic connection to the fish breeding ponds and was adversely impacting the water quality in these ponds. Environmental sampling was conducted periodically by HCEPC and the Florida Department of Environmental Regulation (FDER) at private wells, fish breeding ponds, a shallow sand point well installed by FDER and various other areas surrounding the site. An analysis of a sample from the shallow sand point well showed levels of chromium which exceeded the FDER groundwater standard. In December 1982, the site was proposed for inclusion on the National Priority List (NPL) which became final in September 1983.

In March 1984, the FDER and EPA entered into a Cooperative Agreement for FDER to conduct a Remedial Investigation/Feasibility Study (RI/FS) at the site. For study purposes, the wastes present at the site were divided into two groups: cement waste and non-cement waste. The waste consisting of cement, cement kiln dust, and cement slag was designated as cement waste and the wastes from the automobile shredder, battery wastes, and other wastes were designated as non-cement wastes.

The RI was conducted between February 1986 and September 1987. The major RI activities at the site consisted of the excavation of 12 test pits and installation of 14 groundwater monitoring wells which were designed to screen within the surficial aquifer and the underlying artesian Floridan aquifer. Chemical analyses were performed on soil, sediment, surface water and groundwater samples recovered from the site as well as from surrounding areas as part of the RI.

The soil and groundwater investigations at the 62nd Street site revealed that the non-cement waste containing antimony, arsenic, cadmium, chromium, copper, lead, nickel and polychlorinated biphenyls (PCBs) could be a potential risk to human health, but the cement waste presented little threat through direct contact or leaching into the groundwater. During the RI/FS, unfiltered groundwater samples from the surficial aquifer at, and downgradient of the site were found to contain cadmium, chromium and lead at levels exceeding the Maximum Concentration Levels (MCLs) of the Safe Drinking Water Act (SDWA). Chromium was the most common contaminant that exceeded the MCLs and the second most common was lead.

On June 27, 1990, consistent with the remedy proposed in the RI/FS, the EPA Region 4 Administrator approved a Record of Decision (ROD). The chosen remedy specified in the ROD called for:

(1) Solidification/stabilization (S/S) of the battery wastes, shredded auto parts, and contaminated soils,

(2) No treatment of the on-site cement wastes, since they presented little threat through either direct contact or leaching to groundwater,

(3) Capping of the entire site with a two-foot vegetative soil cover underlain by an impermeable membrane,

(4) Extraction and treatment of the groundwater from the surficial aquifer both on-site and off-site, and

(5) Institutional controls or other land use restrictions to ensure the integrity of the cap and preclude exposure to the treated soils.

The selected remedy established clean-up levels for contaminants in the groundwater based on the MCLs for cadmium and chromium. The clean-up levels for lead were based on the EPA recommended clean-up level for lead in groundwater. The clean-up criteria for contaminated soils were based on consideration of health effects and leaching to groundwater.

The EPA issued a Unilateral Administrative Order in April 1991 to several Potentially Responsible Parties (PRPs) including David J. Joseph Company and Lafarge Corporation. This order directed the PRPs to develop a Remedial Design for the remedy as described in the ROD and then to implement that remedy by performing a Remedial Action. A Consent Decree for the Remedial Design/Remedial Action was signed by the PRPs in August 1991. The Remedial Design began in November 1991, by the PRPs' contractor Ardaman & Associates, Inc. The Remedial Design considered all design elements required by the directives of the ROD plus a soil-bentonite cut-off wall around the perimeter of the site to facilitate dewatering during remediation and to reduce long term migration of groundwater through the solidified materials beneath the site after remediation.

In September 1991 an Explanation of Significant Difference (ESD) was issued which revised the lead clean-up criteria

and provided for the disposal of non-contaminated construction-type debris.

On June 29, 1995, the ROD was amended to eliminate the requirement to extract and treat groundwater from the surficial aquifer on-site and off-site, since monitoring of the groundwater in monitor wells located hydraulically downgradient of the site revealed the concentrations of cadmium, chromium, and lead were below the established clean-up levels.

A Pre-Final Inspection was conducted on May 24, 1994, when the S/S activities were near completion. A Final Inspection was conducted at the site on June 13, 1995, upon completion of the top cover. As a result of this Final Inspection, it was determined that all outstanding remedial tasks noted in the Pre-Final Inspection Report had been resolved and all outstanding construction activities had been completed.

As a result of the activities, all objectives of ROD have been met with the exception of the requirement to extract and treat groundwater which was eliminated in a ROD amendment on June 29, 1995.

No specific operational tasks are required for the 62nd Street Site. However, periodic maintenance activities are anticipated to control vegetation and to repair any erosional damage to exposed areas of the top cover and ditches. Routine maintenance of the top cover and drainage ditches will incorporate mowing, weed control and erosion damage repair. Also, once annually during the month of December, groundwater sampling and analysis will be performed to confirm that the cadmium, chromium, and lead concentrations in both filtered and unfiltered groundwater remain below the respective clean-up levels for these parameters.

EPA conducted a five-year review on June 18, 1999 and concluded that the Remedial Action Objectives have been achieved, the remedy is effective and functioning as designed, and continues to remain protective of human health and the environment. EPA has determined that all completion requirements and appropriate actions at the 62nd Street Superfund Site have been completed, and that no further remedial action is necessary. Therefore, EPA is proposing deletion of the site from the NPL.

Dated: July 12, 1999.

A. Stanley Meiburg,

Acting Regional Administrator, Region 4.

[FR Doc. 99–19906 Filed 8–3–99; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA 99–6024, Notice 1]

RIN 2127–AH08

Federal Motor Vehicle Safety Standards; Glazing Materials; Low Speed Vehicles

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: We are proposing to update the Federal motor vehicle safety standard on glazing materials so that it incorporates by reference the 1996 version of the industry standard on motor vehicle glazing. Currently, the Federal standard incorporates the 1977 version. The industry standard was issued by the American National Standards Institute (ANSI). We are taking this action in response to a petition from the American Automobile Manufacturers Association.

In addition, this proposal addresses a few issues not covered by the 1996 ANSI standard. Among these issues are limiting the size of the shade band that glazing manufacturers place at the top of windshields, and we seek comments on how to update the list of code marks or numbers we assign to glazing manufacturers. This action also proposes minor conforming amendments to our standard on low-speed vehicles.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than October 4, 1999. The proposed effective date of the final rule is 45 days after its publication in the **Federal Register**.

ADDRESSES: You should mention the docket number of this document in your comments and submit your comments in writing to: Docket Management, Room PL–401, 400 Seventh Street, S.W., Washington, D.C., 20590.

You may call Docket Management at 202–366–9324. You may visit the Docket from 10:00 a.m. to 5:00 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT:

For non-legal issues, you may call John Lee, of the NHTSA Office of Crashworthiness Standards at telephone (202) 366–2264, facsimile (202) 493–2739, electronic mail ''jlee@nhtsa.dot.gov''.

For legal issues, you may call Steve Wood of the NHTSA Office of Chief Counsel at 202–366–2992, facsimile (202) 366–3820.

You may send mail to both of these officials at National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C., 20590.

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I. Background on Standard No. 205 and ANSI Z26.1

Federal Motor Vehicle Safety Standard No. 205, *Glazing materials,* specifies requirements and test procedures for windows in motor vehicles. However, most of the requirements and test procedures for the standard are not within the Code of Federal Regulations. Instead, Standard No. 205 incorporates by reference the requirements and test procedures in the industry standard published by the American National Standards Institute (ANSI). The industry standard is American National Standard, Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways—ANSI Z26.1–1977).

ANSI Z26.1 describes different types of glazing that may be used in motor vehicles. These types, or ''items,'' of glazing are generally defined by their ability to pass a specified set of tests. [1] The set of tests that the glazing must pass varies from item to item, based in part on the type of vehicle, and location within that vehicle, for which the

[1] Certain items of glazing are also defined according to their construction characteristics. For example, item 1 glazing may be a multiple glazed unit, which is more than one sheet of glazing in a common mounting. Multiple glazed unit item 1 glazing needs to meet a different set of tests than glazing that is not a multiple glazed unit.