

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet. (NGVD)	
				Existing	Modified
			Approximately 350 feet downstream of East-West Diversion Channel.	*2,870	*2,865
			At confluence with East-West Diversion Channel.	*2,894	*2,894
			Approximately 50 feet downstream of corporate limits.	*2,927	*2,927

Maps are available for inspection at the La Grande Planning Department, City Hall, 1000 Adams Avenue, La Grande, Oregon.
Send comments The Honorable Colleen Johnson, Mayor, City of La Grande, P.O. Box 670, La Grande, Oregon 97850.

Oregon	Union County (Unincorporated Areas).	Taylor Creek	At the downstream corporate limit (220 feet upstream of Gekeler Lane).	*2,776	*2,766
			Approximately 750 feet upstream of the downstream corporate limit.	*2,791	*2,790
			At the upstream corporate limit (approximately 4,120 feet upstream of Gekeler Lane).	None	*2,957
			Approximately 4,320 feet upstream of Gekeler Lane.	None	*2,790
			Approximately 4,770 feet upstream of Gekeler Lane.	None	*3,000
			Approximately 4,930 feet upstream of Gekeler Lane.	None	*3,030
			Approximately 5,165 feet upstream of Gekeler Lane.	None	*3,080
			Approximately 5,255 feet upstream of Gekeler Lane.	None	*3,100
			Approximately 5,380 feet upstream of Gekeler Lane.	None	*3,120
			Approximately 5,440 feet upstream of Gekeler Lane.	None	*3,126

Maps are available for inspection at the Union County Planning Department, 1108 K Avenue, La Grande, Oregon.
Send comments to The Honorable Steve McClure, Chairman, Union County Board of Commissioners, 1106 K Avenue, La Grande, Oregon 97850.

Washington	King County (Unincorporated Areas).	Raging River	At confluence with the Snoqualmie River .	*96	*96
			Just upstream of Carmichael Road	None	*204
			Just upstream of 68th Street	None	*259
			Just upstream of South 86th Street	None	*394
			At Interstate Highway 90	*426	*426
			Approximately 1,800 feet upstream of Interstate Highway 90.	*452	*450
			Approximately 3,050 feet upstream of Interstate Highway 90.	*464	*470
			At confluence with Lake Creek	*541	*542
			At confluence with Deep Creek	*633	*634
			Approximately 0.3 mile upstream of the second Upper Preston Road Bridge.	*673	*673

Maps are available for inspection at the Building and Land Development Division, 3600 136th Place, Bellevue, Washington.
Send comments to The Honorable Gary Locke, King County Executive, 400 King County Courthouse, 516 Third Avenue, Seattle, Washington 98104.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")
Dated: August 22, 1995.
Richard T. Moore,
Associate Director for Mitigation.
[FR Doc. 95-21398 Filed 8-28-95; 8:45 am]
BILLING CODE 6718-03-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 95-44; RM-8602]

Radio Broadcasting Services; Fair Bluff, NC

AGENCY: Federal Communications Commission.

ACTION: Proposed rule; denial.

SUMMARY: The Commission denies the request of Atlantic Broadcasting Co., Inc., to delete Channel 287A from Fair Bluff, North Carolina, since interests in its use were expressed. The Commission also denied the request to change the channels's existing transmitter site restriction. See 60 FR 19561, April 19,

1995. With this action, this proceeding is terminated.

FOR FURTHER INFORMATION CONTACT:

Leslie K. Shapiro, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order*, MM Docket No. 95-44, adopted August 11, 1995, and released August 21, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Service, Inc., (202) 857-3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

Douglas W. Webbink,

Chief, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-21006 Filed 8-28-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 192 and 195

[Docket No. PS-141, Notice 1]

RIN 2137-AC38

Increased Inspection Requirements

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Public workshop notice.

SUMMARY: This notice announces a public workshop to discuss issues relevant to development of regulations requiring increased inspection of certain gas and hazardous liquid pipelines. The increased inspection would apply to all gas transmission and hazardous liquid pipelines under RSPA safety regulations in high-density population areas. In addition, hazardous liquid pipelines would have to be inspected in unusually sensitive environmental areas and at crossings of navigable waterways. Congress mandated the increased inspection regulations to reduce the risk of pipeline accidents due to structural defects.

DATES: The workshop will be on October 18, 1995, from 8:30 am to 4:00 pm. Persons who want to participate in the workshop should call (703) 218-

1449 or e-mail their name, affiliation and phone number to RSPA@walcoff.com before close of business October 2, 1995. The workshop is open to all interested persons, but RSPA may limit participation because of space considerations and the need to obtain a spectrum of views. Callers will be notified if participation is not open.

Persons who are unable to attend may submit written comments in duplicate by November 27, 1995. Interested persons should submit as part of their written comments all material that is relevant to a statement of fact or argument. Late filed comments will be considered so far as practicable.

ADDRESSES: The workshop will be held at the U.S. Department of Transportation, Nassif Building, 400 Seventh Street, SW, Room 9230-34, Washington, DC. Non-federal employee visitors are admitted into the DOT headquarters building through the southwest entrance at Seventh and E Streets, SW.

Send written comments in duplicate to the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001. Identify the docket and notice numbers stated in the heading of this notice.

All comments and docketed material will be available for inspection and copying in Room 8421 between 8:30 am and 4:30 pm each business day. A summary of the workshop will be available from the Dockets Unit about three weeks after the workshop.

FOR FURTHER INFORMATION CONTACT: L.M. Furrow, (202) 366-4559, about this document or the Dockets Unit, (202) 366-5046, for copies of this document or other material in the docket.

SUPPLEMENTARY INFORMATION:

I. Background

Pipelines can have various types of defects that threaten their structural integrity. These defects can originate during the manufacture of pipe (e.g., seam weld defects) or during construction of the pipeline (e.g., scratches, gouges, dents, and girth weld flaws). Later, during operation of the pipeline, more defects can occur that threaten pipeline integrity. These defects commonly include metal loss due to corrosion, environmental or fatigue cracking, and scratches, gouges, or dents caused by outside forces, usually excavation equipment.

Defects that are not detected and removed can deteriorate or grow, causing pipeline accidents. For example, RSPA data show that in 1992,

17 percent of the accidents on gas transmission and gathering systems were due to corrosion, 40 percent were due to outside force damage, and 9 percent were due to material or construction defects. Similarly, on hazardous liquid pipelines, corrosion caused 20 percent of the accidents; outside forces, 22 percent; and material or construction defects, 17 percent.

These data do not distinguish outside force accidents that occurred immediately on impact from accidents that occurred after impact because of a defect created by the impact. However, several major pipeline accidents have been attributed to undetected structural defects caused by an outside force. For example, on March 28, 1993, a 36-inch hazardous liquid pipeline failed near Reston, Virginia, spilling over 400,000 gallons of diesel fuel into Sugarland Run Creek, an ecologically-sensitive tributary of the Potomac River. An investigation showed that outside force damage had probably occurred.

The 102d Congress was concerned about the risk of pipeline failures caused by undetected structural defects. So, it directed DOT to issue regulations that require the periodic inspection of certain pipeline facilities (49 U.S.C. § 60102(f)(2)). Under this congressional mandate, gas and hazardous liquid pipelines (except gas distribution lines) must be inspected in high-density population areas. In addition, hazardous liquid pipelines must be inspected in areas that are unusually sensitive to environmental damage in the event of a pipeline accident, and at crossings of navigable waterways. The regulations are to prescribe any circumstances in which inspections must be conducted with an instrumented internal inspection device. Where the device is not required, the regulations are to require the use of an inspection method that is at least as effective as using the device in providing for the safety of the pipeline.

II. Workshop

Consistent with the President's regulatory policy (E.O. 12866), RSPA wants to accomplish this congressional mandate at the least cost to society. Toward this end, RSPA is seeking early public participation in the rulemaking process by holding a public workshop at which participants, including RSPA staff, may exchange views on relevant issues. RSPA hopes the workshop will enable government and industry to reach a better understanding of the problem and the potential solutions before proposed rules are issued.

Workshop participants are encouraged to focus their remarks on