

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: El Dorado County**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in El Dorado County, California.

FOR FURTHER INFORMATION CONTACT: Richard J. Cushing, Environmental Planning Engineer, Federal Highway Administration, 555 Zang Street (Room 259), Lakewood, Colorado 80228, telephone 303-716-2139.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Eldorado National Forest, and the California Department of Transportation, will prepare an environmental impact statement (EIS) for a proposal to improve a portion of California Forest Highway 137, known as Wentworth Springs Road. The portion proposed for reconstruction begins at Stumpy Meadows reservoir and proceeds eastward for a distance of 23 kilometers (14.3 miles) to California Forest Highway 136, Ice House Road. The proposed improvements include reconstructing the existing road to a consistent alignment with 3.4 meter (11-foot) paved travel lanes and 0.3 meter (1-foot) paved shoulders.

Alternatives under consideration include (1) The "no build" alternative; (2) improvement of the existing roadway to appropriate American Association of State Highway and Transportation Officials' design criteria; and (3) other alternatives that may be developed during the scoping process.

Notices describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. Interagency meetings and a public hearing will be held in the project area. Information on the time and place of the public hearing will be provided in the local news media. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the

proposed action should be directed to the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 24, 1998.

James W. Keeley,

Project Development Engineer, FHWA, Denver, CO.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-98-3558]

Fleetwood Enterprises, Inc.; Action on Application for Decision of Inconsequential Noncompliance

This document grants in part and denies in part the application by Fleetwood Enterprises, Inc. (Fleetwood) of Riverside, California for a determination that the failure of glazing to comply with the light transmittance requirements of 49 CFR 571.205, Federal Motor Vehicle Safety Standard No. 205, "Glazing Materials," is inconsequential to safety. The glazing was installed in certain motor homes manufactured by Fleetwood.

Notice of receipt of the application was published on June 16, 1997 (62 FR 32676) and an opportunity for comment was afforded.

Standard No. 205 incorporates by reference the American National Standards Institute's (ANSI) "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways" Z-26.1-1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (ANS Z26.1). This specifies that glazing materials used in windshields and in windows to the immediate right and left of the driver of trucks and buses shall have a luminous transmittance of not less than 70 percent of the light, at normal incidence, when measured in accordance with "Light Transmittance, Test 2" of ANSI Z-26.1-1980. (It also specifies that all windows of an automobile shall have a luminous transmittance of not less than 70 percent.)

From July 1995 through January 1997, Fleetwood manufactured approximately 1,438 1996 and 1997 model year Flair brand motor homes having front side windows with a luminous transmittance of 62 percent and approximately 188

Bounder brand motor homes and 733 Discovery brand motor homes, also of model years 1996 and 1997, having double panes of the same glazing in the front side windows. Fleetwood reported a luminous transmittance of 41 percent for the dual pane application. Beginning with vehicle production in January 1997, front side windows with a luminous transmittance of greater than 70 percent have been installed in all Fleetwood motor homes.

Fleetwood supported its application for inconsequential noncompliance with the following:

Fleetwood considered a Ford Motor Company inconsequentiality petition that references computer modeling studies and in-car evaluations conducted by Ford Motor Company that were used in their petition dated February 6, 1995 which showed a 5 point reduction in the percentage of light transmission, from 65 to 60 percent, resulted in a reduction of seeing distance of only 1 to 2 percent during night time driving, and little or no reduction in seeing distance during dusk and daytime driving. Based on these studies, the subject Flair brand motor home driver and passenger side windows with 62 percent light transmittance would be expected to result in no significant reduction in seeing distance during night time driving and virtually no reduction during dusk and daytime driving, compared to glass with a 70 percent transmittance. Reductions in seeing distances of 1 percent or less have no practical or perceivable effect on driver visibility based on observer's reports in vehicle evaluations by Ford of windshields with line-of-sight transmittance in the 60 to 65 percent range. The subject Bounder and Discovery brand motor home driver and passenger side windows with 41 percent light transmittance would be expected to result in no significant reduction in seeing distances during night time driving, and little to no reduction in seeing distance during dusk and daytime driving.

Fleetwood also considered that the stated purpose of Standard No. 205 to which the light transmittance requirements are directed is 'to ensure a necessary degree of transparency in motor vehicle windows for driver visibility.' NHTSA, in its March 1991 'Report to Congress on Tinting of Motor Vehicle Windows', concluded that the light transmittance of windows of the then new passenger cars and vans that complied with Standard No. 205 did not present an unreasonable risk of accident occurrence. The new passenger cars and vans that were considered to not present an unreasonable risk had effective line-of-sight light transmittances through the windshields as low as approximately 63 percent on passenger car windshields and 55 percent on van windshields (as determined by a 1990 agency survey, the results of which were included in the Report to Congress). Fleetwood feels that while light transmittance and driver visibility through front side windows is important to the safe operation of motor homes, it is not as important as driver visibility through motor