

State	City/town/county	Source of flooding	Location	#Depth in feet above ground. *Elevation in feet (NGVD)	
				Existing	Modified
		Mulherrin Creek	Approximately 25 feet upstream of Southern Railway.	None	*489
			Approximately 1,250 feet upstream of State Route 53/Carthage Road.	None	*490
		Hickman Creek	At the confluence with Caney Fork River	None	*492
			Approximately 1.2 miles upstream of Southern Railway.	None	*493

Maps available for inspection at the Smith County Executive's Office, 122 Turner High Circle, Carthage, Tennessee.
Send comments to Mr. C. E. Hackett, Smith County Executive, 122 Turner High Circle, Carthage, Tennessee 37030.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: September 11, 1998.

Michael J. Armstrong,

Associate Director for Mitigation.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA 98-4124; Notice 2]

Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Extension of Comment Period for a Notice of Proposed Rulemaking (NPRM).

SUMMARY: This document extends the comment period on an NPRM proposing that the maximum light emitted from daytime running lamps (DRLs) be reduced. This reduction is proposed to take place in three stages.

In response to a petition from the American Automobile Manufacturers Association (AAMA), the agency is extending the comment period 45 days from September 21, 1998 to November 5, 1998. The reason for the extension is to give AAMA sufficient time to collect information from its members which it has outlined in its petition for extension. AAMA requested that the comment period be extended by 60 days. The agency is allowing an additional 45 days to accommodate the need for additional time to gather information and the public interest in a prompt resolution to this matter.

DATES: Comments on Docket No. NHTSA 98-4124; Notice 1 must be received by November 5, 1998.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590 (Docket hours are from 10 a.m. to 5 p.m.).

FOR FURTHER INFORMATION CONTACT: Jere Medlin, Office of Safety Performance Standards (202-366-5276).

SUPPLEMENTARY INFORMATION: The agency proposed in an NPRM published on August 7, 1998 (63 FR 42348) that the maximum allowable light emitted from DRLs be decreased in three stages. One year after publication of the final rule, DRLs utilizing the upper headlamp beam would not be permitted to exceed 3,000 cd at any point, thus becoming subject to the maximum cd permitted for DRLs other than headlamps. This same limit would be applied to the upper half of lower beam DRLs two years after publication of the final rule. Finally, four years after publication of a final rule, all DRLs, except lower beam DRLs, would be subject to a flat 1,500 cd limit. Lower beam DRLs would be limited to 1,500 cd at horizontal or above. This action is intended to provide the public with all the conspicuity benefits of DRLs while reducing glare.

On August 31, 1998, AAMA petitioned for a 60 day extension of the comment period. AAMA has requested key information from its member companies that it would like to examine before it submits its comments on the NPRM. It needs this extra time to collect all the information and analyze it. The information being collected includes determining the cost, implementation and timing to meet the proposed rule. This analysis will take into account potential styling implications, such as the use of clear lenses and cadmium glass bulbs. Cadmium glass bulbs,

which produce orange light through clear lenses, are being phased out due to negative environmental impacts and there are no practicable alternatives that would allow the use of clear lenses on turn signal lamps. AAMA is also obtaining the value of the traditional glare point ($\frac{1}{2}U$, $\frac{1}{2}$) on typical low- and high-beam headlamps. It will extrapolate the glare value of a DRL from this data. In addition, one of AAMA's member companies is attempting research to determine the relative effectiveness of the various types of DRL systems. Previous DRL studies have relied on performance data from DRL designs that would have to be changed to meet the current proposal.

In addition, AAMA would like to share this information with its European counterparts to assess the likelihood of the Europeans allowing turn signal DRLs. AAMA states that it is important to consider global harmonization in all future rulemakings.

After considering the arguments raised by AAMA, NHTSA has decided that it is in the public interest to extend the comment period pursuant to the petitioner's request. However, the agency is extending it by 45 days, instead of the 60 days requested by AAMA. The additional 45 days means the total comment period will have been 90 days. A 90-day comment period allows ample time to evaluate the proposal, while recognizing the public interest in prompt decisions on proposed rulemaking actions.

(Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50 and 501.8.)

Issued on: September 15, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

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