

develop a high resolution VPI system that can capture and quantify complex, highly three-dimensional and unsteady flow fields for small-scale bridge scour experiments.

Title: Flexible Skin Areal Shear Stress and Pressure Sensing System for Experimental Bridge Scour Research—This study will explore ways to directly measure instantaneous boundary shear stresses and pressure fields for small scale bridge scour experiments, in order to advance the understanding of bridge scour problems. A direct method to measure boundary shear stress and boundary pressure fluctuations in experimental scour research has historically been a challenge. In addition, available turbulence models cannot account very well for the effect of bed roughness, which is fundamentally important for any Computational Fluid Dynamics simulation. A mechanical shear sensor device that was developed by the TFHRC Hydraulics Research team to measure directly wall shear stress has several limitations. One major challenge is that the sensor only measures point shear stresses. The sensor plate has to be aligned horizontally with the channel bed and cannot be used to measure shear stress in preformed scour holes. Therefore, there is a need to develop a sensing system that can measure instantaneous areal boundary shear stresses and pressure fields for small scale bridge scour experiments. The FHWA desires a sensing system with the flexibility to measure the change in shear-stress and pressure when the scour hole forms.

Title: The Composite Behavior and the Design Requirements of Geosynthetic Reinforced Soil (GRS) Structures—This research will seek to understand how geosynthetic reinforcement interacts with compacted soil to allow for more effective and rational design guidance of GRS walls for highway applications. Many engineers have learned there are several fundamental discrepancies between current Material Science Engineering design methodology and the observed behavior of full-scale GRS earth-geosynthetic composite walls (alternating close layers of geosynthetic reinforcement and compacted fill). The research will improve the understanding of reinforced soil technology and support a paradigm shift into GRS technology. The Material Science Engineering wall industry and related theory is mature to a point where there is reluctance to acknowledge any modified wall design using geosynthetics. However, the evolution of GRS technology using

geosynthetic soil composites has created a new engineering material with a niche in earthwork. Fundamental understanding of GRS properties will allow for development of improved design and construction guidance with the potential to lead to considerable change in the industry and an affordable, quick alternative to the current practice.

Title: Advanced Digital Imaging for Accident Prevention and Reducing Traffic Congestion—This research would explore extended range imaging techniques from scientific, art and astronomical photography for application to traffic safety and control. Current video imaging has limitations for use in safety, including erroneous early detection, late detection, failed detection and false positive detections. Attempts to resolve these problems by upgrading existing video technologies have not been successful. A radically different approach using advanced digital imaging technologies might provide a foundation on which to build solid reliable detection technologies with radically lower signal-to-noise ratios. This research might provide the foundation for a different approach to wide-area sensing using scientific-imaging technologies rather than video-broadcasting technologies.

Authority: 23 U.S.C. 502.

Issued on: July 1, 2008.

James D. Ray,
Acting Federal Highway Administrator.
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Ohio

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA, Army Corps of Engineers (USACE), and Other Federal Agencies.

SUMMARY: This notice announces actions taken by the FHWA, USACE, and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Interstate Routes 75 and 475 systems interchange, in the City of Toledo, Lucas County, in the State of Ohio. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A

claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before January 5, 2009. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA: Mr. Adam Johnson, Highway Engineer, Federal Highway Administration, 200 North High Street, Columbus, Ohio 43215; telephone: (614) 280-6843; e-mail: Adam.Johnson@fhwa.dot.gov. The FHWA Ohio Division Office's normal business hours are 8 a.m. to 4:30 p.m. (eastern time). For USACE: Ms. Deborah Wegmann, Program Manager, Ohio Regulatory Transportation Office, Building 10, Section 10, 3990 East Broad Street Columbus, Ohio 43218; telephone 614-692-4660; e-mail: Deborah.Wegmann@lrh01.usace.army.mil. For the Ohio Department of Transportation: Mr. Timothy Hill, Ohio Department of Transportation, 1980 West Broad Street, Columbus, Ohio 43223; telephone: (614) 644-0377 e-mail: Tim.Hill@dot.state.oh.us.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA, USACE, and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of Ohio: Beginning from the south along I-75 at the Detroit Avenue Interchange (Delaware Avenue bridge and CSX railroad over I-75 not included), thence north to the systems interchange. Continuing on to about 1,800 ft past the Lagrange Street Bridge over I-75. The project length along I-75 is approximately 7.0 miles. Beginning from the west along I-475, just west of the Douglas Road bridge over I-475, thence east to the systems interchange. The project length along I-475 is approximately 2.1 miles. The proposed project will generally be on existing alignment and involves upgrading of a systems interchange, reconfiguration of two full interchanges and one partial interchange, construction of one new interchange, rehabilitation and reconstruction of 13 existing bridges, and 9 proposed bridges. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA) for the project, approved on October 16, 2006, in the Finding of No Significant Impact (FONSI) issued on March 21, 2008, and in other documents in the FHWA administrative record. The EA, FONSI,

and other documents in the FHWA administrative record file are available by contacting the FHWA or the Ohio Department of Transportation at the addresses provided above. The EA and FONSI can be viewed at the Toledo—Lucas County Public Libraries (Main, Sanger, West Toledo, Kent, and Lagrange Branches), the City of Toledo—Division of Transportation Office, ODOT District 2 Office in Bowling Green, City of Toledo—Clerk of Council Office, City of Toledo—Division of Streets, Bridges, and Harbor, and the Toledo Metropolitan Area Council of Governments (TMACOG).

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. *Air*: Clean Air Act, 42 U.S.C. 7401–7671(q).

3. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303.]

4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)], Migratory Bird Treaty Act [16 U.S.C. 703–712].

5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)].

6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. *Wetlands and Water Resources*: Clean Water Act, 33 U.S.C. 1251–1377 (Section 404, Section 401, Section 319); Land and Water Conservation Fund (LWCF), 16 U.S.C. 4601–4604; Safe Drinking Water Act (SDWA), 42 U.S.C. 300(f)–300(j)(6); Rivers and Harbors Act of 1899, 33 U.S.C. 401–406; Wild and Scenic Rivers Act, 16 U.S.C. 1271–1287; TEA–21 Wetlands Mitigation, 23 U.S.C. 103(b)(6)(m), 133(b)(11); Flood Disaster Protection Act, 42 U.S.C. 4001–4128.

8. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning

and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: June 30, 2008.

Herman D. Rodrigo,

Director of Engineering and Operations,
Columbus, Ohio.

[FR Doc. E8–15385 Filed 7–7–08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2008–0113; Notice 1]

Request for Public Comments on Guidance and Recommended Best Importer Practices To Enhance the Safety of Imported Motor Vehicles and Motor Vehicle Equipment

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

ACTION: Request for public comments.

SUMMARY: This notice solicits comments from the public, from importers and manufacturers of motor vehicles and motor vehicle equipment, and from other interested parties concerning best practices to be followed by importers of motor vehicles and motor vehicle equipment to reduce the likelihood of importing products that contain defects related to motor vehicle safety or do not comply with applicable Federal motor vehicle safety standards.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than August 7, 2008.

ADDRESSES: Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* 202–493–2251.

Instructions: For detailed instructions on submitting comments, see the Public Participation heading of the

Supplementary Information section of this document. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <http://DocketInfo.dot.gov>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> and follow the online instructions for accessing the docket or visit the docket at the street address listed above.

FOR FURTHER INFORMATION CONTACT: Clint Lindsay, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590 (202–366–5288).

SUPPLEMENTARY INFORMATION:

I. Background

A. National Highway Traffic Safety Administration

The National Highway Traffic Safety Administration (NHTSA) administers the National Traffic and Motor Vehicle Safety Act of 1966, as amended, 49 U.S.C. chapter 301 (the Vehicle Safety Act). Under that authority, NHTSA issues and enforces Federal motor vehicle safety standards (FMVSS) that apply to motor vehicles and to certain items of motor vehicle equipment. NHTSA also monitors motor vehicles and items of motor vehicle equipment that are imported into the United States for compliance with applicable FMVSS. In recent years, an ever-increasing number of motor vehicles and motor vehicle equipment items sold in the United States have been imported. For example, in 1996 imported tires comprised just 19 percent of the 282 million tires sold that year in the United States. By 2006, imported tires rose to 46 percent of all tire sales, with 140 million tires being imported. Nearly all motorcycle helmets are now imported, as is the case for a large percentage of vehicle lighting equipment sold in this country.

NHTSA's enforcement program has two major elements, compliance testing and defects investigation. As the volume