



U.S. Department  
Of Transportation  
Federal Highway  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

May 11, 2000

Refer to: HMHS-B56A

Mr. F. Christopher Hubbell  
Vice President Operations  
Structures of Ironwood, L.L.C.  
P.O. Box 57  
New York Mills, New York 13417

Dear Mr. Hubbell:


This supplemental acceptance letter has been written in response to your April 26 letter to Mr. Richard Powers of my staff.

By copy of his April 7 letter to your company, Mr. John LaTurner, Manager for E-TECH Testing Services, Inc., informed me of an error in his original report "NCHRP 350 Crash Test Results for the IRONWOOD Guiderail, May 1999." The length of the test installation was inadvertently reported to be 128 m rather than its actual length of 64 m. Thus, the mid-point" impact occurred 32 m from the upstream anchor, not the 64 m noted in the Federal Highway Administration's (FHWA) June 18, 1999, acceptance letter. Consequently, until the end anchor is re-designed and tested to determine a more precise location of the length of need point, we will consider the length of need for barrier design to begin approximately 30 m downstream from the terminal rather than the 60 m originally recommended.

Since the terminal used to anchor the test installation has not yet been tested, it should ideally be anchored at full-height in a backslope where practicable, provided that there is at least 30 m from the anchor location to the shielded feature. Other acceptable treatments are locating it beyond the minimum clear zone for the road along which it is installed, or shielding it with an appropriate crash cushion.

Please address any questions you may have regarding this letter to Mr. Powers at (202) 366-1320.

Sincerely yours,

  
Frederick G. Wright, Jr.  
Program Manager, Safety