



U.S. Department
of Transportation
**Federal Highway
Administration**

JUN 10 1998

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

Refer to: HNG-14

Dean L. Sicking, Ph.D., P.E.
Associate Professor and Director of MwRSF
University of Nebraska-Lincoln
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Lincoln, Nebraska 68588-0531

Dear Dr. Sicking:

Your May 19 letter to Mr. Henry Rentz requested two changes to the design of the Sequential Kinking Terminal (SKT-350). One was the use of 1370-mm (54-inch) long steel foundation tubes with soil plates in lieu of the originally tested 1525 mm (60 inch) tubes with soil plates. This tube/soil plate combination may be used alone (at eight posts) or in combination with the 1900-mm long posts at posts 1 and 2 that were originally tested with the SKT-350 and CRT posts as noted in Enclosure 3 to Mr. Dwight Horne's April 2, 1997, acceptance letter to Mr. Kaddo Kothmann.

The second requested change was the optional use of a 150 mm x 200 mm wood blockout at post two. This second change would, of course, necessitate a greater offset for post two and the use of a non-symmetrical strut on the ground between posts one and two.

We agree with your analysis that these modifications are not likely to change the performance characteristics of the SKT-350 and that they may be considered acceptable to use as an alternative design when requested by a transportation agency.

Sincerely yours,

Dwight A. Horne
Chief, Federal-Aid and Design Division