



TRINITY HIGHWAY PRODUCTS, LLC

February 28, 2012

Mr. Nicholas Artimovich, II
Highway Engineer, Office of Safety Design
Federal Highway Administration HSSD
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Re: Feb 14, 2012 Meeting Follow-up

Dear Mr. Artimovich:

As a follow-up to our February 14, 2012 meeting in Tampa, and your email of February 27, 2012, I am providing to you the materials that we reviewed, including:

- Jan 22, 2001 FHWA e-mail to Steve Easton accepting the improved Post Breaker Bar.
- July 2005 TTI Crash Test Report of the ET-31.
- TTI photos of the May 27, 2005 Test 3-30 of the ET-31.
- September 2, 2005 FHWA acceptance letter of ET-31 with steel posts.
- March 15, 2010 FHWA acceptance letter of the ET-Plus and ET-31 with 2 breakaway posts.
- February 2010 TTI crash test report 3-30 modified of the ET-Plus.
- November 2010 TTI crash test report 2-30 of the ET-Plus.

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I know that Dr. Bligh has separately confirmed to you that the feeder rails tested in the end-on impact of the ET-Plus in 2005 were 4 inches wide, which is the subject of FHWA Letter CC-94.

Sincerely,



Brian Smith
Trinity Highway Products, LLC.