

To: Nick.Artimovich@dot.gov["Nick.Artimovich@dot.gov"];
Brian.smith@trin.net["Brian.smith@trin.net"];
From: Bligh Roger
Sent: Tue 2/28/2012 2:43:41 AM
Subject: Re- 4 Inch wide feed rails on ET-Plus

Nick,

I can confirm on behalf of TTI that the feeder rails tested in the end-on impact of the ET-Plus in 2005 which is the subject of FHWA Letter CC-94 were 4 inches wide.

This was confirmed by TTI Proving Ground personnel through analysis of photographs.

Let me again apologize for the inadvertent omission of this detail from the test report.

Please let me know if you have any further questions or need any additional information regarding this issue.

Sincerely,

Roger

On Feb 27, 2012, at 1:02 PM, "Nick.Artimovich@dot.gov"
<Nick.Artimovich@dot.gov> wrote:

Brian and Roger,

Thank you for taking the time to meet with me on the 14th in Tampa. As a follow on, I would like to ask two favors:

1) Brian, would you please send me the package of crash tests and other information we reviewed that morning?

2) Roger, would you please confirm that the feeder rails on the ET-Plus head tested in 2005, and included in our FHWA Letter CC-94, dated September 2, 2005, were 4 inches wide rather than the original 5 inch wide rails?

Here is CC-94:

<http://safety.fhwa.dot.gov/roadway_dept/policy_guide/roadHardware/barriers/pdf/cc94.pdf>

http://safety.fhwa.dot.gov/roadway_dept/policy_guide/roadHardware/barriers/pdf/cc94.pdf

Thank you,