



February 6, 2015

Mr. Frederick G. "Bud" Wright
Executive Director
American Association of State Highway and Transportation Officials
444 North Capitol Street, Northwest
Suite 249
Washington, DC 20001

Dear Mr. Wright:

The Federal Highway Administration (FHWA) has released the first four crash test results conducted at the 27¾" installation height of the ET Plus® System. Those four tests passed. The remaining four tests have been completed. Southwest Research Institute (SwRI) is analyzing these test results. The results will be released to the public when the data is fully analyzed by FHWA.

All eight tests were conducted in accordance with National Cooperative Highway Research Program (NCHRP) Report 350 at Southwest Research Institute, an accredited and independent research facility. NCHRP Report 350 sets forth the performance evaluation criteria applicable to the ET Plus® System and many other roadside safety features used on U.S. highways.

We know that you and your members have significant interest in these test results. The media and other interested parties will be reviewing them as well.

The test plan for all eight tests was reviewed and approved by the FHWA and has been publically available for review since November 15, 2014. The plan was developed in accordance with NCHRP Report 350 criteria. The research facility, SwRI, is independent, accredited and was approved by the FHWA.

The heads selected for testing were taken from California Transportation Department (CalTrans) existing inventory. Trinity did not select the heads. The FHWA selected and approved those heads for use in testing. None were rejected. They were street ready for installation. They were measured at CalTrans by FHWA technical staff. They were delivered directly from the CalTrans facility to the SwRI with no modifications. SwRI measured them again and the measurements at SwRI were confirmed by the FHWA. Those head measurements are included with the test data.

SwRI independently analyzed and produced the test results.

FHWA staff, AASHTO staff and several state departments of transportation viewed each test. A media pool was set up and ABC News viewed each test.

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Based on recent experience, we believe Dr. Dean Sicking and his associates will openly criticize many aspects of these tests. We anticipate he will say the tests were not conducted objectively, that they were done in secrecy. In addition, he will likely say the results were improperly analyzed, the conclusions are incorrect and the tests were rigged to produce a favorable outcome.

Dr. Sicking is wrong.

In our opinion, Dr. Sicking is conflicted and biased. He is not an objective, disinterested reviewer. Dr. Sicking holds the patents on the ET Plus® competing product, the SKT, and financially benefits from a non-competitive marketplace. He has testified, in court, against Trinity Highway. His department's studies and commentary on the ET Plus® have been misleading and discredited by his peers. He has already negatively opined on the SwRI testing process without seeing any data. We know he will continue to do so because it is in his financial best interest.

We ask that you take these factors regarding Dr. Sicking's behavior into consideration when you see his comments. We know you will review these test results thoroughly and objectively.

Texas A&M Transportation Institute ("TTI") designed the end-terminal system technology employed in the ET Plus® System. Trinity Highway manufactures and markets the ET Plus® System under an exclusive license granted by TTI of its intellectual property.

The ET Plus® System is now the most crash-tested guardrail end-terminal system available. It has an unbroken chain of eligibility for reimbursement from the FHWA.


Together, TTI and Trinity stand behind the ET Plus® System.

As always, Trinity Highway and TTI remain available to answer your questions about any of our products. Please do not hesitate to contact us.

Sincerely,



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CC: State Departments of Transportation