

1200 New Jersey Ave., SE Washington, D.C. 20590

September 14, 2016

In Reply Refer To: HSST-1/CC-26K

Mr. Patrick A. Leonhardt, P.E. Sr. Director, Engineering Trinity Highway 3617 Cincinnati Avenue Rocklin, California 95765

Dear Mr. Leonhardt:

This is in response to your letter of September 8, 2016, regarding the drawing R62B036 for the optimized REACT 350 impact attenuator. The drawing, which was included with your company's November 12, 2007, submission, included an error in the legend. The drawing incorrectly listed the cylinder thicknesses of the Optimized 9-Cylinder REACT in the reverse order. We understand that the erroneous drawing was not included in the drawing package sent to REACT purchasers, nor was it used in the fabrication of REACT systems.

You provided the corrected drawing R62B036B (enclosed for reference) which will be attached to FHWA Eligibility Letter CC-26I, dated April 26, 2008, in lieu of the original drawing.

The Optimized 9-Cylinder REACT impact attenuator remains eligible for federal-aid subject to the dates of the AASHTO/FHWA joint implementation agreement for the AASHTO Manual for Assessing Safety Hardware.

Sincerely yours,

Michael S. Fut

Michael S. Griffith Director, Office of Safety Technologies Office of Safety

Enclosure

