



U.S. Department
of Transportation

**Federal Highway
Administration**

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

April 22, 1999

Refer to: HMHS

Mr. Michael S. Stenko
President
Transpo Industries, Inc.
20 Jones Street
New Rochelle, New York 10801-6098

Dear Mr. Stenko:

Thank you for your March 31 1999, letter to Mr. Nicholas Artimovich of my office regarding the acceptance of your company's Break-Safe couplings under the guidelines contained in National Cooperative Highway Research Program (NCHRP) Report 350. You referenced our January 8, 1990, letter to Mr. Arthur Dinitz which found a number of your company's couplings acceptable for use under the American Association of State Highway and Transportation Officials' (AASHTO) "Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals," dated 1985.

For the benefit of your customers I will reiterate that NCHRP Report 350 did not materially alter the crashworthy requirements for *breakaway supports*. Indeed, because of the metrication of the test vehicle speeds and the allowable occupant impact velocity, the NCHRP Report 350 criteria are marginally easier to satisfy. Any breakaway supports which were found acceptable by FHWA under the 1985 AASHTO specification are still acceptable for use on the National Highway System. Therefore, your company's breakaway couplings covered in our January 8, 1990, letter remain acceptable, subject to the same conditions detailed therein.

Sincerely yours,

Dwight A. Horne
Director, Office of Highway Safety
Infrastructure