

There is information available in other areas of the country that supports the desirability of having poles more than 2 feet off the edge of the paved surface.

In Chicago, on their expressway systems, there have been studies, paragons made of the rate of knocked down light poles on the basis of miles of travel, and we find that moving the poles from 4 to 8 feet away from the edge of the pavement will cut the light pole knockdowns by about two-thirds.



Here is an installation of the same type of pole behind the guardrail, the rail of course being put in here for this embankment.

Now, down here, let's take a closer look (slide) and at this same location you will find wood poles that are put up, and they are inside the rail.

Mr. CONSTANDY. They are not breakaway, are they?

Mr. PRISK. These are wood poles that are not intended to break away; no, sir. I might say this is on a spur to Interstate 95; it immediately adjoins the project, feeding the project, as a matter of fact.

Mr. CONSTANDY. This is apparently a temporary installation until that spur is extended; the lights are mounted on the wooden pole. Would you call them telephone poles?

Mr. PRISK. Yes. Utility poles.

Mr. CONSTANDY. Inside the guardrail. Here again we have somebody doing something wrong. While the State is to be commended for their efforts elsewhere, where they install breakaway light poles, whoever installed these wasn't thinking the same way as the man was who made the decision to use the safe breakaway light poles. This is an unnecessary hazard.

Mr. RICKER. Is it possible the wooden poles were installed by a jurisdiction other than lighting?

Mr. PRISK. It is altogether possible. It could have been a local jurisdiction.