

We will look at light poles and some of the other elements. You can have discussion and differences of opinion on whether it is feasible to remove the shoulder piers on bridges, whether it is feasible to carry shoulders across bridges that are a given length. You can get into some meaty arguments, I am sure, with people who may even have some proof for their point of view.

This, however, is a relatively simple thing. A light pole can either be put up to be frangible and save the motorist, or it can be put up in a very rigid fashion and the result would be likely to kill the motorist.

We have had testimony about light standards on the Capital beltway, on the Maryland section, which repeatedly, not infrequently, cause severe injury or death.

It is a simple election: You can either put one up that will withstand the impact of the automobile, or you can put one up which will give the motorist who strikes it half a chance to survive. There is no great argument here.

There is available a wide variety of types of light bases and poles. You can have an aluminum pole with an aluminum frangible base that is either mounted on a transformer base or the type you have seen here in Rhode Island. You can have a steel pole, steel base; it can be breakaway. You can have a slip-base pole—there is a wide variety to choose from. The prices are relatively competitive. It comes down to a simple thing: When you install the light pole you intend to give the driver of the automobile a chance to survive or you do not.

Highway departments should be able to decide this without AASHO standards being set, or threat of penalties for not abiding by standards set by the Federal Government. Here is an area, it just strikes me, that could be improved by highway departments without regulation, so that a light pole, if struck, will yield. I think it is distinctive in that respect. Mr. Huff?

Mr. HUFF. I would like to say that technology of highway lighting has advanced probably more rapidly than anything in our safety field.

Up until not many years ago, the general practice was to use illumination poles about 30 feet in height. One problem attendant to the low elevation was that you had to put the poles up near the edge of the road in order to light the highway. That is in particular where you had to light three or four lanes.

Now, that created the collision problems, which I believe have been found in all the States, of people running into light poles. That has proved in the past to be one of the most hazardous things we have had.

So to cure that, the highway engineers, in conjunction, of course, with the electrical people, have developed new lighting standards up to 45 and 50 feet high, No. 1, that will enable you to move farther away from the road. It will also enable you to use fewer poles than you had to in the beginning, and it will enable you to have fewer knockdowns, of course.

Incidentally, when you knock one of those down, it does cost money to put it back up and you want to have as few knockdowns as you can and as few replacements as you can.

The only problem that has come up is that many, many of the lighting projects are maintained by local jurisdictions. Sometimes it is difficult to get a local jurisdiction to purchase equipment or mainte-