

nance equipment tall enough that will go up and reach these 50-foot height lamps. And that is one of the problems that most of us have been working on; we have been using frangible bases here for, oh, nearly ten years. We are well satisfied with them. So far as I know we have not had a fatal accident running into a frangible base, whereas we have had many fatal accidents on the old rigid-type base of which we are moving to replace all that we have.

Mr. ZION. Would this not suggest that we make these regulations sufficiently flexible that we do not become wedded to a specific distance from the roadway? For example, rather than establishing 4 feet, 8 feet, 10 feet, and so forth, in a situation such as this, by moving the light pole back a mere 4 or 5 feet, you would have it behind the guardrail and thus not accessible to an automobile that inadvertently left the paved surface.

Mr. HUFF. In my opinion, sir, the frangible base should be there whether it is in front of the guardrail or behind it.

Mr. ZION. Sorry, I did not understand you.

Mr. HUFF. In my opinion, the frangible base should be installed whether it is in front of the guardrail or behind it. The extra cost would be negligible, if any.

Mr. ZION. Oh, yes, certainly. I agree to that.

Mr. HUFF. I agree with you we should not have rigid standards as to just how far it should be away from the road; I agree with you on that.

Mr. ZION. That was the point.

Mr. CONSTANDY. And the point Mr. Huff made was very good. The fewer targets you can have on the roadway the safer the driver is going to be. The farther they are from the travelled way, the less likelihood there is of striking them. They certainly are two valid considerations.

To go back to the other end of the poles, the rigidly mounted base does kill people. It is killing people daily in this country. And the States that have seen the wisdom of putting in something else—New Jersey, as an example has replaced many thousands of their light poles with breakaway, one type or another; they have had no fatalities. In Rhode Island they had had no fatalities. One witness was telling us how pleased he was with that type of installation, the breakaway light pole. They are not killing people. Yet in looking at some of the new work in the United States—this one, as an example; we will see another—you find the most recently completed project with a feature which could be changed with relatively little difficulty. They are open to traffic, people are using the highways and you can rest assured people are going to be killed when they strike these light poles.

Is there anybody who would suggest any reason whatsoever for there not being a standard that the light poles on the Interstate System be breakaway type? Is there any reason at all to argue against that? Is there any justification?

Mr. HUFF. I say there is no justification. It ought to be on all systems, whether Interstate or not. Any time you build one, it should be frangible, in my opinion.

Mr. CONSTANDY. Yes. Very valid point.

Mr. PRISK. The Texas Highway Department, Mr. Constandy, has recently completed a report of the effectiveness of the breakaway light