

poles and the relative ease with which existing fixed installations can be converted to breakaway. Bureau of Public Roads has picked up this report and circulated it to all the highway departments for that information.

Mr. CONSTANDY. Yes. I think we have a slide here that will follow which will show how this lethal thing we see in the picture before us can be converted to a type which will minimize the impact when struck.

I am a great believer in the laws of probability. If something can happen, it is going to happen if it is given enough exposure.

When you are talking about a highway which has traffic volumes that ran 100,000 and 140,000 and 150,00 cars a day, it doesn't take long until you get up into the numbers where the laws of probability will come into play, somebody will strike the light pole. They will survive or not, depending on the foresight of the highway department in installing the facility that will give him half a chance when it happens.

Would you go on, Mr. Prisk?

Mr. PRISK. Yes.

Here now, this is rather disturbing, because this is an old project, and look at the position of the light poles here. They are, in fact, farther off the roadway traveled surface at this location. This is a curb section rather closer to Atlanta than the subject projects we looked at; nevertheless it is not too comparable [slide] with this situation, also close to the city of Atlanta and much newer.

Here we are on an older project with poles farther away and therefore less hazardous than some of the work being built today.

