roadway will be the same at each pole location. In this case it took a footing coming a foot out of the ground, in order to get the standard length pole up to the right elevation.

Mr. BLATNIK. What is the reason for being at the so-called right elevation? Is it for appearances or better illumination? Would it make a difference if one pole were down a foot?

Mr. PRISK. A foot would not make any appreciable difference, no; so it would have to be appearance.

Mr. BLATNIK. Are you still continuing to do this, build a concrete block that much above the level?

Mr. PRISK. No. We are trying the best we can to get this reversed. Instructions have been issued to all of our offices to control concrete footings on design, and during construction to be sure they do not come above ground level.

Mr. BLATNIK. In a determination of this type, who has the final say, the safety man or the engineer on the job?

You say, "We are trying." That is why I raised the question.

Mr. PRISK. Well, the project engineer is likely to be the man who would determine just precisely where this footing would go, how high it projects above ground; because control on the job is necessary for grading and so on. In a good many cases, it would be possible to grade around these footings, even though they were maintained at that same elevation, and provide the surface around it that a car could ride and if he did hit the pole, he would strike the aluminum breakaway section of the base and not the concrete.

Mr. BLATNIK. Mr. Linko, when you talk about unnecessary hazards, these would be prime examples, would they not? Here you have solid concrete blocks spaced every few feet away for some distance. As far as we can see over the bridge, over the hill, you have lighting posts. Is that correct?

Mr. LINKO. That is correct. I feel these lights do not even belong here, you see, because most of the lights are inside the center divider anyway. It is hard to see, but if you look, you will see them. Once in a while they throw one to the right.

For the sake of safety, I feel they all belong there. This way you cannot hit them.

Mr. BLATNIK. So you have a double chance of safety. You say in the first place the pole should not be there to begin with.

Mr. LINKO. And maintenance problem.

Mr. BLATNIK. And if it needs to be there it does not need that block, obstacle?

Mr. LINKO. That is right. The pole was designed to be easily knocked down, so it would not damage the car. They are defeating the purpose here. Also, there is a problem of maintenance.

Now, these poles are knocked down by the hundreds and they cost a lot to maintain, so if it was inside the center divider, it would not be knocked down.

Mr. BLATNIK. Just one more question, Mr. Prisk. Do you have any statistics on the maintenance costs in replacing light poles, by States or across the country? Some indication as to frequency or magnitude?

Mr. PRISK. We do have figures as to knockdown rates on light poles at different distances from the edge of the pavement. The frequency of their being knocked down increases by about three times