

Then the sign is re-erected and bolted on the top of it. As I mentioned, I have a whole series of those but I do think these will suffice.

Mr. MAY. Do we have a problem with the large overhead bridge signs we have seen with real massive supports?



Dr. KEESE. Yes, sir, I think we definitely have a problem there. They must either be protected or made breakaway. We feel and have proposed that they be made breakaway, and we are hopeful of doing a project that will permit them to be designed in this manner. It is completely feasible to do this.

Mr. MAY. You end up with a series of supports?

Dr. KEESE. There are several different concepts that could be used. It would require multiple supports at the end, so that the entire end of the sign support would not be knocked out.

Dr. BENSON. Mr. Chairman, with regard to the question that you asked regarding projections from the ground up. By and large I think most of these, practically all of them, are unnecessary. In highway design it is my personal opinion that we should try to keep everything as nearly as we can, flush with the ground, and certainly not extend it more than an inch or two above it, so the vehicle always has a chance to pass over this without coming into collision with it.

I think there are many changes that could be made to eliminate some of the hazards that we have today, just by cleaning up our designs to provide that we do not have obstructions above the ground.

Mr. BLATNIK. I appreciate that comment because I never did get an answer to why those concrete foundation supports, those obstructions, should be left that far above the ground. Commonsense would indicate if it were needed, 2 inches would be sufficient to prevent cor-