

this one down. This is here to stay," and by gosh it does stay. But the frequency of impact continues and in fact increases because more traffic has been generated.

Suddenly, 2 years later, someone says, "Look. It is still being hit; in fact, it's been hit 14 or 15 times in the last 6 or 8 months. We have killed eight people during that time." All of a sudden it dawns on them that we are killing people with the sign.

First of all, maybe the sign should not have been there in the first place. It is sometimes not necessary, not that important. Or we have found instances where to further protect the sign, a wooden cross-beam on concrete supports is created, for deceleration support which is not adequate at all. In fact, it merely added another impact point. At this stage, someone finally realizes that we are killing people here, so either they remove the sign or go back to the stick or maybe now adopts what you suggest, a breakaway type of support. It took 2 years to make a full circle and come right back to the original notion, where obviously, initially, a breakaway type of structure was indicated. Why that was not realized or awareness was not somehow even reached as experience unfolded, the right information was slow to reach the right people who should have been doing something about it.

We thank you gentlemen very much for a splendid contribution. We are indebted to you for your presentation. We thank you very much and we will close the hearings for this morning.

We announce for tomorrow, Mr. George McAlpin, New York Department of Public Works; Malcolm D. Graham, director of the Bureau of Physical Research, New York Department of Public Works; and Mr. John Beaton, materials and research engineer, California Division of Highways. I am sorry we cannot continue this afternoon. If you gentlemen will be available tomorrow morning, we will appreciate it.

Again, thank you very much, gentlemen. This will close the hearings for today, and we will adjourn until 10 o'clock tomorrow morning.

(Whereupon, the hearing was adjourned at 12:15 p.m., to be reconvened at 10 a.m. the following day, Thursday, June 29, 1967.)