stacles on the right side of the roadbed, than we do on the left? Yo have more limitations in what can be done on the left side?

Mr. PRISK. This is correct. Once the right-of-way is obtained, o course, you do have outer limits that you work to. But because of slop considerations, your constant dimensions are in the cross-section be tween the shoulders of the roadway but the roadside itself is a varyin width. So there is an opportunity to make adjustments in the roadsid more so than in the median.

Mr. W. MAY. Another factor we might consider, Mr. Prisk, is that o many of our highways, the wider, more usable shoulder is on you right; is that correct?

Mr. PRISK. This is true.

Mr. W. MAY. So many of our highways may have a 4-foot shoulde on the left which is not too wide, particularly for breakdown, wherea on the right there may be a 10-foot shoulder. What Mr. Linko is com plaining about is many of these obstacles remain very close, within couple of feet of that usable 10-foot shoulder.

Mr. LINKO. Yes.

Mr. W. MAY. Whereas, in the city, when you had the small narro medians, normally you had some type of median divider, so you alread had your protection there. Mr. Linko was suggesting we put the sup ports and signs in the median between the median barrier. Is that right Mr. Linko?

Mr. LINKO. That is right. Even if there is not a median barrier, on belongs there. They are going to put one in sooner or later, so wh not put it there? Actually the sign does not have to overhang as muc because there is no full shoulder there to begin with. It will be close to the guy that has to see the sign and it will never be hit, because th guardrail is there to protect the installation.

Mr. W. MAY. Yes, sir. Maybe we could now continue with your slid presentation, Mr. Linko.

Mr. LINKO. In these two slides you see that, as a general practice they take a sign and put it 100 feet away from the bridge, 100–200 feet