

Mr. PRISK. I think curbs and shoulders rather naturally associate themselves with urban and rural conditions. Either you have a shoulder provided outside the main travel lanes for disabled vehicles, or in some cases, as you approach the city street conditions, and particularly on ramps from expressways, you find curbs that are used to delineate ramps, delineate gores, control drainage, and so on.

The matter of the unimpaired width on that involved lateral clearances, and how these are arranged in different design situations was of great interest as we looked at these nine projects.

We have a series of slides that relate to this area of interest, and if you will go ahead with those, we will begin to look at them.

Just to introduce you to very general considerations, this is known as a barrier curb, the top curb. Dimensions are not awfully important. This is only one typical type of barrier curb with a rise 6 to 8 inches, possibly to be laid back as much as 1 inch on that rise. This is what we mean when we call it a barrier curb; we intend essentially from the traffic side—traffic being out here [indicating] to restrain traffic from going over the top of the curb. It does not mean traffic will not go over the top, but it is intended to restrain it.

These two types at the bottom are mountable curbs. One is an extremely flat sloping curb on this section that you see. The other one is about a 45° angle curb. Both of these are very readily mountable. Many drivers will go off this type curb [indicating], however—that is, deliberately drive over this curb—that would not drive over this curb [indicating], and many will be restrained just by the sight of this curb [indicating] and would not even attempt to drive over it.

But this, in general, is what we mean by barrier and mountable curbs, the two general categories that exist. There are many variations of design of curbs, as you will see.

