

Mr. CONSTANDY. Mr. Prisk, how high would a curb of that top type have to be before it actually became an effective barrier?

Mr. PRISK. Well, in terms of effective barrier, if you think back to what we have seen on the structures, where this runs up in the median dividers, it runs up to 31 inches before you begin to get real control of the vehicle for certain.

I think very commonly among designers—perhaps others on the panel would have a view on this—10 or 12 inches is regarded as a fairly effective height. You get to the point, Mr. Constandy, if you go too high with the curb and you are attempting to accommodate a vehicle next to it, a man cannot open his door when he pulls up alongside the curb.

Mr. CONSTANDY. Yes. What caused me to ask, I have a recollection of having read something about a 12-inch curb height as being non-mountable.

A vehicle could mount a 12-inch curb, could it not, depending on the angle and speed?

Mr. PRISK. It is entirely possible, yes. Probably not under city operating conditions, but in other conditions, yes. Let's go ahead and look at some of the curb applications that we found.

Here in Salt Lake City, I am very pleased to see the curb was put in this case behind the guardrail. This is serving the drainage function. This, of course, is an erodable soil out here. And this drainage was a necessary part of the design of the embankment situation.

