

You must remember, of course, that these things are built at different times. Undoubtedly the structure was built many months ahead of the guardrail installation. But if these were planned together, they could be made to conform.

This is the asphalt curb used extensively on the Nevada project to outline the roadway through much of its length. It is not put here to guard this signpost in any respect.

It does provide a measure of delineation, of course, as far as the edge of the roadway is concerned. This is one of the functions of the curb. But it does have some disadvantages from the standpoint of the operation of the vehicle.



Mr. HUFF. Mr. Prisk.

Mr. PRISK. Yes.

Mr. HUFF. Do you think it well to give the reason for the curb? Do you know why the curb is there?

Mr. PRISK. This curb I suspect is there because of highly erodable soil.

Mr. HUFF. That is correct. In the areas in the West where you cannot grow any grasses or anything, with the rains that you have, you need some protection for erosion on the slopes.

Mr. PRISK. Yes. I am sure that is the case here.

Mr. CONSTANDY. Is there any way of achieving that, Mr. Huff, other than the use of this type of curb?

Mr. HUFF. Our people who are involved in this have not come up with any other reason. We have challenged them pretty hard on it.

Our answer, of course, will be to put it back of the guardrail.

Mr. CONSTANDY. They use very little guardrail in Nevada. I noticed they have to curb frequently at fairly high points on the grade. There is apt to be less accumulation of water. I wondered if it is possible that you could compromise it in some other way than having a curb, depending on the amount of water which is collected on the road?