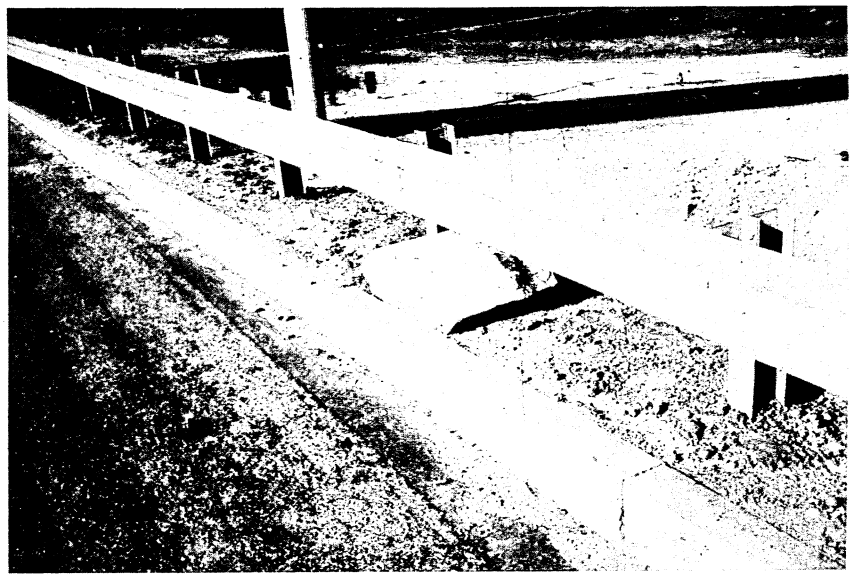
With that curb not there, of course, you might lack the drainage control that would be necessary. From an operational viewpoint, it would seem you could go ahead and do without the curb on this kind of grade. It is almost flat.

Here is an interesting shot, a little curb left over here, laid in front of the railing.

I think there is one thing rather noticeable in all of the projects that we visited that were in the urban areas; it was that there was somewhat greater use of curbs than would seem desirable.



Mr. CONSTANDY. I think, Mr. Prisk, that completes the presentation on shoulders and curbs. We will adjourn for the day.

Before we do, Mr. Chairman, I would like for the members of the panel to give their evaluations of what they have seen on the curbs on the projects. Mr. Wilson?

Mr. WILSON. I think Mr. Prisk covered these points pretty well and I would certainly agree with him, there is a lot of money being spent for curb that could well go into some other type of facility.

I would like to comment that too often curb is used for delineation, and I want to make reference to the previous slides which indicate that guardrails are apparently used too often for delineation as well.

Quite often the use of these dikes, or curbs, confine a driver in an emergency to the shoulder itself, when in fact just behind this shoulder area is a very flat area where he could pull off and change a tire or take care of what emergency he may have. But if anybody has ever changed a tire in a 10-foot shoulder next to a 60-mile-an-hour traffic, that is a pretty terrifying experience, particularly if you are changing the one on the traffic side. So anything you can do to make that area behind the shoulder available for such emergencies would certainly be well worthwhile.