



NOTES:  
 1. RADIUS OF CURVES DETERMINE SAFE AND MAXIMUM VEHICLE SPEEDS. 150 FT. RADIUS ALLOWS 25 MPH SAFE SPEED AND 37 MPH MAXIMUM SPEED (SHEET 5). THE ANGLE( $\phi$ ) OF THESE CURVES WILL VARY WITH THE SITE. THE CURVE GOING INTO THE VEHICLE BARRIER SHALL HAVE A MINIMUM ANGLE  $\phi$  OF 60°.  
 2. PLANT SELECTION SHOULD NOT OBSCURE LINE-OF-SIGHT FROM THE VCC.

**CONCEPT H**

PREMISE: USE CURVES TO SLOW TRAFFIC BEFORE REACHING THE CHECKPOINT AND BEFORE REACHING THE VEHICLE BARRIERS.

OPERATION: TRAFFIC IS SLOWED BEFORE REACHING THE CHECKPOINT SO THAT GUARDS WILL HAVE TIME TO IDENTIFY A THREATENING VEHICLE AND DEPLOY THE VEHICLE BARRIERS. THE CURVE AT THE VEHICLE BARRIERS AND THE PASSIVE BARRIER WHICH PREVENTS CROSSING OVER BETWEEN EXIT AND ENTRANCE LANES, MINIMIZE THE THREATENING VEHICLE'S IMPACT SPEED AT THE BARRIER.

APPLICATION: THIS CONCEPT REQUIRES A RELATIVELY LONG DISTANCE BETWEEN THE PUBLIC ROAD AND THE CHECKPOINT. IT REQUIRES A SIMILAR DISTANCE BETWEEN THE CHECKPOINT AND THE MAIN BASE.

LIMITATIONS: THE CONCEPT USES A FAIRLY LARGE LAND AREA.

SEE SHEETS I-5 FOR ADDITIONAL NOTES

**CONCEPT H**  
 SCALE: 1"=50'-0"

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