

Mr. CONSTANDY. You could drive between the bridges there, or you could go down on the right, or, in the alternative, could hit any one of the bridge parapets?



Mr. PRISK. That is right. This project is not heavily traveled, but it has been open as a relief route for about 6 months now.

Mr. CONSTANDY. They do have plans, do they not, for the installation of guardrail on this project?

Mr. PRISK. Yes; it may be that now—today is almost 2 months since this picture was taken—guardrail may be in place at this point. Guardrail work was deferred until after the project was opened.

Mr. CONSTANDY. In spite of the existence of these hazards, even though they be temporary, I have had occasion to speak to a police officer on this project, and I think what he said is worth repeating, to keep this in perspective. He was impressed with the overall reduction of accidents in this area as a result of the existence of this road, even though it does contain some of these hazards. The road which the traffic had been using before is not of this type. They had a considerable number of accidents on it. And when this was completed and opened, the rate of their accidents fell off considerably.

He did make mention of the fact that they had adopted a practice in the morning, with the first light of dawn, of the patrolman on duty driving the length of the project and looking for skidmarks, and particularly at those places where they were unprotected by any kind of device and which would allow a car to have gone off the road out of sight of the traffic. A sergeant, while making his morning tour, noticed skidmarks leaving the pavement and entering the median in a situation very similar to the one that you see, between the bridges, that have the space between them unprotected. When he stopped and