into the embankment of the rail or possibly wedge you between the rail and the pier. All of this can be a little uncomfortable.

Mr. WILKES. I would like to point out, though, greater justification for this offset at this pier than it would be at the median because the pier cap is not skewed parallel to the roadway and it overhangs, so that a truck could theoretically get in and strike the cap.

Mr. PRISK. That is a good point.

Mr. CONSTANDY. Is that the only kind of cap that could be designed? Or would it be another hazard?

Mr. WILKES. Of course you could make the cap parallel to the roadway at an increase in cost of construction. It would be more expensive. This is not typical. Usually they are designed to be parallel to the roadway.

Mr. CONSTANDY. Of course, this bridge is not skewed.

Mr. WILKES. This bridge is not skewed and I am sure they used this design because they had a standard prepared for this.

Mr. CONSTANDY. Mr. Huff, your earlier comment about the bolt and guardrail might suggest this situation where the other end could be anchored or at least the post space be doubled up for greater strength.

Mr. HUFF. Of course, the principal reason for anchoring is to eliminate this weak spot, weak ends.

Mr. CONSTANDY. That could be done either by anchoring or decreasing spacing of posts; is that true?

Mr. HUFF. In my opinion, it should be anchored on both ends and it should be longer.