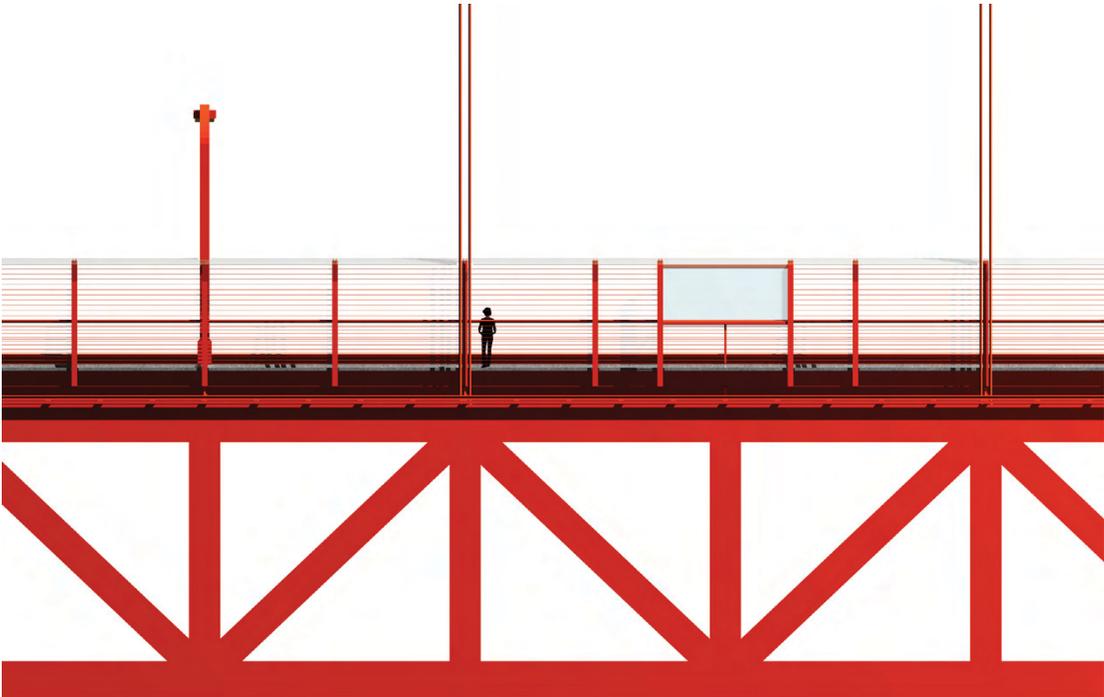


## **Alternative 2B – Replace Outside Handrail with Horizontal System**

Alternative 2B would construct a new 10-foot-high barrier consisting of  $\frac{3}{8}$ -inch diameter steel horizontal cables. The cables in the lower 3  $\frac{1}{2}$ -foot section would be spaced at 4.4 inches on center, while the cables in the upper 6  $\frac{1}{2}$ -foot section would be spaced 6 inches on center. A rub rail would be installed at the same height as the public safety railing (4 feet 6 inches). The existing rail posts would be replaced with new 10-foot-high outside rail posts at the same locations and of the same cross-section, size, material, and color of the original posts. Transparent panels to preserve views would be installed along the upper 6  $\frac{1}{2}$ -foot portion at the belvederes and towers on both sides of the Bridge. Transparency would be preserved through ongoing maintenance of the panels.

A transparent winglet would be placed on top of the outside rail posts to ensure aerodynamic stability and impede individuals who have climbed up the horizontal cables from clearing the barrier. The winglet would be placed on top of the rail posts. The winglet would be a clear 42-inch-wide transparent panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The transparent winglet would run the length of the suicide deterrent barrier, except at the north and south towers. The transparent winglet would be notched at the suspender ropes and light posts. Figures 1-18 and 1-19 illustrate east and west side views of Alternative 2B and Figures 1-20 through 1-22 represent architectural sketches of the proposed alternative. Special provisions for viewing areas are made at the mid-span of the Bridge. Figures 1-26 through 1-28 illustrate the plans for the physical suicide barrier at those locations.

Because maintenance workers would no longer be able to climb over the outside handrail to reach the below-deck maintenance traveler, gates would be located at a spacing of 150 feet on center to generally match the locations of the existing light posts and gates on the public safety railing. The gates would be 8 feet wide (two 4-foot-wide panels) and 10 feet high, and match the appearance of the horizontal system. The frame for each gate door would be constructed of 2-inch by 2-inch steel members. A rub rail would be located at a height of 4 feet 6 inches, matching the height of the public safety railing.

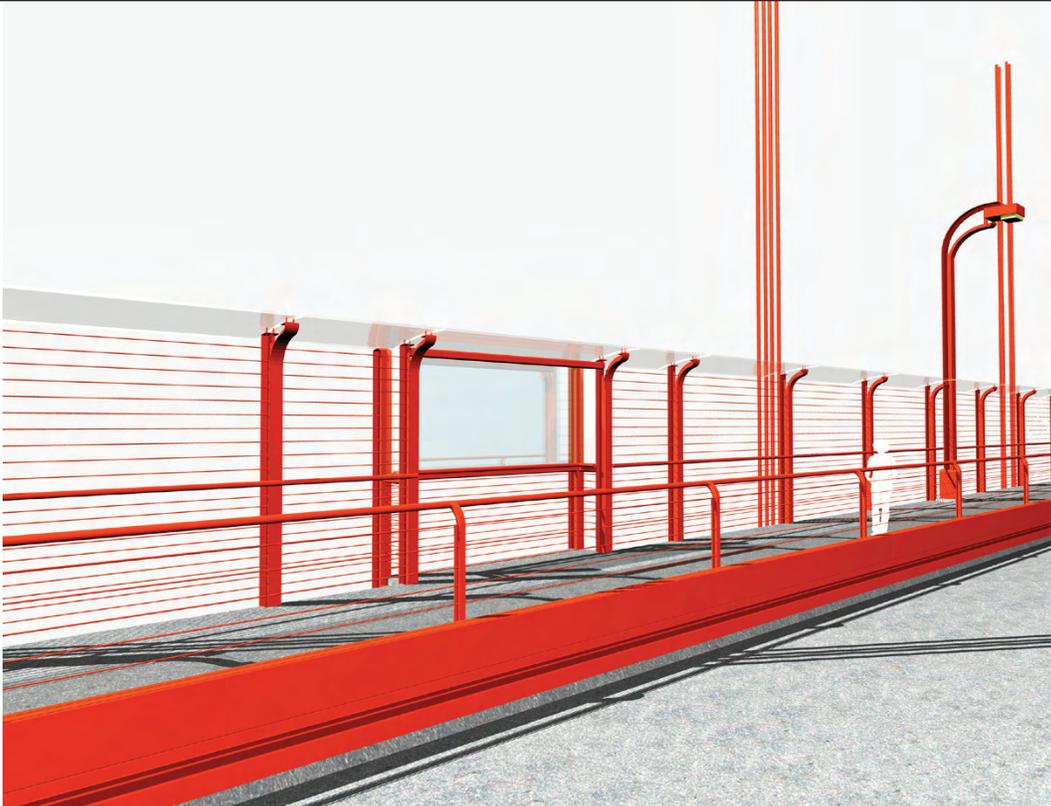


**ALTERNATIVE 2B: ELEVATION EAST SIDE**



**ALTERNATIVE 2B: EXTERIOR VIEW EAST SIDE**

**FIGURE 1-18  
ALTERNATIVE 2B: ILLUSTRATIONS**



**ALTERNATIVE 2B: VIEW FROM ROAD**



**ALTERNATIVE 2B: EXTERIOR VIEW EAST SIDE**

**FIGURE 1-19  
ALTERNATIVE 2B: ILLUSTRATIONS**