

The gates would be located on top of the outside handrail. The outside handrail would be reconstructed.

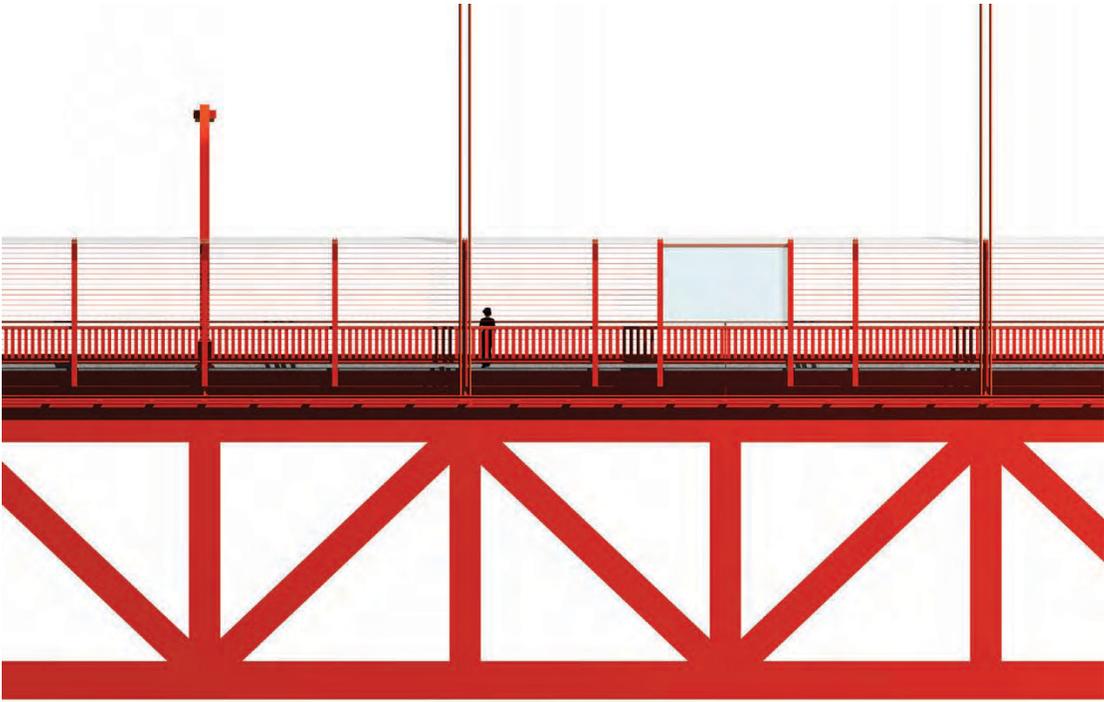
Alternative 1B – Add Horizontal System to Outside Handrail

Alternative 1B would construct a new barrier on top of the outside handrail (and concrete rail at north anchorage housing and north pylon) consisting of $\frac{3}{8}$ -inch diameter horizontal steel cables at 6 inches on center leaving $5\frac{5}{8}$ inches clear space between cables.

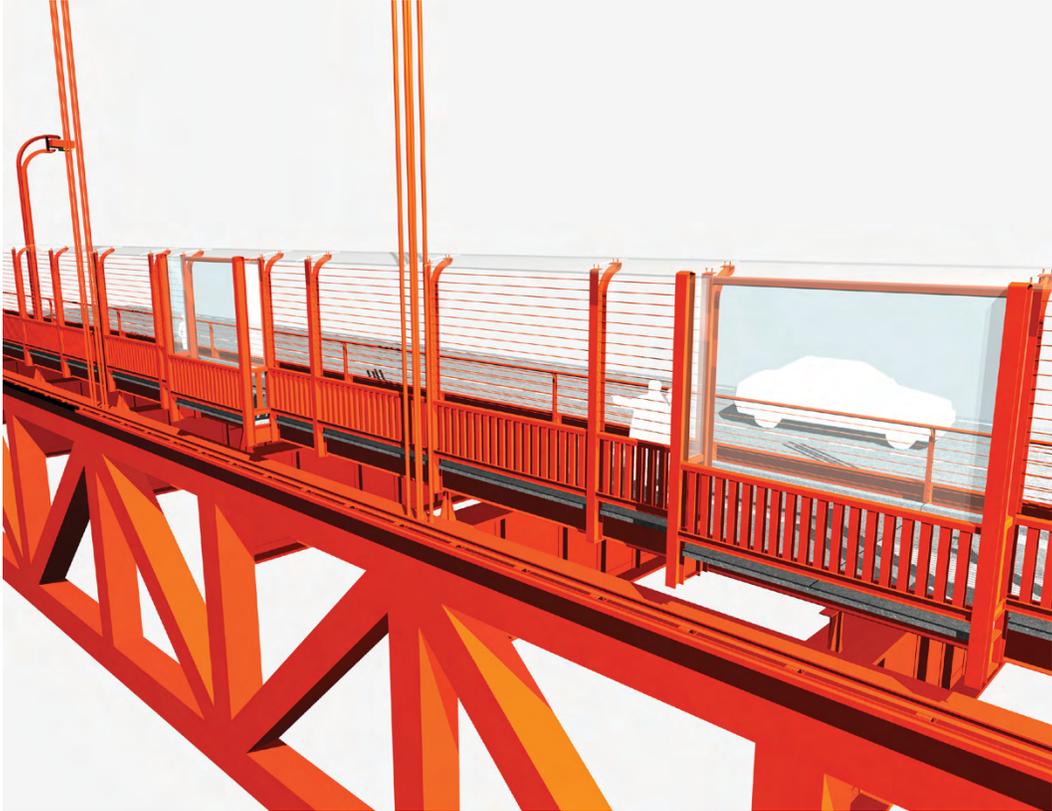
The cable diameter matches the cables on the public safety railing. The new barrier would extend 8 feet above the top of the 4-foot-high outside handrail for a total height of 12 feet. The existing rail posts would be replaced with new 12-foot-high outside rail posts at the same locations and of the same cross-section, size, material, and color of the original posts. Transparent panels to preserve views would be installed 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 a transparent 42-inch wide panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The winglet would run the length of the suicide deterrent barrier, except at the north and south towers. The winglet would be notched at the suspender ropes and light posts. Figures 1-8 and 1-9 illustrate Alternative 1B from various locations and Figures 1-10 through 1-12 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 and 8 feet high (two 4-foot-wide by 8-foot-high panels), 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. The gates would be located on top of the outside handrail. The outside handrail would remain in place.



ALTERNATIVE 1B: ELEVATION EAST SIDE

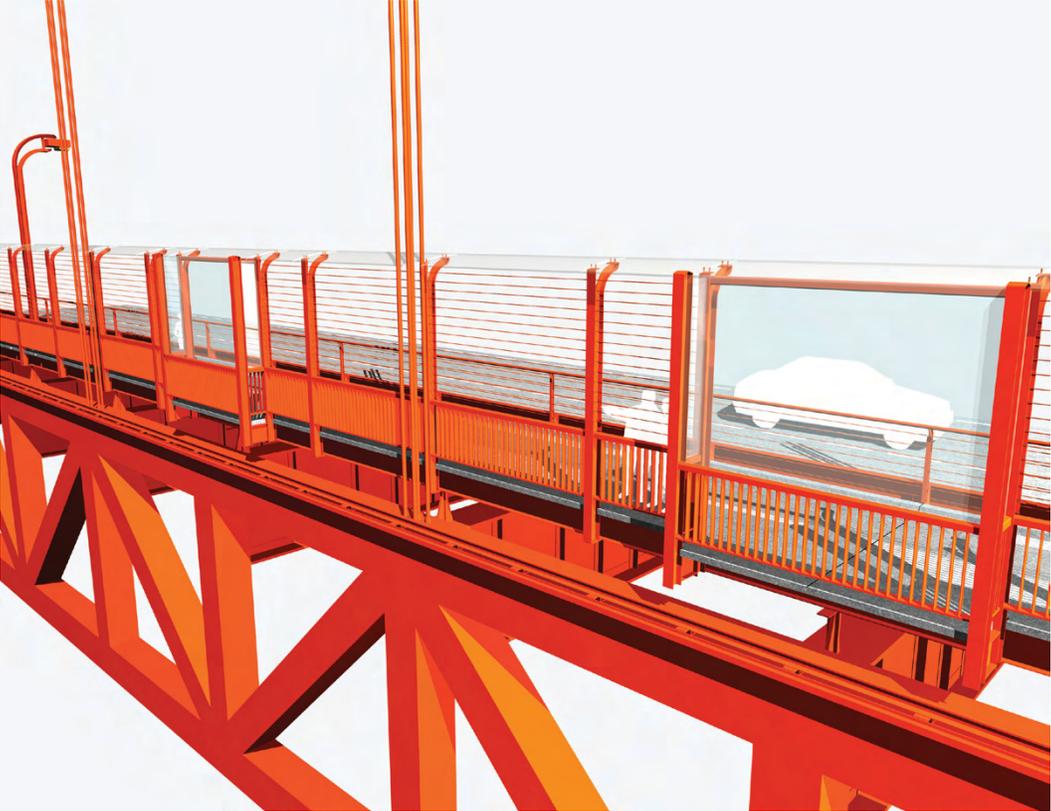


ALTERNATIVE 1B: EXTERIOR VIEW EAST SIDE

**FIGURE 1-8
ALTERNATIVE 1B: ILLUSTRATIONS**



ALTERNATIVE 1B: VIEW FROM ROAD



ALTERNATIVE 1B: EXTERIOR VIEW WEST SIDE

**FIGURE 1-9
ALTERNATIVE 1B: ILLUSTRATIONS**