


<p>TO:</p> <p>MAIN OFFICE</p> <p>REGIONAL OFFICES</p> <p>SUPERSEDED BY EI 73-042</p> <p>EFFECTIVE 6/12/1973</p>	<div style="text-align: center;">  <h2 style="margin: 0;">ENGINEERING INSTRUCTION</h2> <p style="margin: 0;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> </div> <p>SUBJECT: BRIDGE ROOM 130</p> <p>Subject Code: 7.35-1-130</p>
<p>Distribution:</p> <p><input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special</p>	<p>Code: <u>EI 73-1</u></p>
<p>APPROVED:</p> <p style="text-align: center;"><i>R. M. Kemp</i></p> <p style="text-align: center;">Deputy Chief Engineer (Structures)</p>	<p>Date: <u>Jan. 2, 1973</u></p> <p>Supersedes: BR 130</p> <p>Dated Oct., 1971</p>

Effective immediately, revised Sheet BR 130 dated Jan., 1973 will supersede Sheet BR 130 dated Oct., 1971.

The principal changes on this sheet are:

1. The Clip Angle Detail and the Detail at Cap Screw has been added.
2. The length of Handrail Splice has been changed from 4" to 8".

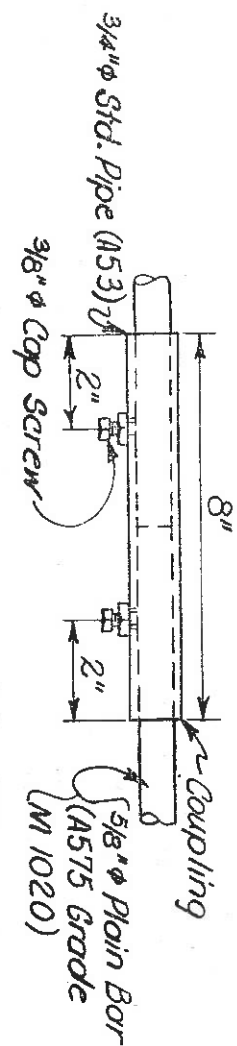
Please note that the subject sheet is printed on the reverse side of this sheet.

RNK/DJM/VK/EK

Handrail shall be placed through stiffeners on both sides of Interior Stringers and through stiffeners on inside face of fascia stringers.

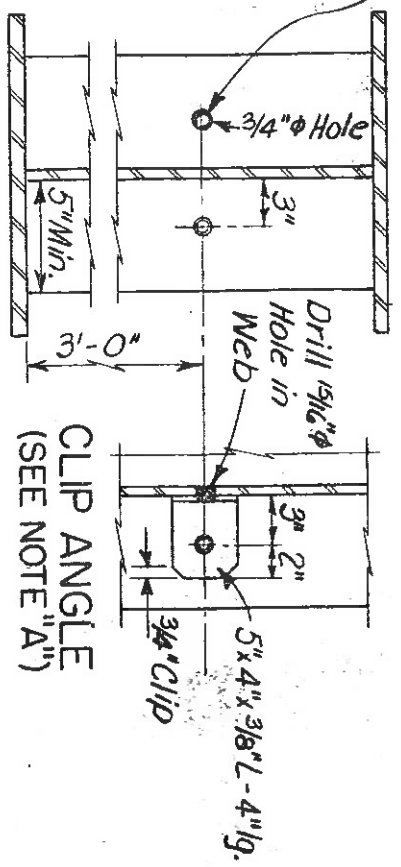
The cost of furnishing and installing the Bar and Couplings shall be paid for under Item 29.

Use Handrail when Web depth is 48" or greater.



DETAIL OF HANDRAIL SPLICE

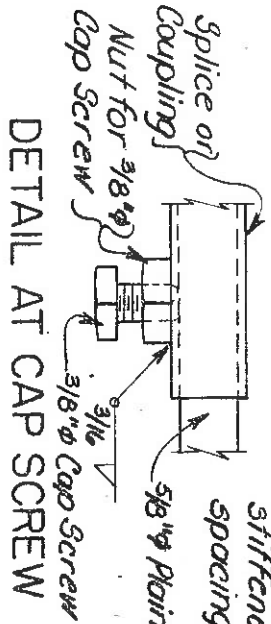
5/8" ϕ Plain bar. Handrail to be made continuous on each stringer thru use of couplings.



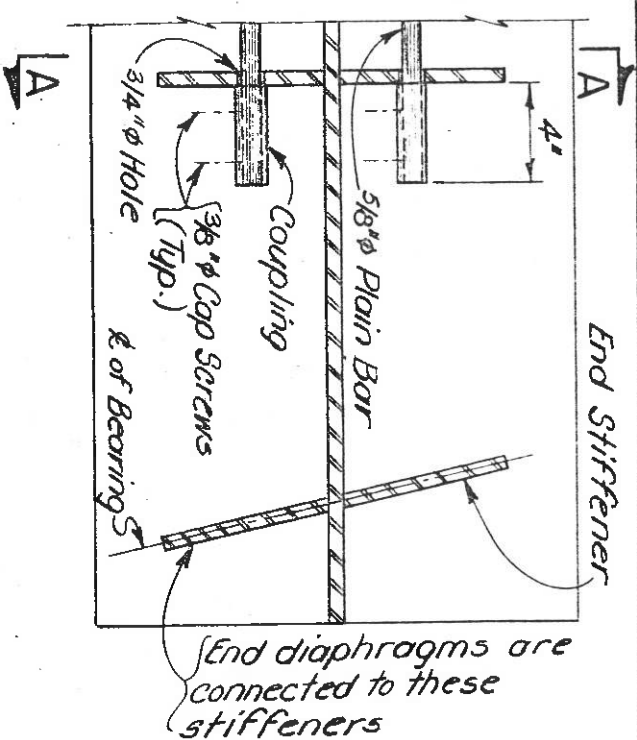
SECTION A-A

CLIP ANGLE (SEE NOTE "A")

Note "A" Use Clip L between stiffeners if stiffener spacing is 8'-0" or greater.

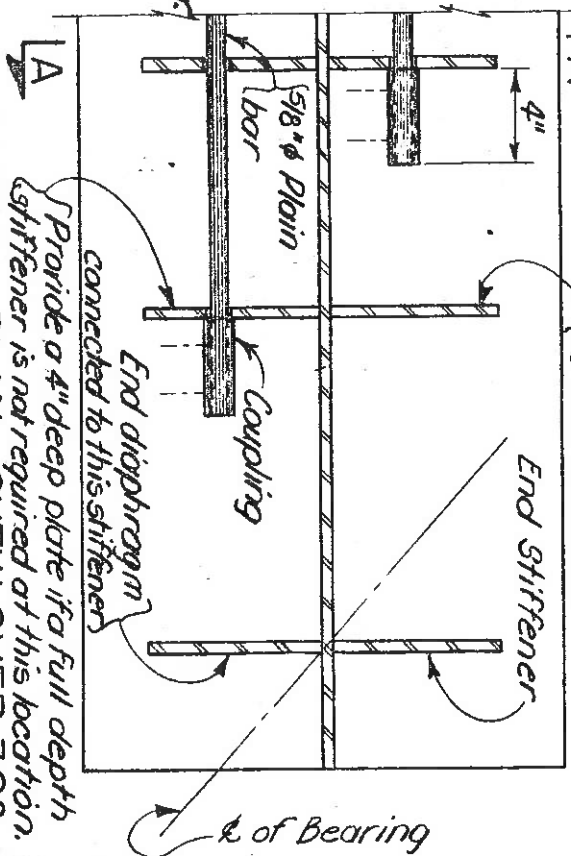


DETAIL AT CAP SCREW



PARTIAL PLAN - SKEW UP TO 30°

End diaphragm connected to this stiffener



PARTIAL PLAN - SKEW OVER 30°

Provide a 4" deep plate if a full depth stiffener is not required at this location.

DETAILS FOR HANDRAIL

BR 130
Jan. 1973

Nov. 1972
BR 130