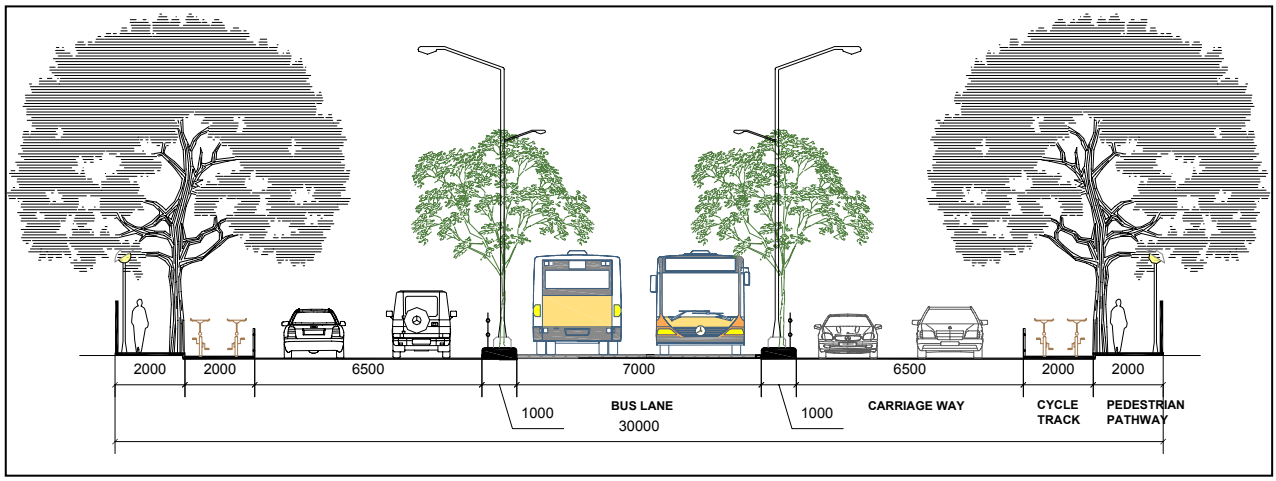
Annexure 8.1

Alternative Cross-sections considered at initial stage of the study:

a. 30 meter Right of Way

The design features comprise of the following:

- **7.0 meter exclusive bus way**
- **1.0 meter wide separation from bus lane and carriage way, bulged to accommodate bus stops**
- **6.5 meter wide two lane carriage way**
- **2.0 meter wide cycle track**
- **2.0 meter wide pedestrian pathway**



b. 40 meter Right of Way

The design features comprise of the following:

- **7.0 meter exclusive bus way**
- **2.5 meter wide separation from bus lane and carriage way for bus stops and landscape**
- **6.5 meter wide two lane carriage way**
- **2.5 meter wide parallel parking lane**
- **2.0 meter wide cycle track**
- **2.0 meter wide pedestrian pathway with low height pathway lights**
- **Pedestrian underpasses**

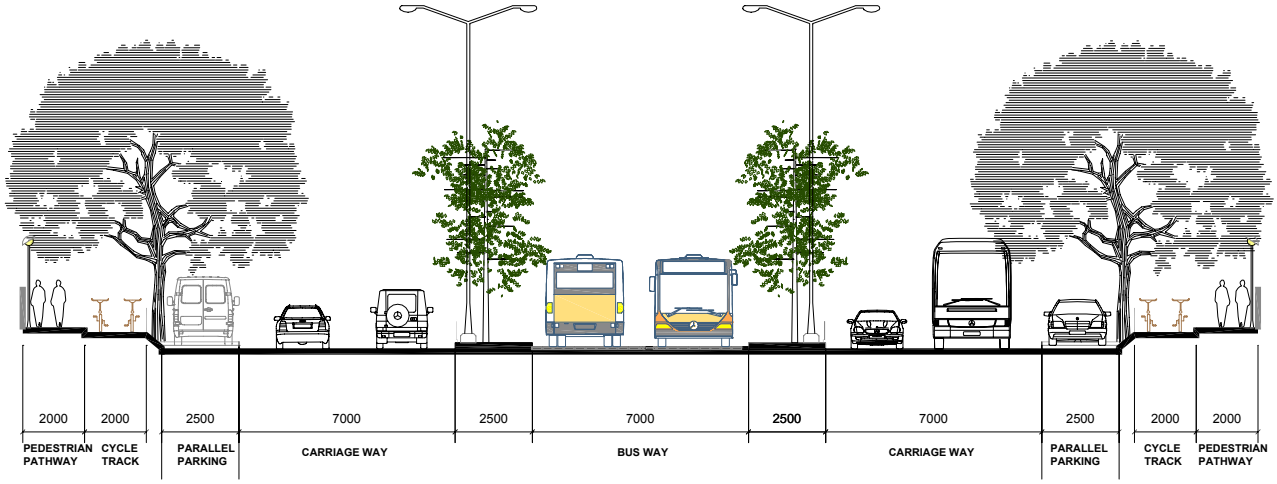


Figure showing typical section for a road of 40m ROW

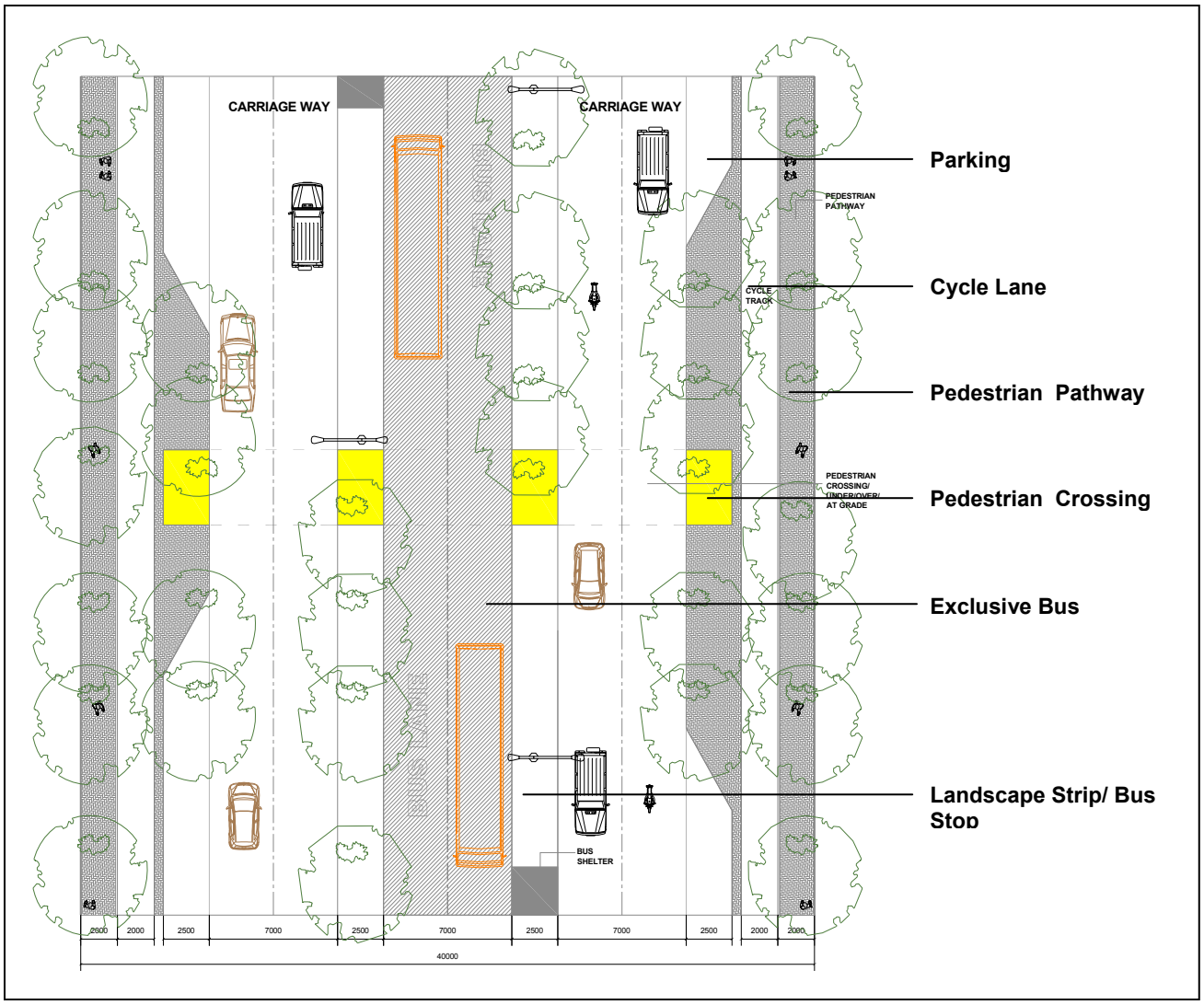
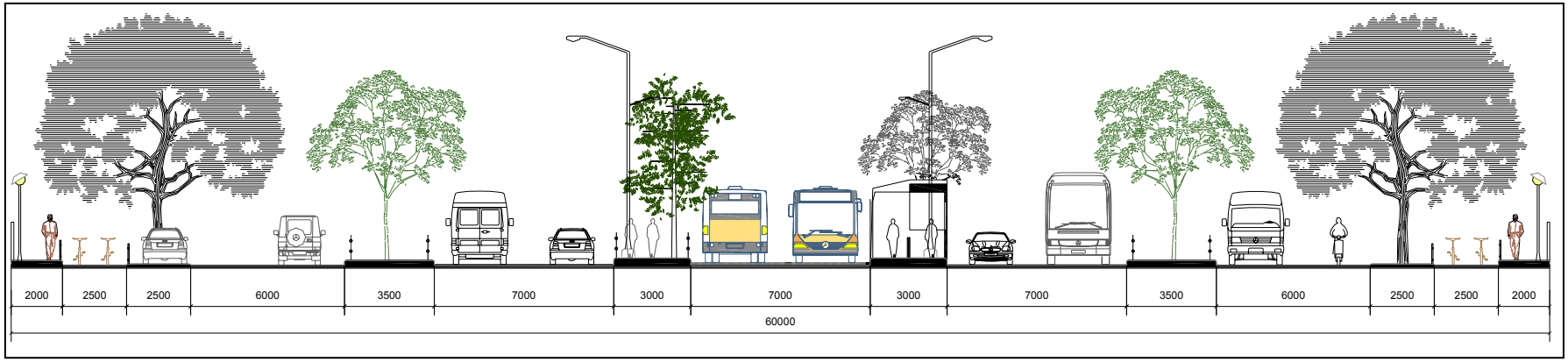


Figure showing typical plan for a road of 40m ROW

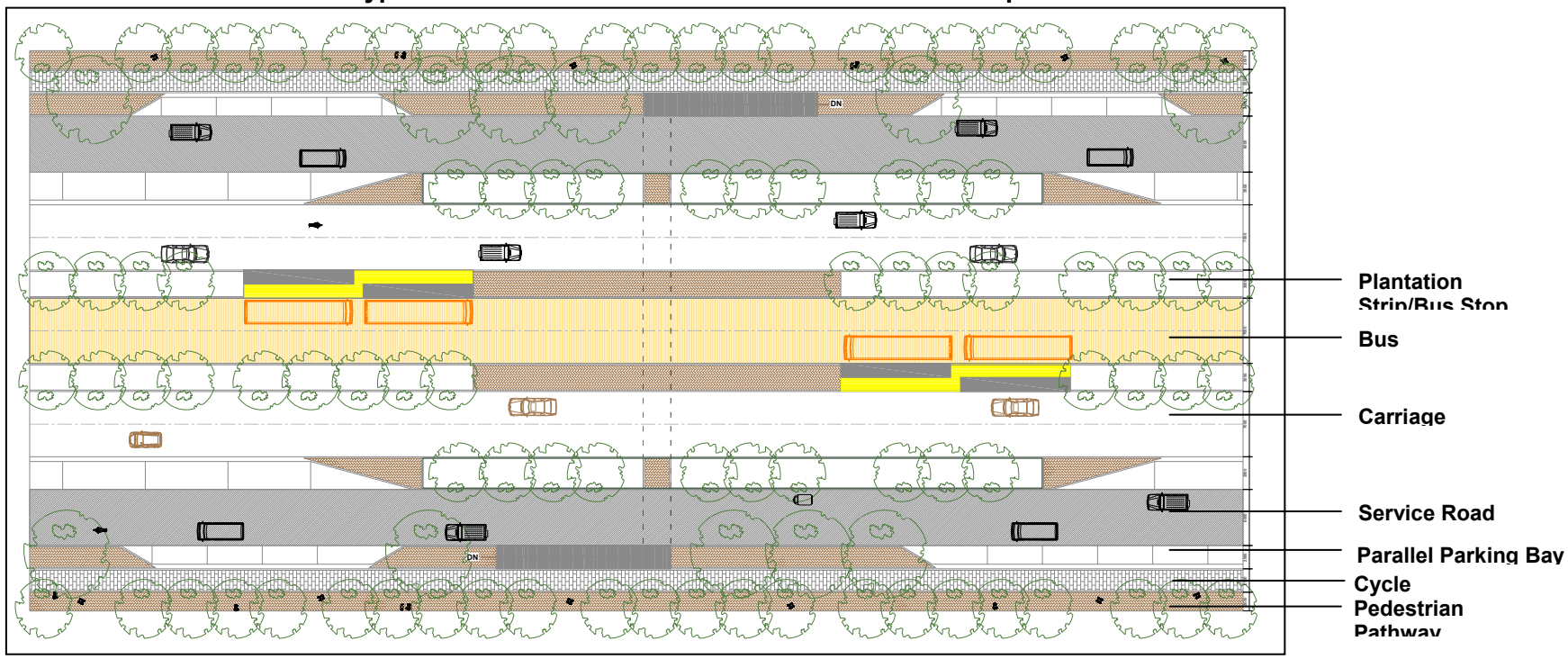
c. <u>60 meter Right of Way –</u>

A 60 meter right of way of the road (particularly the old NH8), can have a variety of options, particularly with the positioning of the bus lanes, either at the centre or at the side.

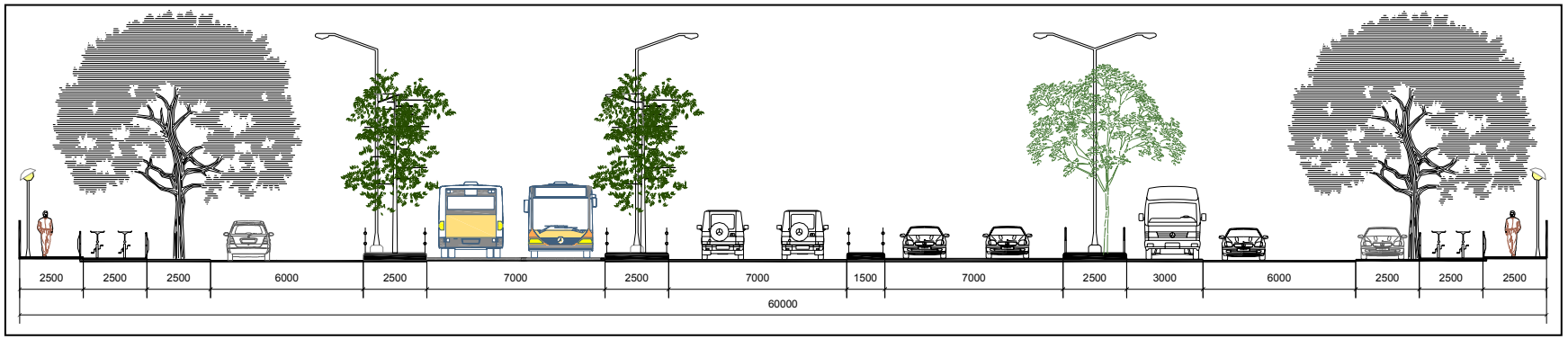
The possible options have been shown below:



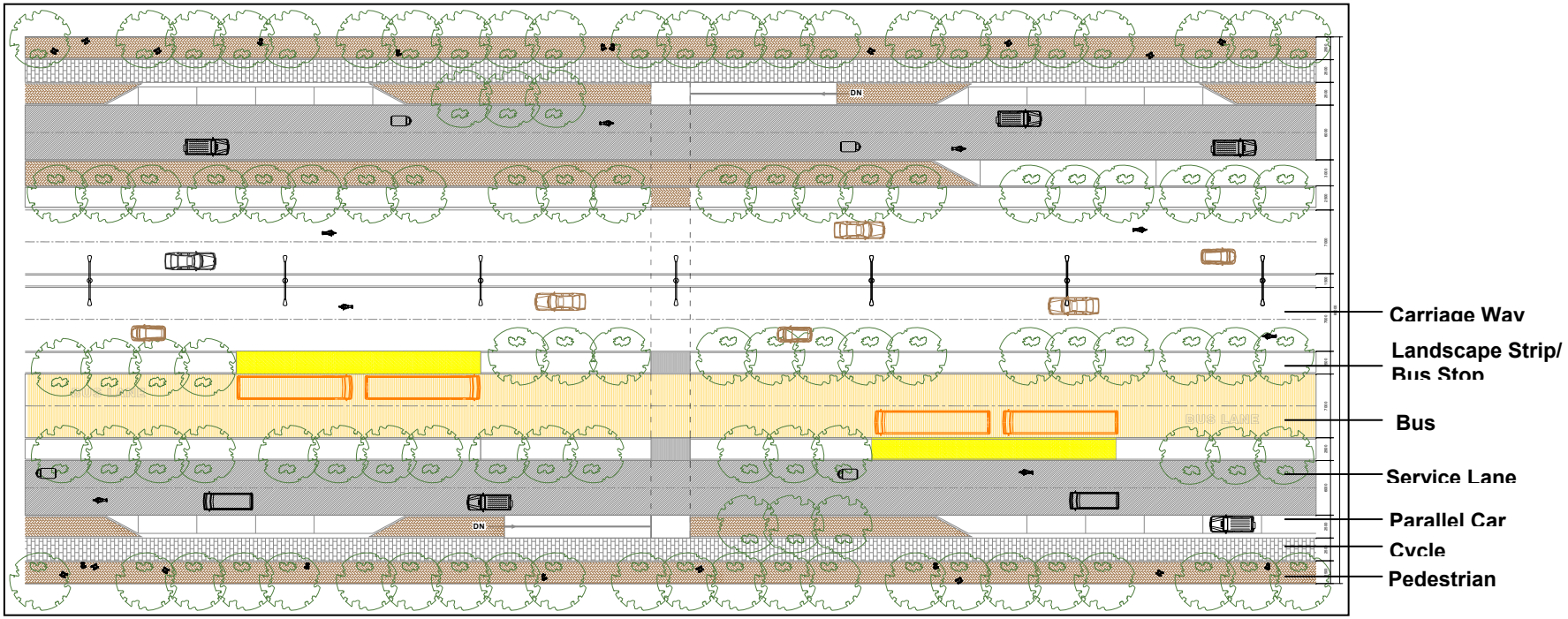
Typical Section for 60M ROW - Median Bus Lane – Option 1



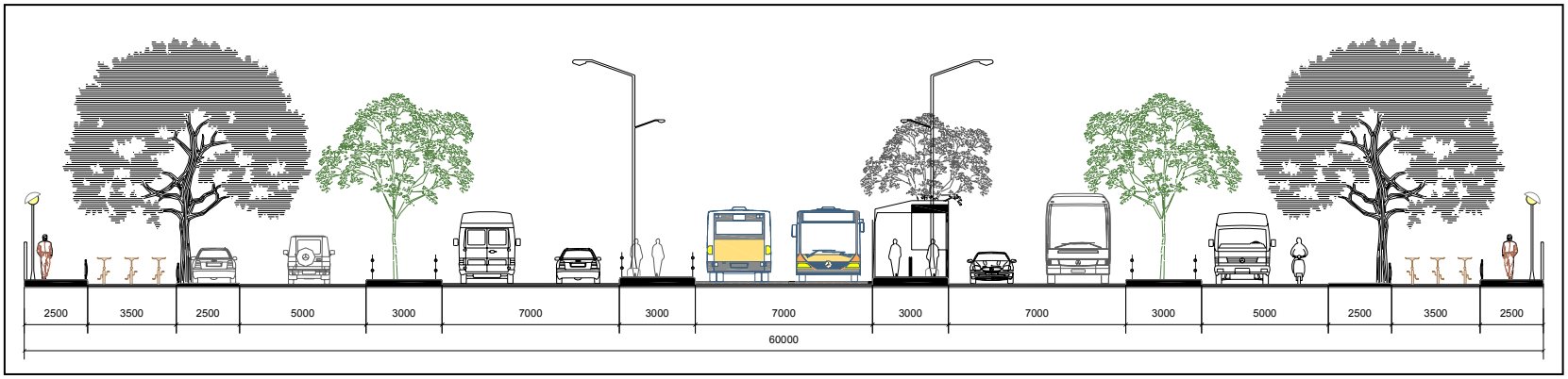
Typical Plan for 60M ROW - Median Bus Lane – Option 1



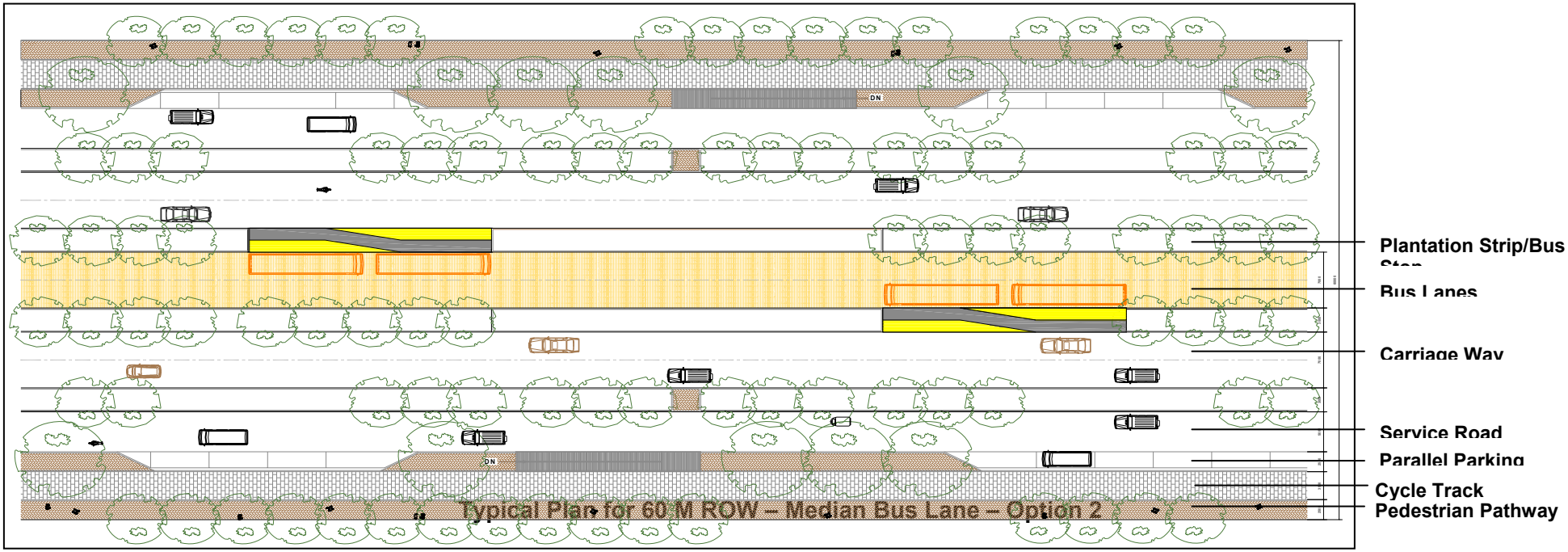
Typical Section for 60M ROW - Side Bus Lane

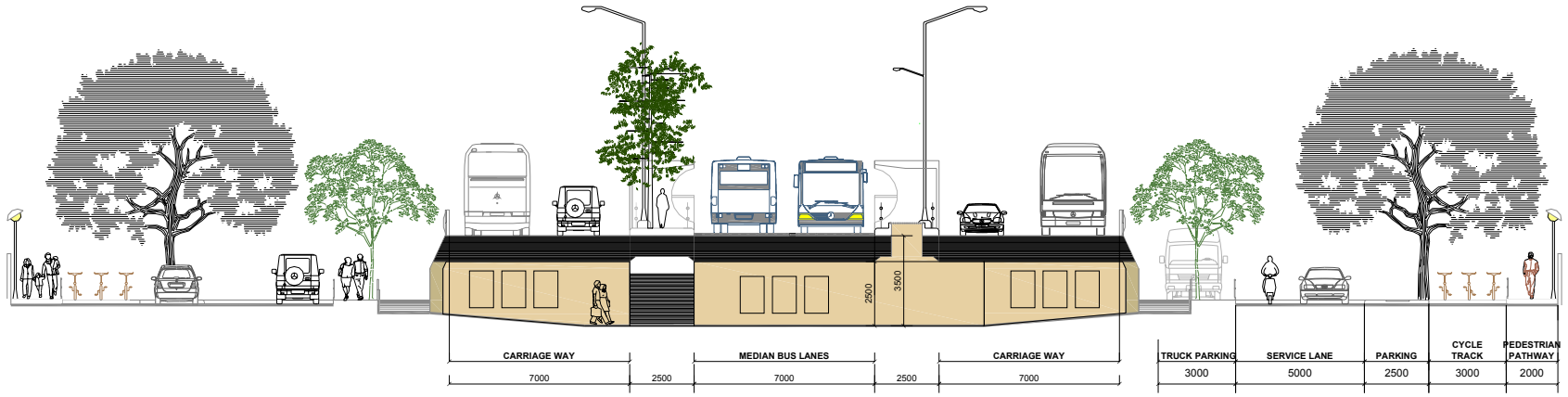


Typical Plan for 60 M ROW - Side Bus Lanes



Typical Section for 60 M ROW – Median Bus Lane – Option 2





Typical Section for 60 M ROW – Median Bus Lane with provision of Underpass for Pedestrian Crossing

Design Features:

- 7.0 M wide Median Bus Lane
- 2.5 M wide Bus Stop
- 7.0 M wide Carriage Way
- 3.0 M wide Truck Parking Lane/ Landscape Strip
- 5.0 M wide Service Lane
- 2.5 M wide parallel Parking bay for cars
- 3.0 M wide Cycle Track
- 2.0 M wide Pedestrian Pathway

The Old NH-8 registers the maximum number of cycle traffic along its 17 km stretch. The 60 meter right of way hence has been designed to accommodate the large number of cycles by providing exclusive cycle tracks of widths varying from 2.0 meter to 3.5 meter. Exclusive Pedestrian Pathways would also be developed along the corridor having widths varying from 2.0 meter to 2.5 meter. Access to Bus Shelters of the BRTS in the middle of the road, has been designed with the provision of pedestrian underpasses. The access into and from the underpass would be through ramps, giving due consideration to the mobility of the physically challenged. The Underpass can be constructed by raising the road stretch by a height of 2.5 M (slope of 1 in 50) and by going 1.0 m below ground.