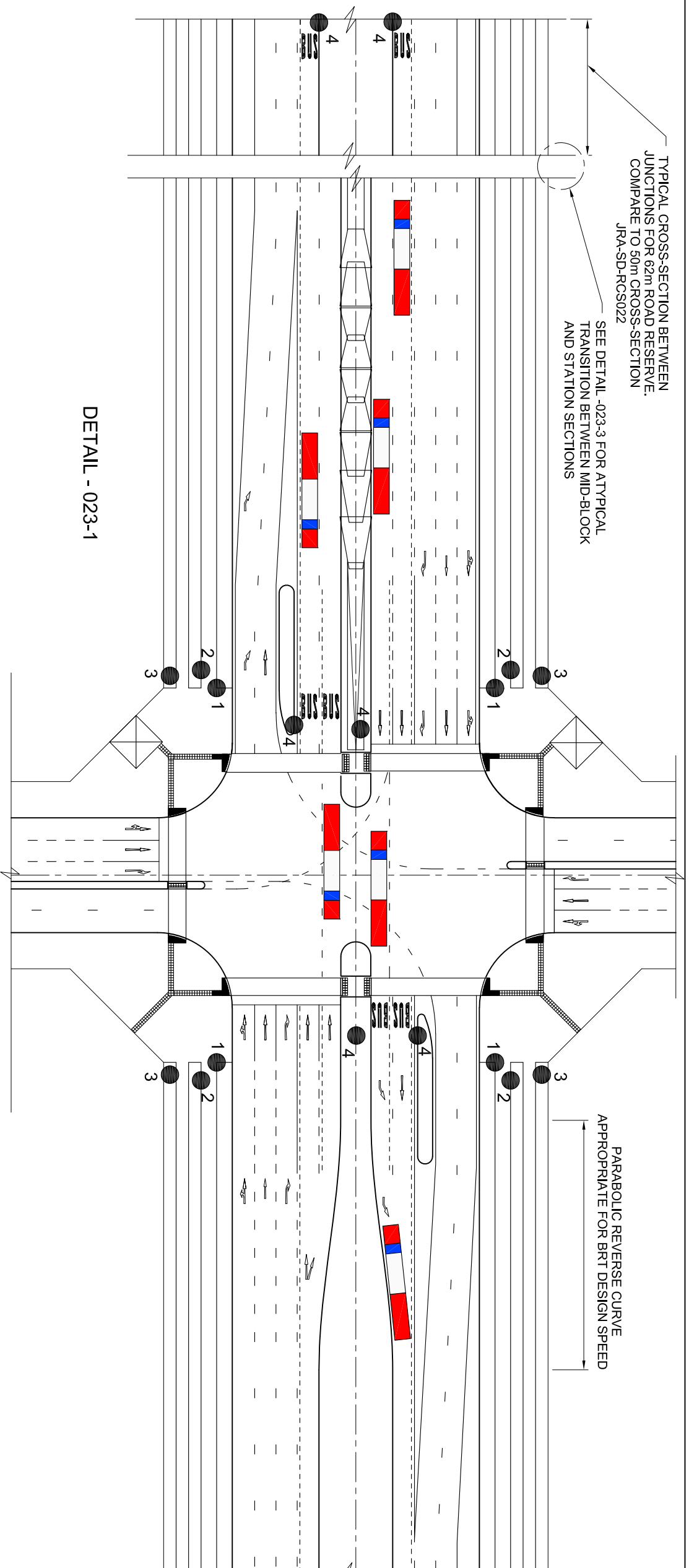
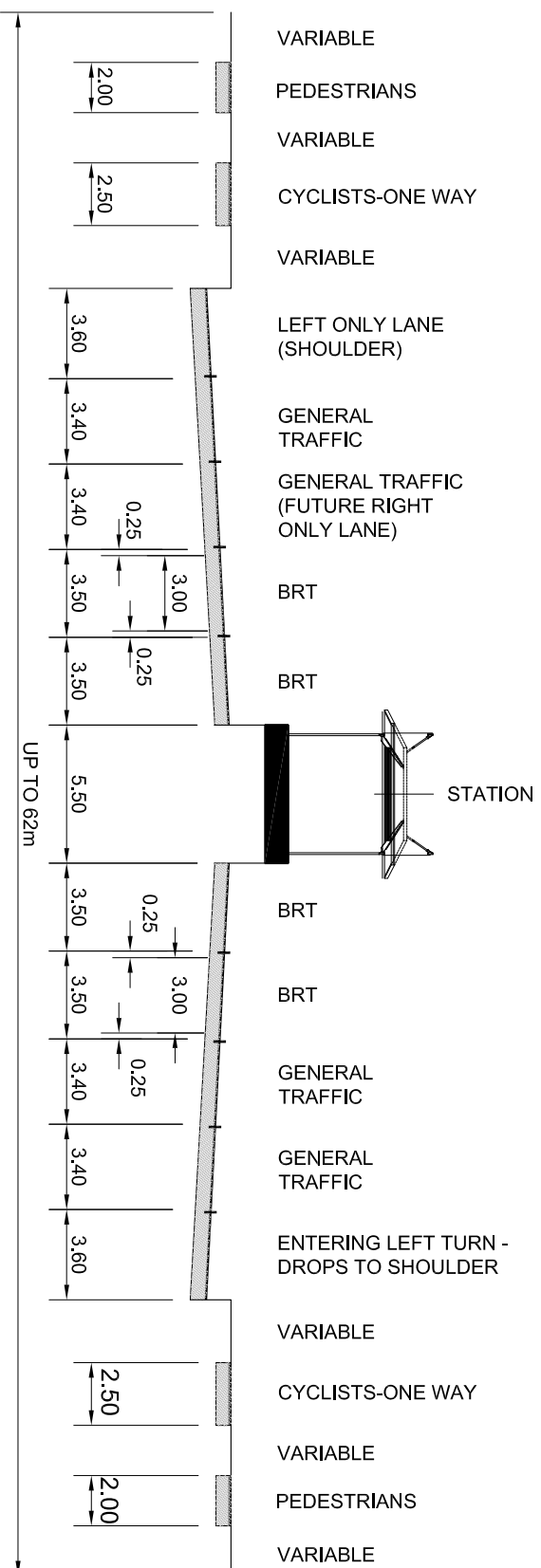


TYPICAL CROSS-SECTION BETWEEN JUNCTIONS FOR 62m ROAD RESERVE. COMPARE TO 50m CROSS-SECTION. JRA-SD-RCS022

SEE DETAIL -023-3 FOR ATYPICAL TRANSITION BETWEEN MID-BLOCK AND STATION SECTIONS



DETAIL - 023-1



DETAIL - 023-2 TYPICAL 62m ROAD RESERVE CROSS SECTION SYMMETRICAL - INCLUDING BRT

AMENDMENTS

No.	DATE	APPROVED	DESCRIPTION
1.	01-06-2017		Table Layout update

DESIGNED BY:

DRAWN BY:

STRUCTURAL DESIGN BY:

DRAWING CHECKED BY:

CHECKED BY:

DRAWING APPROVED BY:



CITY OF JOHANNESBURG

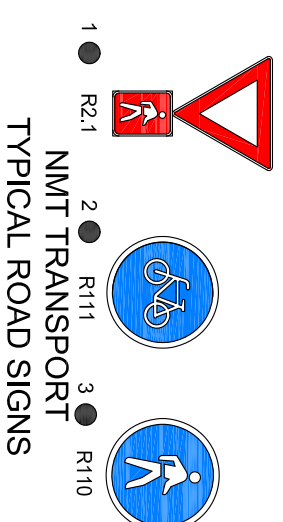
JOHANNESBURG ROADS AGENCY (PTY) LTD

Drawing Sub-set

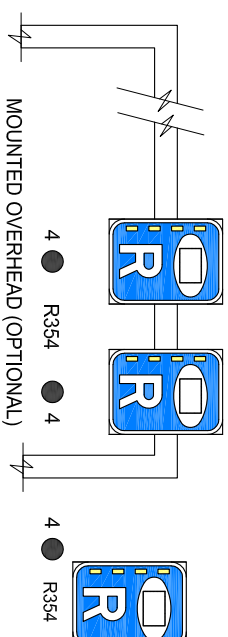
ROADS: COMPLETE STREETS

RISFSA CLASS 2: ARTERIAL/REGIONAL DISTRICT DISTRIBUTOR

62m CROSS SECTION



REA VAYA BUS LANE SIGN



LEGEND

- TACTILE PAVING
- RAMP DOWN IN DIRECTION OF ARROW - MAX. 1 IN 15
- REPRESENTS THE WORD BUS IN YELLOW (RM17.2).
- OPTIONAL BICYCLE STORAGE.
- PROPERTY BOUNDARIES

NOTES

1. DETAIL 023-1 REPRESENTS A POSSIBLE UPGRADE TO THE CROSS-SECTION IN JRA-SD-RCS-21. THE RIGHT TURN LANE HAS BEEN CONVERTED TO A BRT BY-PASS LANE.
2. DETAIL 023-1 SIGNIFICANTLY INCREASES BRT CAPACITY BUT REDUCES GENERAL TRAFFIC CAPACITY.
3. SHORT PHYSICAL ISLANDS ARE INTRODUCED OPPOSITE GENERAL TRAFFIC RIGHT TURN LANES TO INHIBIT STRAIGHT ON MOVEMENT.
4. DETAIL 023-2 SHOWS THE MAXIMUM DEVELOPMENT OF BRT PROVISION IN A 62m ROAD RESERVE.
5. THESE DETAILS INDICATE A HIGH ORDER OF PROVISION WITHIN THE 62m ROAD RESERVE FOR CYCLISTS AND PEDESTRIANS IN SUPPORT OF THE POTENTIAL BRT CAPACITY.

SCALE AS SHOWN: NTS

DATE: 04/07/2017

DRAWING NUMBER

EXTN.

JRA-SD  
RCS-023

AMENDMENT NUMBER: 01