S No.	Locations of Sky Walks / Sub-Ways
40.	Double Road opposite Shanthi Nagar bus station
41.	City Market additional arm to be added to existing underpass
42.	30 no. Sky -walks / Sub-Ways along the eastern crescent of the ORR

The choice between lift/escalator operated skywalks and underpasses will depend upon the specific site conditions and the quantum of pedestrian traffic while undertaking the detailed feasibility studies. Location of these facilities is indicated in Figure 7.5.

7.11.2.2 Foot paths

It has been observed that most of the footpaths along the major arterial and sub arterial roads need extensive repairs and up gradations. The major problems observed are:

- Insufficient widths (< 1.5 mts.)
- Uneven surface because of settlement of base course, improper covering of service lines, manholes etc.
- Obstruction due to encroachments, unwanted garbage, unused building materials, fallen/ half cut trunks of trees and full grown trees, cable stays of electric poles etc.
- Level difference and steep risers with junctions of roads.

For this purpose tentatively it has been estimated that footpaths along 350 km of roads are required to be taken up. The basic principles for construction of new footpaths and improvement of existing ones are as under:

- Footpaths along existing roads should be widened and the minimum width be kept at least 2.0 mts.
- Proper leveling of footpath surface - with a stable base course fully compacted and safe guarded against any settlement before laying the top surface. In addition the cover for the underground services and man holes, if any, located below the footpaths or crossing should be properly designed to maintain a proper level with the surface of the footpath and no subsidence occurs.
- Continuity of footpaths
- Adequate ramp facilities for physically challenged people at junctions and cross overs.
- Proper merger of footpaths with skywalks/ underpasses/zebra crossings and junctions be provided with pedestrian priority signaling.