

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F.1(20)2001-MP/

Dated: 22.08.2001

**MINUTES OF THE MEETING OF TECHNICAL COMMITTEE HELD ON
04.07.2001 THE LIST OF THE PARTICIPANTS IS ENCLOSED**

**Sub: Confirmation of the minutes of the Technical Committee held on
22.05.2001.**

The minutes of the Technical Committee meeting held on 22.05.2001 have been confirmed. the draft minutes were circulated to all members for their observations and comments and no comments/observations were received.

1. Item No. 35/2001

Sub: Denotification of villages falling in Development Area number 175 in Narela Project - F.3(25)99-MP.

The proposal has been deferred Senior Town Planner, MCD informed that MCD has certain observations regarding extended Lal Dora. He also informed that there are some related order of the Hon'ble Court on the subject. MCD is separately submitting observations on this item.

In view of this it was decided that issue be re-examined after the receipt of the MCD's observations and be brought again in the Technical Committee. The representation of L&B Department of Government of NCT of Delhi may also be invited.

2. Item No. 36/2001

Sub: Construction of Grade Separator at the intersection of Road No. 56, G.T. Road.
F.5(6)2001-MP

The Technical Committee recommended to the proposal of the fly over for approval subject to the following conditions:

1. The consultant made two modifications on the drawings presented during the Technical Committee meeting (a) The trumpet near Red Cross Hospital will have a slope of 1: 30 and (b) downward ramp will meet the G.T. Road in the modified way so that there is sufficient weaving length along the G.T. Road before the traffic signal.
2. For the acquisition of land coming in the proposal and for resitement of the petrol pump the Engineering Wing will take up the matter with the concerned authorities.
3. The centre line of the fly over the railway line and the proposed fly over needs to be examined in terms of additional widening of rail over bridge from the existing three + three lane width to 4 + 4 lane width in future to avoid bottleneck along road number 56.
4. The left turning lane from Ghaziabad to Road no. 56 may be modified to the extent possible for smooth flow of heavy vehicles/containers.
5. The implementation of the alignment of Road No. 62 and Road No. 70 (The road linking GTs Road with Wazirabad road) simultaneously be also taken up by PWD so that the traffic flows smoothly between Wazirabad Road upto NH 24 bypass (part of Ring Road & TYA). the

6. A design of modified Grade Separator shall be further examined by Engineering Wing in terms of structure design, seismic loads, design speed, super elevation, services and other related Engineering Aspects.

7. The approval form concerned agencies if required, be taken by the executing agency before commencing the Project.

8. The diversion plan during construction shall be prepared in consultation with the Traffic Police before implementation.

9. The Engg. Wing shall submit 3 copies of the plans, modified as indicated in para 1 above duly authenticated, to the Master Plan Section of DDA after incorporating the R/W lines and the decision of the Tech. Committee along with 3 copies of the upto date action taken report.

10. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.

11. The landscape plan (under and above) of fly over shall be prepared by implementing agency in consultation with Director (LS) DDA and necessary provisions in structural design where ever required shall also be provided.

12. The Project manager (FOP) Group II shall also request GDA/ UP PWD to take up the improvements of GT Road (up side) on priority to optimise the benefits of proposed flyover.

3. ITEM NO. 37/2001

Sub: Erection of 66 KV 4 circuit tower line from 220 KV sub station South of Wazirabad Road to 66 KV sub station at Shastri Park (East Delhi)
F6(14)98-MP

The proposal was discussed in details and the 4 circuit 66 KV high tension line was considered for approval subject to the following:

1. DVB will obtain the necessary NOC from the concerned authorities wherever required before starting of the work.

2. Necessary provision for carrying of additional circuit lines on same towers for future shall be made in Tower designs by DVB

3. The DVB shall also ensure that setbacks etc. are in conformity of Indian Electricity Act and other related Acts / Rules etc.

4. Item no. 38/2001

Sub: Modification to the fly over at intersection of Ring Road & Road no. 41.
F.5(20)98/MP

The ~~draw~~ modifications in already approved plan of fly over were agreed subject to the following conditions.

1. The Project Manager (Gr. I) will ensure that processing the acquisition of land from the corner of Distt. Centre and the Distt. Park, Necessary care will be taken to retain the circulation system of the Distt. Centre as existing / planned.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(20)2001-MP/523

Dat 20/7/2001

Draft Minutes of the meeting of Technical Committee held on 4.7.2001. The list of the participants is enclosed.

Sub: Confirmation of the minutes of the Tech. Committee held on 22.5.2001.

The minutes of the Tech. Committee meeting held on 22.5.2001 have been confirmed. The draft minutes were circulated to all members for their observations and comments and no comments / observations were received.

1. Item No. 35/2001

Sub: Denotification of villages falling in Development Area no. 175 in Narela Project. F3(25)99-MP

The proposal has been deferred. Senior Town Planner MCD informed that MCD has certain observations regarding extended Lal dora. He also informed that there are some related order of the Hon'ble Court on the subject. MCD is separately submitting observations on this item.

In view of this it was decided that issue be re-examined after the receipt of the MCD's observations and be brought again in the Tech. Committee. The representatives of L&B Deptt. of GNCTD may also be invited.

2. Item No. 36/2001

Sub: Construction of Grade Separator at the intersection of Road No. 56 GT Road F.5(6)2001-MP

The Technical Committee recommended to the proposal of the fly over for approval subject to the following conditions:

1. The consultant made two modifications on the drawings presented during the Technical Committee meeting. (a) The trumpet near Red Cross Hospital will have a slope of 1:30 and (b) downward ramp will meet the GT road in the modified way so that there is sufficient weaving length along the GT road before the traffic signal.

2. For the acquisition of land coming in the proposal and for resettlement of the petrol pump the Engineering Wing will take up the matter with the concerned authorities.

3. The centre line of the fly over the railway line and the proposed fly over needs to be examined in terms of additional widening of rail over bridge from the existing three + three lane width to 4 lane + 4 lane width in future to avoid bottleneck along road no. 56.

4. The left turning lane from Ghaziabad to Road no. 56 may be modified to the extent possible for smooth flow of heavy vehicles / containers.

5. The implementation of the alignment of Road No. 62 & Road No. 70 (The road linking GTs Road with Wazirabad Road) simultaneously be also taken up by PWD so that the traffic flows smoothly between Wazirabad Road upto NH 24 bypass (part of Ring Road & Trans Yamuna Area.) The Project Manager (Group II) POP DDA shall also take up the matter with PWD.

Project Manager (Group-II) POP, DDA shall also take up the matter with PWD.

6. A design of modified Grade Separator shall be further examined by Engineering Wing in terms of structure design, seismic loads, design speed, super elevation, services and other related Engineering Aspects.
7. The approval form concerned agencies if required be taken by the executing agency before commencing the Project.
8. The diversion plan during construction shall be prepared in consultation with the Traffic Police before implementation.
9. The Engineering Wing shall submit 3 copies of the plans, modified as indicated in para 1 above duly authenticated to the Master Plan Section of DDA after incorporating the r/w lines and the decision of the Technical Committee along with 3 copies of the upto date action taken report.
10. The recommended proposal of the Technical Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.
11. The landscape plan (under and above) of flyover shall be prepared by implementing agency in consultation with Director (LS), DDA and necessary provisions in structural design wherever required shall also be provided.
12. The Project Manager (FOP) Group II shall also request GDA/UP, PWD to take up the improvements of GT Road (up side) on priority to optimise the benefits of proposed flyover.

3. Item No. 37/2001

Sub: Erection of 66 KV 4 circuit tower line from 220 KV sub-station south of Wazirabad Road to 66 KV sub-station at Shastri Park (East Delhi) - F.6(14)98-MP

The proposal was discussed in details and the 4 circuit 66 KV high tension line was considered for approval subject to the following:

1. DVB will obtain the necessary NOC from the concerned authorities wherever required before starting of the work.
2. Necessary provision for carrying of additional circuit lines on same towers for future shall be made in Tower designs by DVB.
3. The DVB shall also ensure that setbacks etc. are in conformity of the Indian Electricity Act and other related Acts/rules etc.

4. Item NO. 38/2001


Sub: Modification to the flyover at intersection of Ring Road and Road No. 41 - F.5(20)98-MP

The modifications in already approved plan of flyover were agreed subject to the following conditions:

1. The Project Manager (Gr.I) will ensure that processing the acquisition of land from the corner of District Centre and the District Park, Necessary care will be taken to retain the circulation system of the District Centre as existing/planned.
2. The Engineering will ensure processing for acquisition of land from the concerned authorities as per procedure.
3. The request of the DTC for providing adequate security arrangement for the Wazirpur DTC Depot will be taken care of during the preparation of landscape plan. This shall be prepared in consultation with Director (LS), DDA.


4. The entry and exit points for the MRTS Railway Station, under passes and other infrastructure as approved earlier for the above item will be suitably incorporated in the modified plan.
5. The revised set of drawings/report/feasibility report duly authenticated by Project Manager after incorporating the previous recommendations of T.C. dated 09.07.1999 and above recommendations of Technical Committee and DUAC approval shall be submitted to Master Plan Section for placing it before Authority. The modifications if any made by DUAC at the time of approval shall also be incorporated in revised drawings/report.

These minutes have been confirmed in the Technical Committee Meeting held on 07.08.2001.


(Prakash Narayan)
OSD (DC&TT)

Copy to:

1. OSD to VC for information of the latter.
2. Engineer Member, DDA.
3. Commissioner (Planning), DDA.
4. Commissioner (LD), DDA.
5. Commissioner (LM)-I & II, DDA.
6. Chief Architect, DDA.
7. Additional Commissioner (AP), DDA.
8. Additional Commissioner (MPPR), DDA.
9. Additional Commissioner (UDP), DDA.
10. OSD (DC&TT), DDA.
11. Chief Planner, TCPO.
12. Chief Architect, NDMC.
13. Town Planner, MCD.
14. Secretary, DUAC.
15. Land & Development Officer (L&DO).
16. Senior Architect, (H&TP), CPWD.
17. Dy. Commissioner of Police (Traffic), Delhi.
18. Chief Engineer (Elect.), DDA.
19. Director (Landscape), DDA.


(R.K. Jain)
Joint Director (Master Plan)


Compared with Original

List of Participants in Meeting

DELHI DEVELOPMENT AUTHORITY

1. Sh. P.K.Hota, Vice Chairman
2. Sh. Vijay Risbud Commissioner (Plg.)
3. Sh. Chander Ballabh Addl. Commr. (MPPR)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
5. Sh. N.K. Aggarwal, Addl. Commr. (plg.)
6. Sh. C.L. Aggarwal, Chief Architect
7. Sh. Prakash Narayan, OSD (DC&TT)
8. Smt. Savita Bhandari Director (LS)

T.C.P.O.

9. Sh. B.K. Arora (PCP)

M.C.D.

10. Sh. Shamsheer Singh, Sr. T.P.

DELHI POLICE

11. Sh. R.N. Jamchon ACP I

SPECIAL INVITEES

12. Sh. Jagdish Chandra SE (Plg.I) DVB
13. Sh. D.K. Suri, C E (Plg.) DVB
14. Sh. R.S. Kaushal SA (H&TP) I CPWD
15. Sh. S. Sen Gupta Arch. Lands CPWD
16. Sh. M. N. Puri Director (LM) DDA
17. Sh. P. Harare Kampeh Consultant
18. Sh. H.C. Tayal P M II 2 DDA
19. Sh. B.K. Jain Director (MPPR) DDA
20. Sh. S. Srivastava Director (DC) DDA
21. Sh. S.K. Malhotra CE (Civil) DDA
22. Sh. B.L. Khurana CE (Elect) DDA
23. Sh. Ravi Bhich Dy. Dir. (LM) DDA
24. Sh. Mukund Josh SE (PWD)
25. Sh. P.C. Sharma, EE ED II DDA
26. Sh. O.P. Verma EE FD 6 DDA
27. Sh. R.M. Lal, Jt. Dir. DDA
28. Sh. D.K. Saluja Director (Plg.) DDA

2. The Engineering Wing will ensure processing for acquisition of land from the concerned authorities, as per procedure.
3. The request of the DTC for providing adequate security arrangement for the Wazirpur DTC Depot will be taken care of during the preparation of land scape plan. This shall be prepared in consultation with Director (land scape) DDA
4. The entry and exit points for the MRTS Railway station, under passes and other infrastructure as approved earlier for the above item will be suitably incorporated in the modified plan.
5. The revised set of drawings / report / feasibility report duly authenticated by Project Manager after incorporating the previous recommendations of Technical Committee dated 9.7.99 and above recommendations of Tech. Committee and DUAC approval shall be submitted to Master Plan Section for placing it before Authority. The modifications if any made by DUAC at the time of approval shall also be incorporated in revised drawings / report.

Observations if any on the above draft minutes may be sent to Jt. Dir. (MP) within a week

(Signature)
(PARKASH NARAYAN)
OSD (DC&TT)

COPY TO:

1. OSD to VC for information of the latter *23/7/01*
2. Engineer Member DDA *23/7/01*
3. Commissioner (Plg.) DDA
4. Commissioner (LD) DDA *23/7/01*
5. Commissioner (LM) I & II DDA
6. Chief Architect, DDA
7. Addl. Commr. (AP) DDA
8. Addl. Commr. (MPPR) DDA *23/7/01*
9. Addl. Commr. (UDP) DDA
10. OSD (DC&TT) DDA
11. Chief Planner TCPO
12. Chief Architect, NDMC *23/7/01*
13. Town planner, MCD *23-7-01*
14. Secretary DUAC *23/7/01*
15. Land & Development Officer (L&BV) *23/7/01*
16. Sr. Architect, (H&TP) CPWD *23/7/01*
17. Dy. Commr. of Police (Traffic) Delhi *23/7/01*
18. Chief Engineer (Plg.) DDA
19. Director (Land Scape) DDA

(Signature)
(R.K.JAIN)
JT.DIR.(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F-1(20)2001-MP

Date 4-7-2001

Draft Minutes of the meeting of Technical Committee held on 4.7.2001 The list of the participants is enclosed.

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**Sub: Denotification of villages falling in Development Area No.175 in Narela
Project F.3 (25) 99-MP**

1.0 INTRODUCTION

- 1.1 Narela sub-city (part zones M, N & P) forms part of the phase II-B & III of the urban Extension plan, approved by the Authority vide Resolution No.79, dated 30.6.1987.

The Development Area No.175, covering 9000 Ha. stands notified vide notification No.F.16 (2) 91 L&B/Plg. dated 6.5.94. It is bounded by G.T.Karnal Road in the East, existing 220 KV High Tension Line in the North and North of the existing road between Mohummad Pur Mazra, Kanjhawala and the boundary of the Rohini Scheme in the South.

- 1.2 A reference has been received from CLM-I, DDA about exclusion of Lal Dora and the extended Abadi areas of villages falling in Dev. Area No.175. It is stated that several representations addressed to Hon'ble LG and VC have been received wherein it is alleged that the villagers are being harassed for construction of houses within the Lal Dora area by the DDA and the Police Deptt.

2.0 EXAMINATION

- 2.1 As per MPD-2001 the development of villages should be integral part of the development scheme of the area. Around these settlements educational, health, recreational facilities and work areas should be developed for the benefit of the village population in urban as well as rural Delhi.
- 2.2 In a meeting held under AC (UDP) on 11.4.01, DD (LM) NZ informed that they have been issuing demolition notices in all such cases. It was also informed that extended Abadi area does not have statutory / legal status. It was opined that if such structures are considered for regularisation, then there would be hardly any scope for planned development and it will not be possible to take up the construction of main roads / infrastructure services, community facilities etc.
- 2.3 As per order of MoUD vide no - J - 13036/2/2001/VIP/DD/B dt: 28-03-2001 (Annexed at 'X') there is no question of regularisation of Lal Dora. The moment the village comes in urban area, the zoning regulations of the rural land use would apply in respect of villages falling outside urban limit.
- 2.4 As per order of MoUD vide No - J - 13036/3/96 - DD/B dt: 28-08-2000 (Annexed at 'Y') where illegal construction had taken place in rural-agricultural land, action under the provision of Delhi Land Reform Act 1954 should be taken and such land should be taken over as per provision of Delhi Land Reform Act. Action in this respect should be taken as soon as the plots are cut by the colonizer and construction done in

the shape of boundary wall ~~and etc.~~ if it comes it should be demolished immediately by the concerned authority as per the by laws pertaining to LOP / service plan.

3 PROPOSALS

- 3.1 Abadi area of villages covered under All Dora of 1908 may be considered for denotification. However this must be done on the basis of detailed planning.
- 3.2 As per MPD-2001 the urban villages should get modern services and amenities. Village settlements of historic significance should be conserved. Development of villages should be integral part of the development scheme of the area.
- 3.3 It is necessary to take up the ^{preparation of} ~~proper~~ redevelopment plan of villages. While preparing redevelopment plans of villages it will be kept in view to include 50 Mt. to 100 Mt. beyond Lal Dora for facilities / utilities etc.
- 3.4 As a general principle, in the redevelopment plan of villages the following hierarchy of roads be adopted :
 - (a) Village Link Road: 18 Mt. R/W
 - (b) Village Phirni Road : 13.5 Mt. R/W.
 - (c) Village Road above 150 Mt. length 12 Mt R/W
 - (d) Internal Roads / Cul-de-sac (up to 150 Mt. length) Min. 6 m R/W.

It is also proposed that no industrial / commercial activity be allowed in residential use / Abadi area except in mixed land use.

- 3.5 It is also proposed that no consolidation of land, be applied for villages/ Abadis falling in the urban extension/sub-city projects of DDA.

4 RECOMMENDATION

The above proposals are put up for consideration of the T.C.


(D.K.SALUJA) 15/6/66
Dir(Plg.)NP


(A.K.PAL)
Dy. Dir (NP)

136-A/001562
10-4-7-41

F.No.J-13036/2/2001/VIP/D-113
Government of India
Min. of Urban Development & Poverty Alleviation

Mirman Bhawan, New Delhi,
Dated: 28.3.2001

226-A / CL MT
B-4 2nd TO

Shri P.K. Hota,
Vice Chairman,
Delhi Development Authority,
Vikas Sadan, INA,
New Delhi.

$$\begin{array}{r} 648 \cdot 9 \\ \hline 2012 \cdot 01 \end{array}$$

Shri S.P. Aggarwal,
Commissioner,
Municipal Corporation of Delhi,
Town Hall,
New Delhi.

Subject: Gross misuse of 'Tal-Dora' land in Delhi.

It is brought to the notice of the Government that a large number of Showrooms, restaurants, etc. have come up on Mehrauli Gurgaon Road which are illegal and situated on agricultural land of village Ghiteemi, Sultanpur and Aya Nagar in violation of the provision of Delhi Land Reform Act - 1954 and Master Plan of Delhi 2001.

2. In this context, attention is invited to the guidelines issued regarding unauthorised encroachment and illegal construction in Delhi vide dated 28.8.2000 (copy enclosed). It should be ensured that action is to be taken in accordance with these guidelines in dealing effectively with the situation raised in the preceding paragraph.


3. The matter has been under the consideration of the Ministry and the following clarifications are issued :

i) There is no question of 'Lal-Dora', the moment a village comes in urban area.

- ii) The zoning regulations of the rural land use would apply in respect of the village which is falling outside the urban limit."


4. Action taken in pursuance of the above, decision, should be reported to this Ministry immediately.

Yours faithfully,


S. Banerjee
Joint Secretary (DD)

Copy to :

1. Shri P.S. Shastri
Chief Secretary,
Govt. of National Capital Territory of Delhi,
Delhi.
2. Shri B.P. Misra,
Chairperson,
N.D.M.C.,
Palika Kendra,
New Delhi.
3. The Development Commissioner,
Govt. of National Capital Territory of Delhi,
Town Hall,
Delhi.


(Devendra Kumar)
Under Secretary (DD)

No. J- 26/3/96-DHHR
Government of India
Ministry of Urban Development & Poverty Alleviation

H. Manu Bhawan, New Delhi
Dated: 26/3/96

To

1. Shri P.S. Bhatnagar,
Chief Secretary,
Government of National Capital Territory of Delhi,
Delhi.

2. Shri P.K. Ghosh,
Vice-Chairman,
Delhi Development Authority,
Vikas Sadan, INA, New Delhi

3. Shri S.P. Aggarwal,
Commissioner,
Municipal Corporation of Delhi,
Town Hall,
Delhi

4. Shri B.P. Misra,
Chairperson,
New Delhi Municipal Committee,
Palika Kendra,
New Delhi

5. The Development Commissioner,
Government of National Capital Territory of Delhi,
Town Hall,
New Delhi

Subject: Unauthorised Encroachment and Illegal Constructions in Delhi

Sir,

I am directed to say that the menace of illegal encroachment/unauthorised construction in Delhi has been considered by the Government of India at its highest level and it has been decided to eliminate this menace with a firm hand. You are therefore, requested to take strong and prompt action against all illegal constructions/unauthorised encroachments and also against misuses of the provisions of the Master Plan of Delhi. The following are particularly required to be enforced strictly:

- (i) All illegal constructions should be demolished, not even partially.

- (ii) The cost of demolition should be recovered from the illegal builder within 15 days of demolition. In case of non-payment within 15 days, the amount due should be recovered as arrears of land revenue.
- (iii) In all cases of illegal constructions, prosecution should invariably be launched against builders under the Delhi Municipal Corporation Act, 1957, Development Authority Act, New Delhi Municipal Council Act, etc., and such cases followed vigorously with the police authorities/courts.
- (iv) Wherever the property is on lease, action should be taken under the terms and conditions of lease agreement and re-entry effected within the stipulated permissible period under such lease agreement. After re-entry, physical possession of the property should be taken by invoking the provisions of Public Premises Eviction Act and damages collected immediately. The rates of damages/misuse charges should be the same as per the formula followed by the L&DO and approved by the Ministry of Urban Development.
- (v) In case of DDA flats, where constructions have come up beyond the condonable limits, cancellation of allotment should be carried out in respect of the demolition of the additional construction. Orders in respect of condonable and non-condonable items are being issued separately.
- (vi) In cases where after demolition, reconstruction is done, the responsibility of the officer incharge should be fixed and departmental action taken against him.
- (vii) In cases where illegal construction have been placed on rural/agricultural lands, action under the Provisions of the Delhi Land Reforms Act, 1954, should also be taken and such lands should be taken over as per provisions of the Delhi Land Reforms Act. Action in this respect should be taken as soon as the plots are cut by the colonisers and construction done in the shape of boundary walls, etc. In other words, construction should be nip in the bud. If it comes up, it should be demolished immediately. Action in this respect should also be taken by the concerned local agencies / DDAs as per the bye-laws pertaining to layout/service plans, etc.
- (viii) In all cases where party obtains stay / status quo orders, prompt action to vacate the stay order vacated should be taken and higher court moved, where necessary.

Copy to

- 7 -
- (ix) All Senior Field Officers should be asked to carry out physical inspection of the area under their charge and the Supervising Officer should also make surprise checks to ensure that the subordinate staff takes immediate action to check/demolish unauthorised construction. Deterrent action should also be taken against the subordinate staff such as Building Inspectors, Junior Engineers, Assistant Engineers, etc. who do not take prompt action.
- (x) Field officers should be asked to maintain field diaries and submit them to the Supervisory Officer regularly.

2. It is also requested that a monthly report should be sent to the Ministry of Urban Development by the 5th of each succeeding month.

3. In this connection, it may be noted that both the Parliament and the Parliament Consultative Committee have expressed deep concern, through questions and interpolations, over the rising menace of unauthorised constructions in Delhi and the suspected connivance of the staff of the different authorities in the matter. A Flying Squad has been constituted in the Ministry and if, as a result of findings of this Squad, it is found that subordinate staff has not done its duty or not carried out the aforesaid instructions, strict action against the Subordinate/Supervisory Staff would be taken by the Government.

Yours faithfully,

(Dr. Bivedita P. Haran)
Joint Secretary to the Government of India
Tel : 3018255

Copy for information and necessary action to :

1. Deputy C.V.O., Ministry of UD&PA, Nirmal Bhawan, New Delhi
2. L&DO, Ministry of UD&PA, Nirmal Bhawan, New Delhi
3. DG(V), CPWD, Nirmal Bhawan, New Delhi

Alus
(G.L. Upadhyay)
Under Secretary to the Government of India
Tel : 3017478

Copy also for information to :

1. Sr. PPS to Secretary(UD)
2. PS to JS(D&L)
3. DS(DD)
4. US(RS-1A/IB/IIA/VA/VI)

SUB : CONSTRUCTION OF GRADE SEPARATOR AT THE INTERSECTION OF ROAD NO. 56 G.T. ROAD.

FILE NO. F.5(6)2001/M.P.

1.0 BACK GROUND :

PMG GR.II vide his observation in the Master Plan sub-file has submitted the preposal prepared by the consultant M/s. Kampsax India Ltd. submitted to him vide their letter dated 24.5.2001. This grade separator is one of the proposal of the DDA Flyovers to be constructed in Phase-II as approved by Committee constituted under Hon. L.G. Delhi.

2.0 LOCATION : G.T. Road and Road No.56 intersection is situated on the Eastern side of Union Territory of Delhi and is one of the gateway for the traffic entering from Gaziabad to Delhi. At present this intersection is five arm intersection formed by three major arterials namely GT road, Road No.56 and Road No.62. At present the Road No.62 meets at the intersection as a staggered one. Two petrol pumps and one hospital are presently operating in the vicinity of the intersection. In addition, one high tension line and an open drain is passing near by. (Please refer Annexure-I).

2.1 LAND USES : The land use abutting this intersection is given as under :

- (i) On the Northern side - Residential (Two petrol pumps) & Distt. Centre.
- (ii) Southern side of GT Road- Manufacturing service industry & Distt. Park.

- (iii) Eastern side of Road No.62 / Distt. Park
(Residential and Distt. Park).
- (iv) Western side of Road No.56 (light and service industry). and drain running parallel to Road No.56.

2.2 RIGHT OF WAY AND ALIGNMENT DETAILS.

As per MPD 2001 the R/W of G.T. Shahdara Road is 45 Mtrs. and the R/W of road No. 56 & 62 is 60 Mtrs. Both the alignment plans stand duly approved from the TC. The alignment Plan of Road No. 62 is also approved from the Authority.

2.3 EXISTING TRAFFIC CONDITION :

As per the feasibility report submitted by the consultant the intersection at present is controlled by traffic signal and during the peak hours it is manually controlled. Signal time at this intersection is 150 seconds. The intersection and its influence section of the roads causes delay during peak hours and the corridors become critical due to different activities occurring in the vicinity. A drain is running parallel to road No.56 and crosses over GT road. This intersection has a mix of heterogeneous type of traffic consisting of light vehicles, heavy vehicles, Thelas etc. One of the factor of congestion at this intersection is nearness of Delhi-UP, border where queuing of heavy vehicles take place on account of road barriers. As per the traffic survey conducted by the consultant traffic flow at the intersection is of the order of around 11350 PCUs in the morning peak hour and 11908 PCUs in the evening peak hour.

The trucks and light vehicles including buses constitute about 25% of traffic which is high as compared to the other intersections.

Peculiar conditions of the existing road net work and the flow of traffic is given in Annexure-II.

2.4 TRAFFIC PROJECTIONS:

As per the report given by the consultant due to limited availability of historical data for this intersection a realistic growth trend was very difficult to establish. Therefore, three seenarios have been taken into consideration with 5% traffic growth during 2001 and 2011 and 4%, 3% and 2% traffic growth between 2011 and 2021. The traffic projection seenarios given in the report is given as Annexure-III.

2.5 PROPOSAL IN BRIEF :

The consultant as part of the feasibility report has explained the present proposal which is in continuation to the existing ROW on the Delhi- Gaziabad railway line. The proposed road over bridge crossing over the GT road meets into road No.52 having R/W of 60 Mtrs. having (9m + 9m + 1.2m central verge). The ROB is accompanied by two nos. clover leaves to solve two right hand turnings (from Gaziabad to road No.62) and from road No.56 to G.T. Shahdara road- Gaziabad) remaining two right turnings have been proposed to be solved with the help of at grate siganalised intersections. Left turning traffics have been made signal free. However, the right turning traffic from G.T. road to Road No.56 have been taken at grate along road No.56 and than merges into the flyover. Suitable traffic curves have been provided to negotiate the turnings. The slope of the bridge from road No.56 to G.T. road is 1:66. Whereas the slope from G.T. road to road No.62 is 1:30. The slope for the right turning from G.T. road to road No.66 is proposed as 1:25. The trumpets have been proposed as slope of 1:25 and 1:20 respectively on account of site constraints as given in the drawing. The width of fly over across G.T. road has been maintained as 9 Mtr. + 9 Mtr. with 1:2 Mtr. wide centre verge. The right turning clover leaves as proposed has two lane each. Similarly, the left turning traffic had been provided with two lanes with a width of 7.5 Mtr. while proposing

the above proposal, one petrol pump has been effected which will require resitement, Some part of the land has also been proposed to be acquired for providing left turning and slip roads and clover leaves.

The above proposal as alternative one has been recommended by the consultant.

3.0 PLANNING OBSERVATIONS:

The first proposal prepared by the consultant was discussed in a Meeting held under the Chairmanship of Fly Over Project Manager, Gr.II and subsequently the modified proposal was submitted by the consultant on 25.5.2001, incorporating observations made during the above Meeting alongwith revised feasibility report.

The following are the observations:

1. As per MPD-2001, the R/W of GT-Road is 45 Mtr. and the R/W of road No.56 & road No.62 is 60 Mtr. The road No.56 and road No.62 act as the ring road in Trans Yamuna area and has a significance of distributing North bound and South bound traffic entering from Gaziabad side into national capital. The existing roads have been proposed to be developed as per the standard cross-section except at road No.56 wherein slip road has been added for negotiating right hand turnings.
2. On account of existing bridge over Delhi-Gaziabad railway line the consultant has proposed the existing fly over in continuation to the existing fly over over the railway lines and the proposed slope is 1:66. This avoids roller-costa movement specially for the heavy vehicles and containers operating on this corridor.
3. For the negotiation of heavy traffic two clover leaves have been provided with an internal radius-45 Mtr. and 50 Mtr. respectively, having a gradient of 1:20 and 1:25. This critical gradients are a result of existing site conditions ~~on account of site conditions/~~ limitations. The weaving distance for the clover leave coming down on G.T road and the distance upto the red light intersection is less. This required some improvement if possible to increase the weaving lenth.

4. On account of proximity of Delhi- Gaziabad border there is a heavy congestion of traffic along G.T. road on account of goods vehicles. Therefore, the out bound traffic from Delhi-Gaziabad will continue to remain moving with a slower speed. This is also on account of two lanes each carriage way existing at present after crossing of the Delhi border towards Gaziabad.

5. On account of non-existings of road No.62 as proposed in the master plan the traffic flows through existing road net work in a haphazard manner. The proposal of the fly over to connect road No.56 to 62 will be achieved for the first time in a proper geometry and therefore will transform the flow of traffic at this intersection.

6. One effected petrol pump will require resettlement as per the feasibility report.

7. As per the feasibility report submitted by the consultant it is feasible to acquire the land proposed for left free turns and the clover leaves.

8. Two right turns have been proposed to be solved by the two clover leaves as explained earlier and the two remaining right turns proposed by the consultant have been dealt with signalised intersection at the ground level with a shorter cycle time. However, one right turn from G.T. road to road No.56 has been proposed by additional two lane width (07.5 Mtr.) proposed lane parallel to road No.56. As per the report this is a feasible alternative.

9. The consultant has preposed the location of bus stops and bus lanes in his proposal.

10. The necessary structure details, seismic affect other details viz, turning radii, super elevation, design of services etc. will be looked after by the Engineering Wing and the executing agency will obtain necessary NOC from the concerned Authorities before starting of the work.

11. As per the feasibility report submitted by the Consultant the affected structure of petrol pump and part of the park on the corner of G.T. Road and Road No. 56 will require acquisition of land. The resitment of petrol pump has also been recommended.

12. The land scape plan of surface level and above the fly over will be got prepared by the FWD. The necessary provisions in structure wherever requir-ed shall also be made. This shall be submitted to DUAC.

13. The traffic circulation plan during course of implementation of the project shall be prepared by implementing agency and got approved from the traffic police.

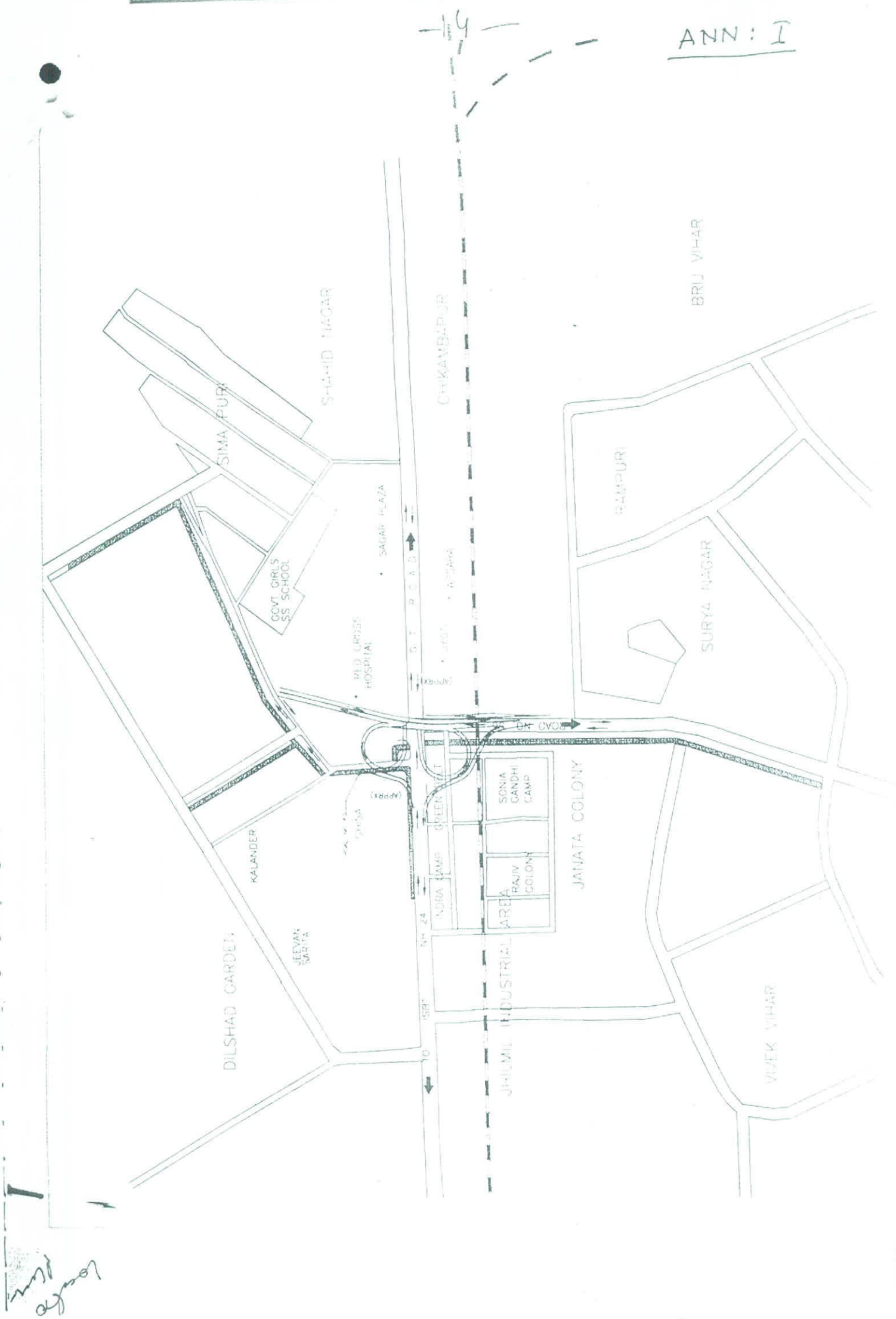
14. The consultant will submit two sets of complete drawings alongwith feasibility report/proforma duly signed by the Competent Authority for Office record after incorporating the T.C. decision and suggested modifications by the T.C. of the D.D.A.

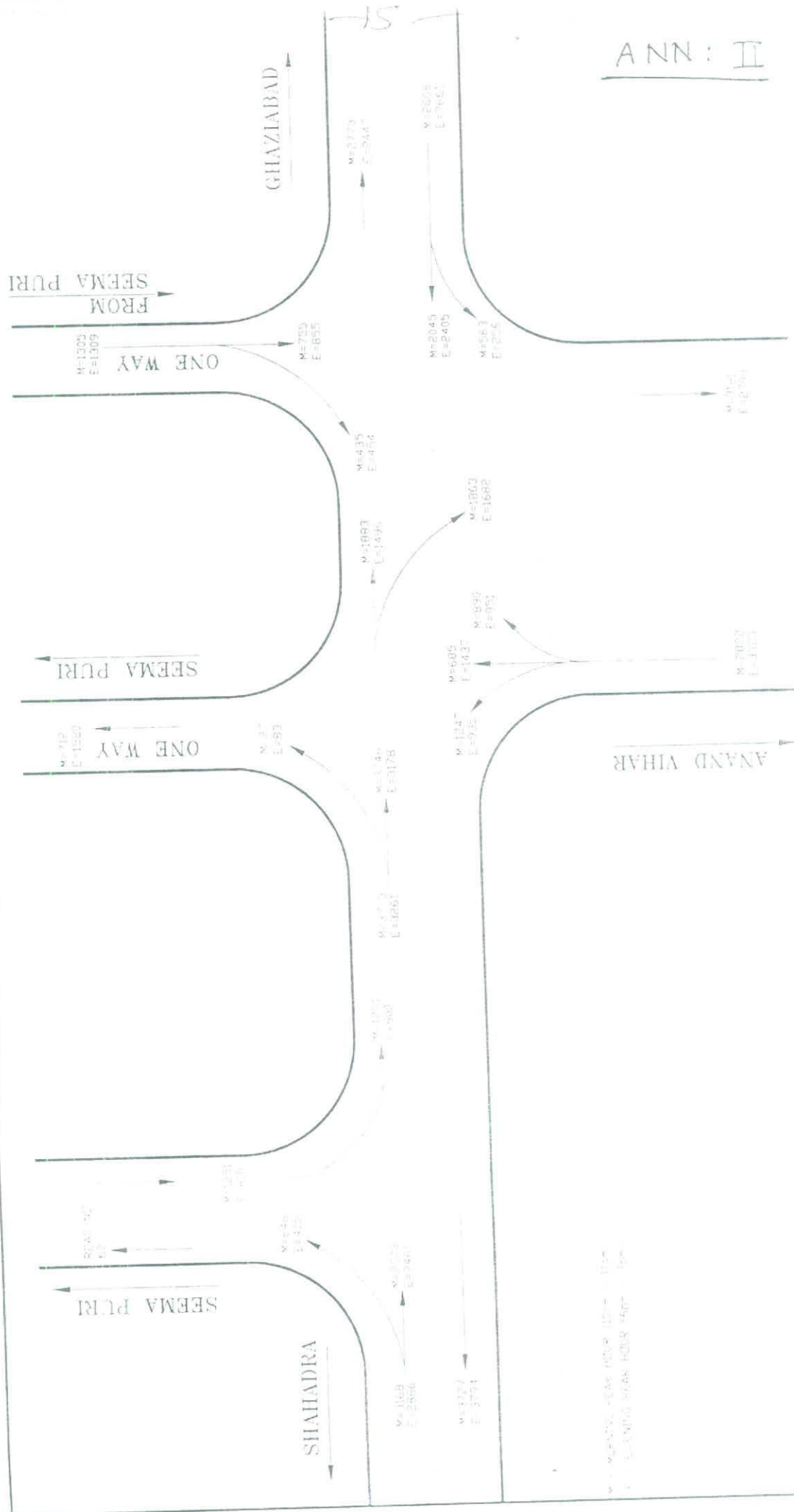
5.0 RECOMMENDATIONS:

The design proposal submitted by the fly over Manager, Cr. II, D.D.A. alongwith planning observations contained in para-3 are put up for consideration and approval of T.C.

7-8/12/2011
(R.M. LAL)
JT. DIR. (T.T.) FLG.

ANN: I





The Consultant collected relevant details about the Nallah from the flood control department and the same is presented below :

Discharge – 988 cumecs
Bed Width – 5.70 mts
D.B.L – 199.405
Full supply depth – 2.60 m
FSL – 202.005 m
Cunnette Level – 198.805
Structure presently under construction – 2x 5.25 m (Clear Opening)

Plates given on the following pages indicate the general characteristics of traffic flow as well as constraints at the intersection on the following pages.

6. PLANNING ISSUES

The consultant reviewed the current landuse and traffic data from secondary/primary sources and also the anticipated future travel demand based on base traffic level, its growth and other committed schemes.

6.1 FUTURE TRAFFIC GROWTH TRENDS

Due to limited availability of historical data for the intersection under consideration, a realistic growth trend was very difficult to establish. The past studies conducted on other arterial corridors in the different parts of Delhi have established that an assumption of 3.5 % to 5 % will be more realistic in the 5 - 10 years period. The manual technique of forecasting a constant growth rate for a long period does not take into account the dynamic relationship between travel pattern and congestion and have the disadvantage of spacially biased. These estimates can be distorted by localised changes in land use or traffic management measures. Moreover, this is also a fact that the link capacities in the influenced roads may be augmented upto a certain limit and therefore assuming constant growth rate over the years will not be reasonable.

The Consultant taking all these factors into consideration have projected three scenarios i.e with 5 %, 3.5 % and 2 % between 2001 – 2011 and 4 %, 3 % and 2 % between 2011 – 2021. **Table 3** gives the future traffic growth trends at GT Road – Road No 56/62 intersection

Table 3 Future traffic growth trends (PCUs) at GT Road – Road No 56/62 Intersection in evening peak hour

| Year | High Growth rate Scenario | Medium Growth rate Scenario | Low Growth rate Scenario |
|------|---------------------------|-----------------------------|--------------------------|
| 2011 | 17862 | 16076 | 14290 |
| 2021 | 25007 | 20899 | 17148 |

SUB: ERECTION OF 66 KV 4-CIRCUIT TOWER LINE FROM 220 KV SUB-STATION SOUTH OF WAZIRABAD ROAD TO 66 KV SUB-STATION AT SHASTRI PARK (EAST DELHI).

FILE NO. F. 6(14)98/M.P.

1. BACKGROUND:

E.E. (Plg.) V DVB, vide his letter No. XEN(Plg V)/218/195 dt. 7.6.2001 has sent the above proposal for the erection of a T/L in the river bed area forming part of 61 Mtr. R/W of marginal bund road (road No. 35) between G.T Shahadara Road (road No. 75) and Wazirabad road (road No. 59). A 220 K.V. grid station is existing on the south of road No. 59 and vest of marginal bund road. The 66 K.V. tower line will start from ^{220 KV} sub-station and will supply power to 66 KV sub-station at Shastri Park on the East side of marginal bund road as contained in the proposed drawing. The marginal bund road is vested with the PWD, GNCTD and PWD has taken up development of the marginal bund in a phased manner. Therefore, the necessary NOC has also been given by the PWD, SE/CC-7 dt. 19.3.2001, ^{on the} copy of the drawing No. PL V/161 and is enclosed. A detailed feasibility report explaining salient feature of the proposal dt. 7.6.2001 is enclosed as Annexure-I.

2. ROUTE DETAILS:

The proposed route carrying 66 KV 4-circuits will be passing over the said tower line starting from existing 220 sub-station on the eastern side of the marginal bund road in the river bed area. The 66 KV HT line travelling over the T/Ls, forming part of marginal bund road alignment of the PWD, over 26 Nos. of towers ^{is} duly marked on the copy of the approved alignment plan of marginal bund road (road No. 35). The T/L will take a right angle turn from the last tower to reach 66 KV sub-station being constructed

by the DVB at Shastri Park crossing over the M.B. road. The length of the T line over pylons is 2.3 Kmtr. and the total length of the T line is 2.5 Kmtrs. as shown on the DVB drawing and indicated on the feasibility proforma submitted by the DVB. The marginal bund road acts as embankment and is 4 to 5 Mtr. high from the river bed. The high tension line over the towers will be running at a height of 20 to 21 Mtrs.

3. FEASIBILITY REPORT:

As per the feasibility report submitted by the DVB (on the prescribed proforma duly signed), no tree/ structure will be affected in the said proposal. The T/L proposed to be constructed by the DVB will have a size of 4 Mtr. x 4 Mtr. approx. for each pylon and will have a height of 20-21 Mtr. from the river bed. The DVB has also stated that this is only technoviable feasible route for the said alignment. Copy of the DVB proforma is enclosed as Annexure-2.

4. PLANNING OBSERVATION:

(i) The route is proposed to pass through master plan/zonal plan road forming part of M.B. road with a R/W of 61 Mtr. the cross-sectional details of the said high tension line were submitted by the DVB earlier and the said pylons will form part of the footpath/embankment of the M.B. road. The necessary NOC from the road/agency has been issued from the Office of SE/CC-7, GNCTD, dt. 19.3.2001.

(ii) The high pylons will have a base of 4 Mtr. x 4 Mtr. and will have a height of 20-21 Mtr. as per the feasibility proforma which will provide necessary head clearance required over and above the M.B. road for the movement of vehicles.

(iii) The case came up for discussion in the Meeting of Hon. Minister of Power, GNCTD and the request of the DVB with full facts is put up for consideration.

(iv) The 66 KV sub-station at Shastri Park is under construction as informed by the DVB

and this 66 KV 4-circuit line will energise this sub-station which will supply electricity to Shastri Park for DDA developments in the area.

(v) As per feasibility ~~prop~~forma submitted by the DVB the total length of the high tension line will be 2.5 Kmtrs. and the length of the alignment will be 2.3 Kmtr. The last part of the H.T. line as indicated in the DVB drawing will pass over the street before joining 66 KV sub-station at Shastri Park. The DVB may be asked to follow necessary safety rules for laying of this part of the cable.

(vi) The executing agency will obtain necessary

approval/NOC from the concerned agencies before starting of the work.

5. RECOMMENDATION:

The proposed 66 KV 4-circuit T/L of the DVB alongwith planning observations contained in para 4 above are put up for consideration of the Technical Committee.


20.6.70
(R.M. LAL)
JT. DIRECTOR (TT)


20/6

दिल्ली विद्युत बोर्ड

100-110000,
Shakti Dee. Bldg.,
Jhandewalan Extn.,
स्थान New Delhi-110055.

दिनांक 7/6/2001

क्रमांक XEN(Plg.V) 218/195

Joint Director (MP),
Delhi Development Authority,
Vikas Minar,
New Delhi - 110002.

Sub: Erection of 66KV 4-circuit T/L from
220KV South of Wazirabad to 66KV
S/Stn. at Shastri Park (East Delhi)

Ref: F.6(14)98-MP/113 dt. 12/2/2001
F.6(14)98-MP/D-26 dt. 8/5/2001

Sir,

This has reference to letter of Joint Director (MP) dt. 8/5/2001, as desired, we are enclosing herewith the drawing showing the route of line on approved alignment plan as supplied by DDA.

The concurrence of PWD alongwith copy of their drawing duly signed by SE(PWD) has already been submitted vide our letter no. XEN(Plg.V)/218/137 dt. 17/4/2001. The feasibility proforma in duplicate are also again enclosed for further necessary action. The size of pylon would be 4M x 4M approx.

You are, therefore, requested to accord necessary approval immediately as the S/Stn. at Shastri Park is under advance stage of construction.

Thanking you,

Yours faithfully,

Encl: as above

sd/-
(R. Sahai)
X.EN(Plg.V)

copy:

✓ Joint Director(T&T) : For information and n.e. plan.

Pl. put up on the subject file.

XEN(Plg.V)

Mr. Arora

DELHI VIDYUT BOARD

147

PROFORMA FOR EXAMINE H.T. ROUTE ALIGNMENT CASES OF DVB

1. Subject : Route approval of 66 KV 4 (Four) circuit T/Line
from South of Wazirabad 220 KV S/Station to
66 KV S/Station at Shastri Park (East DELHI)

2. a) Category of H.T. line : 66 KV

b) Whether underground or overhead : O/H

3. A short write-up, explaining the objectives of the route alignment, details of the route and whether the proposal is part of the overall H.T. lines proposed in the area may be classified and shown on the Plan.
Establishment of 66 KV S/Station for DDA Development is under construction. 66 KV 4 circuit T/Line is proposed from 220 KV S/Station South of Wazirabad.

4. Connecting sub-stn with alignment details & site plan be furnished,

a) Name of ESS

b) Status of S/Station. Whether existing/under construction/vacant site/yet to be allotted.

c) Capacity

Shastri Park (E/Delhi)
66 KV, 4 circuit S/Station.

Under construction.

140 MVA

2.5 km.

2.3 km

5. Total length of H.T. line in km.

6. Length of the alignment.

7. Location of phylon on cross-section.

As shown in drawing on Foot-Path at river-end.
Distance from the edge of the available R/W

| Name of road | No. of towers | R/W as M.P. | Available R/W |
|--------------|---------------|-------------|---------------|
|--------------|---------------|-------------|---------------|

Marginal
Bund Road
Road No 35

26

61m

105'

60'

b) How collecting system at 1:1000 scale.

Physical journey

1:1000

1991-2001

ON DDA supplied Drg No MB/40

3/6/2001

Mrs. Anita

DELHI VIDYUT BOARD

143

PROFORMA FOR EXAMINING H.T. LINE ALTERNATIVE CASES OF DVB

1. Subject: Route approval of 66KV 4(Four) core unit T/Line from South of Wazirabad 220KV S/S to 66KV S/S at Shastri Park (East Delhi)

2. a) Category of H.T. line: HTV 66KV

b) Whether underground or overhead: O/H

3. A short write-up, explaining the objectives of the route alignment, details of the route and whether the proposal is part of the overall H.T. line proposed in the area or is identified and shown on the plan.

Establishment of 66KV S/S for DDA Development is under construction. 66KV 4 ext T/Line is proposed from 220KV S/S South of Wazirabad.

4. Connecting sub-stn with account details & site plan to be furnished.

a) Name of SS

Shastri Park (E/Delhi) 66KV S/S, 81.8m.

b) Status of S/S: whether existing/under construction/vacant site/yet to be allotted.

Under construction.

c) Capacity

140 MVA

5. Total length of H.T. line in km.

2.5 km.

6. Length of the alignment.

2.3 km

7. Location of phylon on cross-section.

As shown on drawing on

Name of road No. of towers n/w to be available R/N

Foot-Path at river-end distance from the edge of the available R/N

Marginal
Bund Road
Road No 35

26

61M.

105

60

b) How satisfactory is the route alignment?

100% satisfactory

1991-2001

ON DDA supplied Dg in 1991-2001

- 8) Whether the H.T. Line passes in-front of any Commercial Centre / Distt. Centre / Historical Monument / Distt. / Regional Green etc.

NO

Tower details

26

Tower details

26 (4 circuits)

Height in Meters:

20-21 m

Design (Map to be enclosed):

As copy enclosed

9. Width of corridor in Mtr:

5 m

(Way line distance regional from existing buildings)

10. Areas/Localities proposed to be fed:

DDA facility Centre and adjoining area with in 6-month

11. Targetted date of execution.

12. Finances available in the annual Plan for the project.

Yes

13. Cost of scheme:

If taken C/H

2.25 Crores

If taken U/G

9.0 Crores

14. Details of properties/structures effected (to be indicated on a physical survey)

NONE

15. No. of trees that would require to be cut:

NIL

16. If any alternatives have been studied :
If yes, details thereof with Map.

NO alternate

17. Any other particulars.

The proposed 66 KV 8/5th is under-construction at Shastri-Park but it can not be energised without Incoming feed from 220KV 8/5th South of Wazirabad.

[Signature]
7/6/2001

XEN (Sg. I)

[Signature]
7/6/2001
AEE (Sg. I)

S/L No 4 Item No 38/2001

DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT

SUB: MODIFICATION TO THE FLY OVER AT INTERSECTION OF
RING ROAD & ROAD NO. 41.

File No: F5(20)98/M.P.

1.0 BACK GROUND:

This proposal was considered by the Technical Committee in its Meeting held on 9.7.99 and was recommended for approval subject to the conditions stated therein. The decision of the Technical Committee is reproduced below:

" In continuation of the decision of the Tech. Committee of 30.6.99 the modified proposal of the grade separator was once again presented by the Consultant (Rites) incorporating therein the observations of the Committee consisting of various concerned agencies under the chairmanship of Engineer Member, DDA held on 9.7.99. Considering that this proposed reversed trumpet grade separator would not adversely affect the T-junction improvement proposal of Road No. 37 and Ring Road as well as the proposed MRTS ROUTE, the Technical Committee recommended the Scheme for approval with the following conditions:

(a) DTC workshop in Depot No. 2 needed to be dismantled and developed by LDA in the nearby area.

(b) The Engineering Wing shall take care of head clearance below the trumpet, design speed, structure/super elevation services and other engineering aspects.

(c) Approval from various concerned agencies, if required be taken by the executing agency.

(d) Landscape plan shall be prepared by the Consultants.

(e) R/W will follow approved lay out plans, in addition the affected area indicated in the proposed drawing/feasibility report of the Project.

(f) The road alignment of all the arms of the T-junction shall be prepared and implemented by the road owning agency on priority. The alignments prepared by the consultants as part of this proposal are conceptual and shall be considered by the road owning agencies while finalising the road alignments.

Subsequently, the proposal was presented before the Delhi Urban Art Commission by the DDA and the same was considered by the Commission in its Meeting held on Sept. 15, 2000. The recommendation of the DUAC were conveyed to the DDA vide their letter dt. 6th Oct. 2000 copy enclosed as Annexure 'A'.

As per the recommendations of the Technical Committee M/s. Rites was further directed to submit the write up and upto date maps etc. in respect of the modified and recommended Scheme. Accordingly, M/s. Rites submitted the necessary details vide their letter dt. 10.8.99

2.0 PROPOSED MODIFICATION IN BRIEF:

2.1: The E.E./F.D.-2 vide his letter No. F. 5(9) AE(P)/Pt.-XI/FD-2/DDA/01/551 dt. 19.5.2001 has sent the request for certain modifications in the earlier recommended design by the Technical Committee. He has informed that while detailing out the next adjoining intersection of road No. 37 with the ring road the Chief Engineer (PWD) informed that the PWD has adopted 4 lane + 4 lane section of ring road for all Grade Separators to be constructed by the PWD along the ring road. Copy of the Minutes enclosed as Annexure 'B'. In line with the philosophy of development of ring road it was desired in the Meeting held on 12.9.2000 that the earlier proposal of ring road and fly over on road No. 41 which is under construction at present be modified accordingly. Keeping this in view the M/s. Rites, the consultant of this Project, was requested by the DDA to modify the earlier approved plan

of this fly over thereby making ring road as 4 lane + 4 lane at this intersection. M/s. Rites have done this exercise and submitted the revised plan accordingly. With the above modifications, there will be some changes in the geometric lay out of the fly over requiring reconsideration by the Technical Committee of the DDA. The modifications suggested by the Consultant are as follows:

- (1) There will be reduction in the radius of the inner carriage way from 50 Mtr. to 45 Mtr. resulting in the reduction of design speed from 38 Km per hour to 35 Km. per hour. This will require slight re-alignment in the ramps. Accordingly the radius of the outer carriage way will also decrease from 70 Mtr. to 69 Mtr.
- (2) There will be reduction in turning radius from 9 Mtr. to 5 Mtr. for 'U' turns at service roads adjoining gate of Wazirpur DTC Depot-I. As per the earlier proposal there is no access of DTC buses on service road, therefore, as per the consultant this will not affect the movement of buses.
- (3) For increasing the width of the carriageways of the ring road from 3 lanes to 4 lanes some portion of the land from the Destt. park ranging from 1 to 3 Mtr. width shall be required.
- (4) There shall be some modifications at the corner of Wazirpur Distt. Centre (Netaji Subash Palace) and road No. 41. As stated by the consultant this marginal change will not affect circulation of plotted development of the Distt. Centre. Copy of NOC issued by Sr. Architect vide letter No. SA/NZ/HUPW/DDA/2001/64-D dtd. 2.7.2001 is enclosed as Annexure 'E'.

The above said modifications are now been placed before the Technical Committee for consideration.

2.2: Further EE/PD-2 vide his letter No. F. 5(9)AE(P)/PD-2/DDA/588 dt. 24.5.2001 has informed that while

constructing the fly over portion in the compound of Wazirpur DTC Depot, the DTC Authorities have requested the DDA for construction of 7 foot high wall along the inner and outer ramps for security reasons. This issue came up for discussion in the fly overs review Meeting Group-I on 13.6.2001. It was desired that necessary security arrangement for the DTC Depot will be provided in consultation with Rites.

3.0 PLANNING OBSERVATIONS: The proposal submitted by the E.E., DDA has been examined and following are the observations;

1. The reduction in the radius of the trumpet resulting in the reduction of design speed from 38 Kms. to 35 Kms. per hour is marginal and may be accepted in the given circumstances.
2. The reduction in turning radius from 9 Mtrs. to 5 Mtrs. for 'U' turn along service road adjoining gate No. 1 to Wazirpur Depot will marginally cause inconvenience to the light vehicles using service road. DTC buses are not negotiating this curve as per the consultant.
3. The proposal of acquisition of some portion of land from the DDA Distt. Park for accommodating additional width of ring road lanes may be considered by the Technical Committee. As per the master Plan there is no change of land use for accommodating "Transportation." use.
4. As per the feasibility report submitted by the consultant although some marginal land is required at the corner of Wazirpur Distt. Centre. However, this will not affect the circulation or plotted development of the Distt. Centre. NOC in this regard is submitted by the HUPW vide letter dt. 2.7.2001. Hence the same may be accepted under given circumstances.

As per the feasibility report submitted by the Ex. Engineer, DDA it is feasible to acquire the land.

5. The necessary structural details and changes therein,

the impact of seismic loads, other concerned details viz. turning radii, super elevation, design/shifting of services etc. will be looked after by the Engineering Wing. The executing agency will obtain the necessary NOC from the concerned authorities.



The landscape plan on surface and the fly over will be got prepared by the consultant and submitted to the DDA after obtaining approval from the DUAC. The necessary provisions in structure details shall also be made wherever necessary.

7. The consultant will submit two sets of complete drawings alongwith feasibility report and proforma duly approved by the competent authority including modified plan and the modified project report incorporating decisions of the Technical Committee for office record of the DDA.

8. Part of the trumpet passing through the Wazirpur Depot and the request of the DTC for providing necessary security/structural arrangement may be incorporated suitably by the landscape consultant in consultation with Dir (LS) DDA.

4.0 RECOMMENDATION:

The modified proposal submitted by the E.E., Fly Over, Divn.-2, DDA alongwith Planning observation contained in Para-3 above are put up for consideration/approval of the Technical Committee.


27/12/07
R. M. LAL
Jr. Dir (Plg.)

27/12/07



Annexure - A

दिल्ली नगर कला आयोग
DELHI URBAN ART COMMISSION
भारत पर्यावरण केंद्र, कोर 6 ए
India Habitat Centre, Core 6A
लोधी रोड, नई दिल्ली - 110003
Lodi Road, New Delhi - 110003
दूरभाष PHONE: 4611948, 4619593, 4618407, 4650421
फैक्स F A X 4648570
ई-मेल E mail duac74@hotmail.com

No. 11(3)/2000-DUAC

October 6, 2000

Engineer Member
Delhi Development Authority,
Vikas Sadan, INA,
New Delhi.

Sub: Traffic Improvement Scheme, Grade Separated Intersection/Trumpet at Ring road -
Road No. 41, near Wazirpur Bus Depot by DDA - Recommendations of the Sub-
Committee.

Ref: DDA's letter no. 15(9)AF (P)/Vol. V/ED-2/DDA/2000/708 dated 18.08.2000.

Sir,

The proposal under reference was considered by the Commission in its meeting held on
September 15, 2000 and the observations of the Commission are reproduced below for further
necessary compliance at your end -

*"The Commission accepted the recommendations of the Sub-Committee and approved the
proposal at conceptual stage with the observations suggestion made by the Sub-Committee and
further subject to the DTC agreeing to the proposal. (Sub-Committee's recommendation are
placed at annexure."*

Yours faithfully,

— (Tribhuwan Singh)
Secretary

Encl: As above
Copy to:

1. The Commissioner (Png), DDA, Vikas Minar, I.P. Estate, New Delhi for information.
2. Shri P. C. Sharma, Executive Engineer, Flyover Division-II, Ashok Vihar Phase-I, Delhi
for information.
3. M/s RITES, 9th floor, Hindustan Times House, 18-20, Kasturba Gandhi Marg, New
Delhi for information.
4. The Chairman, Delhi Transport Corpn., (DTC), I.P. Estate, New Delhi for information.

Tsingh
(Tribhuwan Singh)
Secretary



Handwritten notes and signatures:
✓ Dir (P) 10/10/00
With file 10/10/00
10(m/p) 10/10/00
10/10/00

51 years h/c

Annexure B
16/5

DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT

No. F-5(9)99-MP/D-68

Dt:- 21.9.2000

MINUTES OF THE MEETING

Subject: Proposal of improvement plan of
Ring Road from Britania Chowk to
Azadpur and grade separator
intersection at Ring Road/Road
No. 37 intersection.

The meeting was held today on 12.9.2000 at 11.00 A.M. in the chamber of Commr. (Plg.) and the list of officers who have attended the meeting is enclosed as Annexure-'A'. Sh. D. Sanyal, Project Consultant of the above project on behalf of the P.W.D. explained the project in brief. A new set of up-to-date drawings were brought in the meeting for discussion. The consultant informed that the set of drawings available in the D.D.A. have been revised after the finalisation of grade separator on Road no. 41. He further informed that a new set of drawings with all details as per procedure will be submitted to the D.D.A. through the P.W.D. (the road owning agency) duly signed by them. The following points emerged during the meeting:

1. a) The detailed drawings of Road No. 41 and Ring Road intersection earlier recommended for approval by the Technical Committee of D.D.A. and later modified on the directions of the D.U.A.C. have been obtained from the office of Project Manager and the same will be incorporated in the revised proposal to be submitted by P.W.D. later.
- ✓ b) To match the carriageway of the Ring Road and to have a unanimity of cross-sectional elements it was desired that M/s RITES, Consultant of Road No. 41 intersection will increase the width of the carriageway from 3 lanes to 4 lanes of the Ring Road to make them compatible with the proposal of Road No. 37 intersection. As C.E., P.W.D. informed that P.W.D. has adopted 4 + 4 lanes section for all grade separators being constructed by P.W.D.

...24...

c) The location of pedestrian subways on account of the DUAC directions have been converted into overhead foot bridge such that the pedestrians could straight-away enter the proposed M.R.T.S. Station on Road No.41 and Ring Road .

d) The R/W of the Ring Road will be correctly shown in the drawing as 64M (210 ft.)

2. In the proposal width of the carriageways of underpass (main Ring Road) has been indicated as 9M each side it was apprehended that in case of any break down of the vehicle, the movement of the traffic will get hampered. To solve this problem it was agreed by P.W.D. to provide an additional 3M width lane on either side of the flat portion of the underpass as refuge bay for the stranded vehicles.

3. After deliberation of both these intersections i.e. Road No.41 and Road No.37 it was opined by the consultant that the entry to M.R.T.S. Station on account of limited road space available will remain on the principle of left in and left out on both the surrounding roads i.e. Ring Road and Road No.41. The consultant will also indicate the definite entry and exit points to D.M.R.C. Station from both the roads i.e. Ring Road and Road No.41 and the same will be forwarded to D.M.R.C. so that they may integrate these entry and exit points in proposed circulation plans for M.R.T. S. Railway Station.

4. a) The survey contained in the proposal will be extended to one plot depth along the stretch of the Ring Road and detail of properties if any affected will be indicated.

- b) While working out the detailed traffic management plan necessary roads in the surrounding area will be elaborated including the bridge on Western Yamuna Canal and its surrounding area.
- c) To facilitate the U Turn on the Ring Road necessary detail of the intersection will be submitted separately indicating the status of land affected in the additional widening require as part of the set of modified drawings.

The approved alignments of Road No. 37 and 37A shall be integrated with the proposal. P.W.D. may also identify the modifications reqd. in approved alignments of 37 and 37A.

The meeting ended with a vote of thanks to the Chair.



21-9-2000

(R.M.LAL)
Jt. Director(TT).

Director (TT)

DR. H. DEVIKOTI
O/O SR. ARCHITECT(NZ) & HUPW
9TH FLOOR: VIKAS MINAR, N. DELHI

No. SA/NZ/HUPW/DDA/3001/44-4

Dated: 2-7-2001

SUB: Grade Separator of the inter-
section of Ring Road-Road No.41

REF: 1) F.5(20)98/MP/D-50 dt. 26.6.2001
11) F.5(9)AE(P)/Pt.XII/PD-2/DDA/01/809
dt. 26.6.2001

This has reference to the above mentioned letter from Ex.Engineer, Flyover Division No.2 giving the reference of letter No. F.5(20)98/MP/D-50 dt. 26.6.2001 asking this office for No Objection Certificate for Grade Separator at the intersection of Ring Road-Road No.41, copy of the plan has also been enclosed, showing the proposal of Flyover at the junction of the ring road and road No.41.

It has been stated that the grade separator is designed as a Trumpet across Ring Road ~~xxxxxxxxxxx~~ passing through DTC Depot 1 and 2, Wazirpur before merging with the Ring Road. The concept was already approved by the Technical Committee in August, 1999 and DUAC in October, 1999. It has been stated that in one of the meetings held in the Chamber of Commissioner(Plg.), Chief Engineer, PWD has given the suggestion that the PWD has to adopt 4+4 lane section of all grade separator being constructed by PWD, Delhi. Hence DDA should also follow the same in principle and convert the existing concept of grade separator from 3+3 lane to 4+4 lane by making these changes. The area of Distt. Centre on the periphery is being effected only 1mx25m which has already been shown in the plan otherwise no building blocks, parking is effected.

These points have already been examined in accordance with the layout plan of the Distt. Centre and it has been found that the comments given by the Ex.Engineer, Fly-Over Divn.2 are correct i.e. the area of Distt. Centre on the periphery road is effected to the extent of 1mx25m/25 Sqm. ~~with~~ ~~the~~ ~~area~~ ~~of~~ ~~the~~ ~~Distt. Centre~~ ~~on~~ ~~the~~ ~~periphery~~ ~~road~~ ~~is~~ ~~effected~~ ~~to~~ ~~the~~ ~~extent~~ ~~of~~ ~~1mx25m/25~~ ~~Sqm.~~ ~~with~~ ~~the~~ ~~area~~ ~~of~~ ~~the~~ ~~Distt. Centre~~ ~~on~~ ~~the~~ ~~periphery~~ ~~road~~ ~~is~~ ~~effected~~ ~~to~~ ~~the~~ ~~extent~~ ~~of~~ ~~1mx25m/25~~ ~~Sqm.~~ ~~with~~ ~~the~~ ~~area~~ ~~of~~ ~~the~~ ~~Distt. Centre~~ ~~on~~ ~~the~~ ~~periphery~~ ~~road~~ ~~is~~ ~~effected~~ ~~to~~ ~~the~~ ~~extent~~ ~~of~~ ~~1mx25m/25~~ ~~Sqm.~~ ~~with~~ ~~the~~ ~~area~~ ~~of~~ ~~the~~ ~~Distt. 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pq67

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(20)2001-MP

d/- 29.6.2001

MEETING NOTICE

The 7th meeting of the Technical Committee of Delhi Development Authority for the year 2001 shall be held on 4.7.2001 at 10.00 a.m. at Conference Hall, 5th floor, Vikas Minar. Copy of the agenda is enclosed

You are requested to make it convenient to attend the matter.

(Signature)
(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) DDA
6. Chief Architect, DDA
7. Chief Planner TCPO
8. Chief Architect, NDMC
9. Chief Town Planner MCD
10. Secretary DUAC
11. Chief Engineer (Plg.) DVB
12. Chief Engineer (Elect) DDA
13. Addl. Commr. (MPPR) DDA
14. Addl. Commr. (UDP) DDA
15. Addl. Commr. (AP) DDA
16. Land & Development Officer, MOUA&E
17. Dy. Commr. of Police Traffic Delhi
18. Sr. Architect (H&TP) CPWD
19. Director (Land Scape) DDA
20. OSD (DC&TT)

CHAIRMAN

SPECIAL INVITEES

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) I DDA

(6) AE (Elect) *X*

(6) AE (Maintenance) *✓*

(1) Security officer *✓*

1-2-2001

pq67

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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dt- 29.6.2001

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OFFICE PHONE NO. 3379149

COPY TO:

1. Vice Chairman, DDA
2. Engineer Member DDA
3. ✓ Commissioner (Plg) DDA - 8/27
4. ✓ Commissioner (LD) DDA
5. ✓ Commissioner (LM) DDA
6. ✓ Chief Architect, DDA - 16/27/2001
7. Chief Planner TCPO
8. Chief Architect, NDMC
9. Chief Town Planner MCD
10. Secretary DUAC
11. Chief Engineer (Plg) DVB
12. ✓ Chief Engineer (Elect) DDA - 27/7
13. Addl. Commr. (MPPR) DDA
14. ✓ Addl. Commr. (UDP) DDA - 27/7
15. ✓ Addl. Commr. (AP) DDA - 27/7/01
16. Land & Development Officer, MOA&E
17. Dy Commr. of Police Traffic Delhi
18. Sr. Architect (H&TP) CPWD
19. ✓ Director (Land Scape) DDA - 8/2/7
20. ✓ OSD (DC&TT) - 27/7-2001

CHAIRMAN

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2. ✓ Manager (FOP) Group II DDA - 27/7/2001
3. ✓ Director (DC) DDA - 27/7/01
4. Director (MPPR) I DDA

F1(20)2001MP

Chief Planner TCPO

Vikas Bhawani

Recd. WVP
2/7/01

VIKAS-SADAN

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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OSD (DC&TT)
OFFICE PHONE NO. 3379149

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4. Director (MPPR) I DDA

dlc



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

FI(20)2001/MP/435

26/6/2001

SUB: REGARDING 7TH MEETING OF THE TECHNICAL COMMITTEE.

It is proposed to hold a 7th meeting of the Tech. committee on 4.7.2001 at 10.00 a.m. It is requested that the agenda item if any, may be sent to the Master Plan Section latest by 28.6.2001 so that the same may be incorporated in the forthcoming meeting.

RK 26/6/01

(R.K. JAIN)
JT.DIR.(MP)

Accm PR 26/6

ALL ADDL. COMM.

OSD (DCSTT)

DIRECTOR (DC)

ALL DIRECTOR (PLG.)

PS TO COMM.(PLG.) for information.

28/6/01

(I) AC(AD) 26/6/01

(II) AC(UBP) 26/6/01

(III) OSD(DCBTC) 26/6/01

(IV) Dir(MP&RT)

(V) Dir (Bldg) Vikas Sadan.

(VI) Dir (Rohini) Rohini office.

(VII) Dir (Plg) DWK

(VIII) Dir (Narela) 26/6

(IX) Dir (L.S) 26/6

(X) Dir (AP-I) 26/6

(XI) Dir (AP-II) 26/6

(XII) Dir (AP-III) 26/6

दिल्ली विकास प्राधिकरण



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

A(20)2001/MP/435

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Rly 26/6/01

(R.K. JAIN)
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ALL ADDL. COMM.

OSD (DC&TT)

DIRECTOR (DC)

ALL DIRECTOR (PLG.)

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DELHI DEVELOPMENT AUTHORITY
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F1 C20) 2001/MP/435

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26/6/2001

(R.K. JAIN)
JT.DIR.(MP)

ALL ADDL. COMM.

OSD (DC&TT)

DIRECTOR (DC)

ALL DIRECTOR (PLG.)

PS TO COMM.(PLG.) for information.



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

File No 2001/MP/435

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Rly 26/6/2001

(R.K. JAIN)
JT.DIR.(MP)

ALL ADDL. COMMR.

OSD (DC&TT)

DIRECTOR (DC)

ALL DIRECTOR (PLG.)

PS TO COMMR.(PLG.) for information.



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

A1 (20) 2001/M.P. / 435

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R18/26/6/2001

(R.K. JAIN)
JT.DIR.(MP)

ALL ABDEL. COMMR.

OSD (DC&TT)

DIRECTOR (DC)

ALL DIRECTOR (PLG.)

PS TO COMMR.(PLG.) for information.



DELHI DEVELOPMENT AUTHORITY
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R.K. JAIN
26/6/2001

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JT.DIR.(MP)

ALL ABBL. COMM.

OSD (DC&TT)

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ALL DIRECTOR (PLG.)

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