

दिल्ली विकास प्राधिकरण, नई दिल्ली
DELHI DEVELOPMENT AUTHORITY, NEW DELHI

D.D.A. Press

चपरास नं० जी. PEON BOOK

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दिनांक Date	संख्या No.	नाम तथा पता Name and Address	व्यास या विवरण Contents	पत्र वाहक का नाम By Whom Delivered	पावती या प्राप्ति स्वीकृति Acknowledgement
20/7/07	①	FI (11) 2007/MP/10 दत.	Minutes of 4 th MC held On 11/7/07	VC/DDA	
	②	— do —	— do —	EM/DDA	
	③	— do —	— do —	Dy. Dir (P&g) V.C. Office	
	④	— do —	— do —	Commr. (LM)/DDA	
	⑤	— do —	— do —	Commr (LD) DDA	
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DELHI DEVELOPMENT AUTHORITY, NEW DELHI

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दिनांक Date	संख्या No.	नाम तथा पता Name and Address	वस्तु या विवरण Contents	द्वारा वाहक को नाम By Whom Delivered	प्राप्त या प्रमाणित Acknowledgement
22/7/07		FI(11)2007/MP/101	T.C. Materials	Chief Town Kanpur T.C.P.C. Vikram Bhanu I.P. Estate	20-7-07

दिल्ली विकास प्राधिकरण, नई दिल्ली

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DELHI DEVELOPMENT AUTHORITY, NEW DELHI

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20/7/2007.....

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20/7/07	①	F1 (11) 2007/M/101	Minutes of 6th T.C. held on 11/7/07	① Chief Engineer (Reg) DMRC Pragati Vihar	
	②	—do—	—do—	② Dy. Commr of Police (Traffic) 8/50710 R.K. Puram	
	③	—do—	—do—	③ The Director/Dwarka (Reg) Dwarka	
	④	—do—	—do—	④ Sr Architect (H&TP) Nirman Bhawan.	
	⑤	—do—	—do—	⑤ Land & Dev. Officer (L&D) Nirman Bhawan	

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दिल्ली विकास प्राधिकरण, नई दिल्ली
DELHI DEVELOPMENT AUTHORITY, NEW DELHI

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20/7/07	(6)	FI(11)2007 MP/101	Minutes of SRTC held on 11/7/07	(6) Secretary DUAC St. 20/10 Lodhi Road.	
	(7)	do.	do	(7) Addl. Commr (Plg) I/DDP Vasant Kunj	
	(8)	do.	do	(8) Chief Engineer (Elet) DDP Vasant Kunj	
	(9)	do	do	(9) Chief Architect N.D.M.C. Palika Bhawan St. 20/12	
	(10)	do.	do	(10) Chief Town Planner/MCO Kashmere Gate Nigam Bhawan	

96.

दिल्ली विकास प्राधिकरण, नई दिल्ली
DELHI DEVELOPMENT AUTHORITY, NEW DELHI

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	⑥	FI(11)2007/MP/101	25/7	⑥ Director (Landscape) DDA	
	⑦	do	20/7/07	⑦ Director (T.T.) DDA/Plg	
	⑧	do	20/7/07	⑧ Dir (T.Y.A.) DDA/Plg	
	⑨	do	20/7/07	⑨ Director (NP/Plg) DDA	
	⑩	do	20/7/07	⑩ Chief Town Planner T.C.P.O. Vikas Bhaswan I.P.Estate	

दिल्ली विकास प्राधिकरण, नई दिल्ली
DELHI DEVELOPMENT AUTHORITY, NEW DELHI
नगरपाली पत्रों. PEON BOOK

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	①	FI(11)2007/MP/101	TC Minutes held on 11/7/07		① Commr (P&G) DDA
	②	FI(11)2007/MP/101	do - 20/7/07 Pr. 20/7/07		② Asst. Commr (P&G) DDA
	③	— do —	do - 20/7/07 Pr. 20/7/07		③ Chief Architect DDA
	④	— do —	do - 20/7/07 Pr. 20/7/07		④ Addl. Commr (P&G) II DDA
	⑤	— do. —	do - 20/7/07 Pr. 20/7/07		⑤ Addl. Commr (P&G) III DDA

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F1(11)2007-MP

Date:

Minutes of the 4th Technical Committee meeting held on 11.7.2007.
List of the participants is annexed.

Item No. 57/2007

Sub: Proposed Road under Bridge (RUB) on the existing railway level
crossing at Narela Lampur Road in Narela subcity Project
F5(9)2005-MP

It was explained by the SE, MCD that this is one of the 31 level crossings proposed to be closed by the Railways. This road connects Narela Town with Lampur and Bankner through an existing level crossing on Delhi Karnal Railway line. The MCD has proposed a R/W of 24 m in the first phase and 30 m in final phase, in view of existing built up structures falling on the western side of railway line at Lampur / Bankner. SE, MCD informed that the existing services falling in the RUB shall be realigned. The MCD has proposed three lane carriageway of 10.5 m width with 4 m clear height, and 6.5 m wide service roads on either sides at the surface level with loops at the end of 'U' turn. The proposal was approved with the following observations:

- i) A four lane divided carriageway be taken in the 30 m R/W (7 m on either side of central verge) with 5 m wide service roads for local traffic and 1.5 m wide footpath on either sides. 30 m R/W is to be taken with equal widening on either side from the centre line of the existing road.
- ii) Ten times the number of trees to be cut shall be planted with the approval of competent authority.
- iii) NOCs from all other concerned agencies may be obtained.

Action: Director (TT)

Item No.58/2007

Sub: NOC for proposed petrol pump site on private land in rural zone 'P' / Green Belt under notification issued by the Central Govt. for petrol pumps in Rural use zone / Rural area in NCTD
F7(18)2006-MP

The proposal was presented by Director (NP). After deliberation, the Technical Committee desired that the matter be re-examined with respect to following:

- i) The status of the land / whether the land is under acquisition.
- ii) The land use may be rechecked whether it falls under forest or green belt
- iii) The R/W of the road in front of the proposed site for petrol pump.

Action: Director (NP)

Item No.62/2007

- Sub: a) Transport Proposals for Bahadurshah Zafar Marg / Vikas Marg Intersection – 'A' point
 b) Tilak Marg / Sikandra Road Intersection – 'W' point
 c) Vikas Marg / Ring Road Intersection near Vikas Marg.
 F5(112)78-MP/Pt.

The proposals were presented by M/s Craphs Consultants and Engineer – in - Chief, PWD, GNCTD. The Consultant explained the proposal in the context of the proposed East – West Corridor, connecting New Delhi Railway Station / Connaught Place to CWG Village. The Technical Committee observed that the proposals at 'A & 'W' point and Ring Road intersections are to be seen comprehensively in relation to the East - West Corridor, proposed HCBS, elevated LRT and DMRC proposals. The integration of the proposal for the entire ITO complex and metro station, railway station and bus stops need to be worked out alongwith a model. After detailed discussion, the proposal was approved in principle with the following observations:

- i) The integration of HCBS / LRT as per the proposal of DIIMTS needs to be considered and integrated.
- ii) The elevated pedestrian walkway at 4-5 m level be worked out so as to be pedestrian - friendly, particularly for the aged and disabled people.
- iii) Comprehensive details covering the integration of the surrounding circulation for private, public, NMT with proper segregation and interchanging points / facilities connecting all transportation modes need to be worked out in details with a model.
- iv) The proposed right turning loop for Vikas Marg to Ring Road (north direction) involves two additional lanes on the existing flyover, which should be functionally and aesthetically designed
- iv) Keeping in view the importance of the project, Technical Committee desired that a presentation be arranged under L G / Chairman, DDA addressing to the various queries raised in the Technical Committee alongwith a Project Report and Model.

Action: Director (TT)

Item No.63/2007

- Sub: NOC for proposed Petrol Pump site on Private land in rural zone / green belt West of Narela – Bawana Road under notification issued by the Central Govt. for Petrol Pumps in rural use zone / Rural area in NCTD
 F7(14)2006/ MP

The proposal was presented by Director (NP) After deliberation, the Technical Committee desired that the matter be re-examined with respect to following:

- i. The status of the land. Whether the land is required to be acquired for planned development.
- ii The land use of the area, whether it falls under forest or green belt may be rechecked.

Action : Director (NP)

DELHI DEVELOPMENT AUTHORITY

(Master Plan Section)

6th floor, Vikas Minar, I.P. Estate New Delhi-110002.

Tel.: 23370507

No.F.1(11)2007-MP / 93

6-7-2007

The 4th meeting of the Technical Committee of the DDA for the year 2007 under the Chairmanship of the Vice Chairman, DDA will be held on 11.7.2007 at 10.30 AM in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi. A list of items along with agenda to be discussed is enclosed.

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

(B.K. Jain)
OSD(Planning)

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Commissioner(Plg.), DDA
4. Commissioner(LM), DDA
5. Commissioner(LD), DDA
6. Town Planner, MCD
7. Chief Town Planner, TCPO
8. Chief Architect, NDMC
9. Chief Architect, HUPW, DDA
10. Chief Engineer/Planning, DMRC
11. Chief Engineer(Elect.), DDA
12. Additional Commissioner(Plg.)-I, DDA
13. Additional Commissioner(Plg.)-II, DDA
14. Additional Commissioner(Plg.)-III, DDA
15. Secretary, DUAC
16. Land & Development Officer, (L&DO)
17. Sr.Architect(H&TP), CPWD
18. Dy.Commissioner of Police(Traffic), Delhi
19. Director(Landscape), DDA

SPECIAL INVITEES

- Director (Plg.) TT ✓
 EE / Project (Rural) MC D
 Director(NP)
 Director (Plg.) Dwarka ✓
 CE (Plg.) Northern Railway
 Engineer in Chief, MCD
 Dr. P S Rana, Ex. MD HUDCO
 General Manager(NI) NHAI

E.E FLY OVER P. Jct-F-113 PWD
lypatnagar

For Item No.57,59,60,62,64

For item No. 57

For Item No.58, 63

For item no. 61

For item no. 62, 64

For item no. 62

For item no. 62,64

For item no. 60

For item No - 64

Recd
9/7/07

General Observations of the Technical Committee with respect to Traffic
Transport Projects
F1(11)2007-MP

- i) For all the TT proposals, a digital power point presentation should be made before the Technical Committee. A soft copy of the presentation should also be given to DDA for record.
- ii) Landscape Plan of all TT /Grade Separator projects should be submitted for consideration of the Technical Committee.
- iii) The PWD was requested to expedite the submission of the following projects for consideration of Technical Committee.
 - a) Mahipalpur Road Bye Pass
 - b) Anuvrat Marg.
- iv) MCD was requested to expedite submission of proposal for Mehrauli Gurgaon Road.

Action: Director (TT)

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

OSD (Plg.)

Copy to:

Vice Chairman, DDA In Chair
Engineer member, DDA
Commissioner (Plg.) DDA
Commissioner (LM) DDA
Commissioner (LD) DDA
Chief Town Planner, MCD
Chief Town Planner, TCPO
Chief Architect, DDA
Chief Engineer (Plg.) DMRC
Chief Architect, NDMC
Chief Engineer (Elect) DDA
Addl. Commr. (Plg.) I, DDA
Addl. Commr. (Plg.) II DDA
Addl. Commr. (Plg.) III DDA
Secretary, DUAC
Land & Development Officer (L&DO)
Sr. Architect (H&TP) CPWD
Dy. Commr. of Police (Traffic)
Director (Landscape) DDA

Copy also forwarded to:

Director (TT) DDA
Director (Dwarka)
Director (Plg.) TYA
Director (NP)

JT.DIR. (MP)

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F1(11)2007-MP / 101

Date: 20-7-07

Minutes of the 4th Technical Committee meeting held on 11.7.2007.
List of the participants is annexed.

Item No. 57/2007

Sub: Proposed Road under Bridge (RUB) on the existing railway level
crossing at Narela Lampur Road in Narela subcity Project
F5(9)2005-MP

It was explained by the SE, MCD that this is one of the 31 level crossings proposed to be closed by the Railways. This road connects Narela Town with Lampur and Bankner through an existing level crossing on Delhi Karnal Railway line. The MCD has proposed a R/W of 24 m in the first phase and 30 m in final phase, in view of existing built up structures falling on the western side of railway line at Lampur / Bankner. SE, MCD informed that the existing services falling in the RUB shall be realigned. The MCD has proposed three lane carriageway of 10.5 m width with 4 m clear height, and 6.5 m wide service roads on either sides at the surface level with loops at the end of 'U' turn. The proposal was approved with the following observations:

- i) A four lane divided carriageway be taken in the 30 m R/W (7 m on either side of central verge) with 5 m wide service roads for local traffic and 1.5 m wide footpath on either sides. 30 m R/W is to be taken with equal widening on either side from the centre line of the existing road.
- ii) Ten times the number of trees to be cut shall be planted with the approval of competent authority.
- iii) NOCs from all other concerned agencies may be obtained.

Action: Director (TT)

Item No.58/2007

Sub: NOC for proposed petrol pump site on private land in rural zone 'P' / Green Belt under notification issued by the Central Govt. for petrol pumps in Rural use zone / Rural area in NCTD
F7(18)2006-MP

The proposal was presented by Director (NP). After deliberation, the Technical Committee desired that the matter be re-examined with respect to following:

- i) The status of the land / whether the land is under acquisition.
- ii) The land use may be rechecked whether it falls under forest or green belt
- iii) The R/W of the road in front of the proposed site for petrol pump.

Action: Director (NP)

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Item No.59/2007

Sub: Proposal of intersection design of road from proposed Common
Wealth Games village with NH - 24 in Trans Yamuna Area
F5(1)2006-MP/Pt

Two alternative proposal were explained by M/s Craphts Consultants on behalf of the DDA. Alternative I with half three lane (11 m) flyover on NH - 24 'T' junction and a slip rotary at the surface level towards Ring Road side to negotiate right turning movement from NOIDA Mor to CWG village site was approved with the following observations:

- i) The right turning from CWG village site shall be taken below the flyover, making it signal free 'T' junction. In the final phase, after this is developed as a four arm intersection, another three lane divided carriageway shall be constructed adjacent to the existing three lane divided carriageway to make it a six lane flyover. Recessed busbays shall be provided at the bus stops.
- ii) Ten time the number of trees to be cut shall be planted with the approval of competent authority.
- iii) NOCs from all other concerned agencies may be obtained.

Action: Director (TT)

Item No.60/2007

Sub: 6 Lane elevated highway at Badarpur on Mathura Road from 16.700 km
to 19.700 km.
F5(2)96-MP

Three alternative proposal were explained by Chief General Manager, NHAI. At the outset, it was clarified that an elevated road covering the five existing junctions is required keeping in view the proposed NH-2 bypass alignment. Alternative III proposal, which envisages signal free traffic movement with segregated / dedicated cycle / pedestrian movement was approved with the following observations:

- i) The proposal of integrating proposed NH-2 bypass with proposed UER II shall be got approved from the concerned State Govt. / Local Body, which envisages the alignment through Haryana Territory / Faridabad.
- ii) Ten time the number of trees to be cut shall be planted with the approval of competent authority.
- iii) NOCs from all other concerned agencies may be obtained.
- iv) The proposal of NHAI may be incorporated in the Draft Zonal Plan of Zone J.
- v) Alternative space for DDA Khel Parisar at Badarpur, effected due to the proposal may be worked out.

Action: Director (TT)

ItemNo.61/2007

Sub: Permission for setting up of petrol pumps on privately owned lands
in Zones K & L
F7(22)2006-MP

The proposal was presented by Director (Dwarka). After detailed deliberation, the Technical Committee observed that since all the proposed sites are falling in the zones of which Zonal Development Plan are yet to be approved, the proposals were rejected in view of the clause 12.12.1 of MPD 2021, as mentioned at para 2.ii). b) in the Agenda.

Action : Director (Dwarka)

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Item No.62/2007

- Sub: a) Transport Proposals for Bahadurshah Zafar Marg / Vikas Marg Intersection – 'A' point
 b) Tilak Marg / Sikandra Road Intersection – 'W' point
 c) Vikas Marg / Ring Road Intersection near Vikas Marg.
 F5(112)78-MP/Pt.

The proposals were presented by M/s Craphts Consultants and Engineer – in - Chief, PWD, GNCTD. The Consultant explained the proposal in the context of the proposed East – West Corridor, connecting New Delhi Railway Station / Connaught Place to CWG Village. The Technical Committee observed that the proposals at 'A & 'W' point and Ring Road intersections are to be seen comprehensively in relation to the East - West Corridor, proposed HCBS, elevated LRT and DMRC proposals. The integration of the proposal for the entire ITO complex and metro station, railway station and bus stops need to be worked out alongwith a model. After detailed discussion, the proposal was approved in principle with the following observations:

- i) The integration of HCBS / LRT as per the proposal of DIIMTS needs to be considered and integrated.
- ii) The elevated pedestrian walkway at 4-5 m level be worked out so as to be pedestrian - friendly, particularly for the aged and disabled people.
- iii) Comprehensive details covering the integration of the surrounding circulation for private, public, NMT with proper segregation and interchanging points / facilities connecting all transportation modes need to be worked out in details with a model.
- iv) The proposed right turning loop for Vikas Marg to Ring Road (north direction) involves two additional lanes on the existing flyover, which should be functionally and aesthetically designed
- iv) Keeping in view the importance of the project, Technical Committee desired that a presentation be arranged under L G / Chairman, DDA addressing to the various queries raised in the Technical Committee alongwith a Project Report and Model.

Action: Director (TT)

Item No.63/2007

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The proposal was presented by Director (NP) After deliberation, the Technical Committee desired that the matter be re-examined with respect to following:

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- ii The land use of the area, whether it falls under forest or green belt may be rechecked.

Action : Director (NP)

manu

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Item No.64/2007

Sub: East West Corridor connecting Civic Centre /Connaught Place New Delhi
Railway Station with Anand Vihar in Trans Yamuna Area.
F5 (14) 06-MP-Pt.I

The proposal was presented by Engineer in Chief, PWD and M/s Craphs Consultants. The proposal is a 8 km long six lane divided carriageway from CWG Village site upto New Delhi Railway Station /Minto Road. This 6 km long flyway is to connect CWG village site to the New Delhi Railway Station, which will further lead to Punjabi Bagh / D B Gupta Road in the West. This would be at + 7 m level and pass over Railway Line at + 9m level, Ring Road at + 7m level then pass under Metro line, pass over BSZ flyover (proposed) along the existing DDU Marg and the existing School Lane flyover finally meeting New Delhi Railway Station Road / Bhav Bhuti Marg and Vivekananda Marg. A ramp is proposed for the flyway for the North bound Ring Road traffic and two ramps on Minto Road and Station Road.

After detailed discussion the proposal was approved in principle with the following observations:

- i) The concerns of DDA, DMRC, Traffic Police, etc. as expressed in the Technical Committee may be addressed, while the conceptual proposals has been agreed.
- ii) The proposal needs to be integrated with the surrounding network. The corridor with uninterrupted flow for about 8 km through traffic needs evaluation in terms of financial, environmental and aesthetic impacts.
- iii) As the proposal shall serve the Commonwealth Games Village, sustainable materials and noise control measures should be adopted.

Action: Director (TT)

Item No. 65/2007

Sub: Corridor Improvement Plan of Road No. 56 from its intersection with
NH-24 (Ghazipur Crossing) to Anand Vihar Metropolitan Terminal Cum-ISBT.

The proposal was explained by Shri Rajiv Ray, Consultant on behalf of the PWD. It was explained that this stretch of the road form part of the Ring Road of Trans Yamuna and shall also provide approach to the Yamuna Sports Complex during the CWG – 2010. The earlier proposal of NH-24 Road No. 56, Ghazipur already stands approved by the Technical Committee. The proposal now submitted with the six lane grade separator on road no. 57 and further development of the road with eight lane divided carriageway and service road on either sides with recessed bus-bays and pedestrian subway was approved with the following observations:

- i) The left-in/left-out movement proposed from the road leading to Mohan Nagar / Dabur Chowk should be a signalized 'T' junction in the immediate phase which can be closed temporarily during the CWG – 2010.
- ii) The final phase proposal of the road in front of Metropolitan Passenger Terminal shall be submitted integrating the circulation network of ISBT, Metro Railway Terminal, and other developments with complete segregation of heavy, light, slow traffic and pedestrians.

Action: Director (TT)

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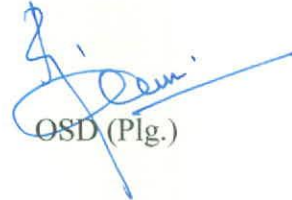
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General Observations of the Technical Committee with respect to Traffic
Transport Projects
F1(11)2007-MP

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- iii) The PWD was requested to expedite the submission of the following projects for consideration of Technical Committee.
 - a) Mahipalpur Road Bye Pass
 - b) Anuvrat Marg.
- iv) MCD was requested to expedite submission of proposal for Mehrauli Gurgaon Road.

Action: Director (TT)

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


OSD (Plg.)


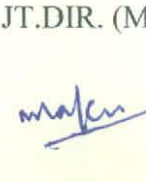
Copy to:

Vice Chairman, DDA	In Chair
Engineer member, DDA	
Commissioner (Plg.) DDA	
Commissioner (LM) DDA	
Commissioner (LD) DDA	
Chief Town Planner, MCD	
Chief Town Planner, TCPO	
Chief Architect, DDA	
Chief Engineer (Plg.) DMRC	
Chief Architect, NDMC	
Chief Engineer (Elect) DDA	
Addl. Commr. (Plg.) I, DDA	
Addl. Commr. (Plg.) II DDA	
Addl. Commr. (Plg.) III DDA	
Secretary, DUAC	
Land & Development Officer (L&DO)	
Sr. Architect (H&TP) CPWD	
Dy. Commr. of Police (Traffic)	
Director (Landscape) DDA	

Copy also forwarded to:

Director (TT) DDA
Director (Dwarka)
Director (Plg.) TYA
Director (NP)

JT.DIR. (MP)

84 ✓
mtg9

List of participants of 4th meeting for the year 2007 of Technical Committee held on 11.7.2007

Delhi Development Authority

S/Sh.

Dinesh Rai, Vice Chairman,
A K Sarin, Engineer member
A K Jain, Commissioner (Plg.)
A K Gupta, Addl. Commr. (Plg.) II
S P Bansal, Addl. Commr. (Plg.) III
B K Jain, OSD (Plg.)
Ms. Savita Bhandari, Director (LS)

Delhi Police
H P S Virk, DCP Traffic

MCD
P K Khandelwal, SE (Plg.)

NDMC:
Rajeev Sood, Dy. Chief Architect,

TCPO
Y Ramesh TCP

L&DO
C S Pasrija, E O / L&DO

DMRC
S D Sharma, CE (Plg.)

Special Invitees

A K Bajaj, CGM, NHAI
Akhil Khanie DGM NHAI
Umesh Mishra, P M FII PWD
D K Saluja, Director (TT) DDA
R K Jain, Director (Plg.), Dwarka
S P Pathak, Director (Plg.) TYA.
N K Chakravarty, Director (NP), DDA
Prof. S Suneja, Prof. SPA
Rahul Kumar, Engg. (Civil) HO RITES
Ritesh Ranjan, AM, RITES Ltd.
R Subramaniam, Engineer in Chief, PWD
D Sanyal, Consultant CRAPHTS
Rajeev Rai, MD. TPAEC
U S chauhan, GM-I TPAEC
T Mukherjee, ACIM RITES
Sanjeev Kulshrestha, Manager (T) NHAI
R S Sheoran, PM CW II PWD
R M Mehrotra PM (Flyover) DDA
Ashok Bhattacharya, Jt. Director (TT)

DELHI DEVELOPMENT AUTHORITY

(Master Plan Section)

6th floor, Vikas Minar, I.P. Estate New Delhi-110002.

Tel.: 23370507

No.F.1(11)2007-MP / 93

6-7-2007

The 4th meeting of the Technical Committee of the DDA for the year 2007 under the Chairmanship of the Vice Chairman, DDA will be held on 11.7.2007 at 10.30 AM in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi. A list of items along with agenda to be discussed is enclosed.

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


(B.K. Jain)
OSD(Planning)

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Commissioner(Plg.), DDA
4. Commissioner(LM), DDA
5. Commissioner(LD), DDA
6. Town Planner, MCD
7. Chief Town Planner, TCPO
8. Chief Architect, NDMC
9. Chief Architect, HUPW, DDA
10. Chief Engineer/Planning, DMRC
11. Chief Engineer(Elect.), DDA
12. Additional Commissioner(Plg.)-I, DDA
13. Additional Commissioner(Plg.)-II, DDA
14. Additional Commissioner(Plg.)-III, DDA
15. Secretary, DUAC
16. Land & Development Officer, (L&DO)
17. Sr.Architect(H&TP), CPWD
18. Dy.Commissioner of Police(Traffic), Delhi
19. Director(Landscape), DDA

SPECIAL INVITEES

Director (Plg.) TT
EE / Project (Rural) MCD
Director(NP)
Director (Plg.) Dwarka
CE (Plg.) Northern Railway
Engineer in Chief, MCD
Dr. P S Rana, Ex. MD HUDCO
General Manager (NI) NHAI
E+E FLYOVER Project-F-113 PWZ

For Item No.57,59,60,62,64
For item No. 57
For Item No.58, 63
For item no. 61
For item no. 62, 64
For item no. 62
For item no. 62,64
For item no. 60
For item No-64

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Item No 57/2007

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AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposed Road Under Bridge (RUB) on the existing railway level crossing at Narela-Lampur Road in Narela Subcity Project
F5(9)05-MP

BACKGROUND:

In the stretch between Outer Ring Road and NCTD Border in a length of about 14 km there are 5 existing railway level crossings connecting to developments on eastern and western side of the Delhi-Karnal Railway Lines. One of these level crossing is on the Narela-Lampur Road. Location plan is placed as Annexure-I. The existing level crossing is neither on a zonal nor a master plan road. It is existing on a local road. The proposal of ROB/RUB at this level crossing is one of the 31 locations identified by railways and discussed in a meeting under Commissioner (Plg.) on 27.1.05.

The area on the eastern and western sides of the railway line forms part of the Narela Subcity Project.

EXAMINATION:

The gradeseparator proposal at this level crossing is to be implemented by MCD. Ex. Engineer (Project)/Rural MCD has submitted the grade separator (ROB) proposal which has been got prepared by a private consultant. In the overall plan of Narela Subcity between Outer Ring Road and NCTD border, four major arterial roads are proposed as follows :

- i) 60m R/W road falling in Zone 'C' from GT Karnal Road (NH-1) to Rohini Project
- ii) 80m R/W UER-III from GT Karnal Road (NH-1) to Rohtak Road (NH-1) passing through Narela and Rohini project.
- iii) 100m R/W UER-II from GT Karnal Road (NH-1) to NH-8 passing through Narela-Rohini and Dwarka projects.
- iv) 80m R/W UER-I from GT Karnal Road to Rohtak Road (NH-10) passing through Narela and Rohini projects.

With the construction of the said arterial network, the existing level crossing at Narela-Lampur Road shall ultimately serve to the local traffic

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AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposed Road Under Bridge (RUB) on the existing railway level crossing at Narela-Lampur Road in Narela Subcity Project
F5(9)05-MP

BACKGROUND:

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The area on the eastern and western sides of the railway line forms part of the Narela Subcity Project.

EXAMINATION:

The gradeseparator proposal at this level crossing is to be implemented by MCD. Ex. Engineer (Project)/Rural MCD has submitted the grade separator (ROB) proposal which has been got prepared by a private consultant. In the overall plan of Narela Subcity between Outer Ring Road and NCTD border, four major arterial roads are proposed as follows :

- i) 60m R/W road falling in Zone 'C' from GT Karnal Road (NII-1) to Rohini Project
- ii) 80m R/W UER-III from GT Karnal Road (NII-1) to Rohtak Road (NH-1) passing through Narela and Rohini project.
- iii) 100m R/W UER-II from GT Karnal Road (NH-1) to NH-8 passing through Narela-Rohini and Dwarka projects.
- iv) 80m R/W UER-I from GT Karnal Road to Rohtak Road (NII-10) passing through Narela and Rohini projects.

With the construction of the said arterial network, the existing level crossing at Narela-Lampur Road shall ultimately serve to the local traffic

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between Narela and Lampur/Bankher. The existing R/W of the road across railway line towards Lampur side varies from 16m to 19 m and the existing R/W of the road on the eastern side in Narela Project varies from 19m to 30m. As per the observations of Director (NP), DDA, an RUB at this location is necessary as per local conditions.

EXISTING TRAFFIC CHARACTERISTICS:

As per the data made available by the consultant, the level crossing is closed 41 times in 24 hrs. out of this 23 times it is closed between 8 AM to 8 PM. At present this level crossing is extensively used by buses, trucks, 2 wheelers, cycles and slow moving vehicles in the absence of the major network as explained above which is yet to come up. The total number of trains passing through this level crossing is to the order of 124 nos. per day (24 hrs.). The total Train Vehicle Units per day work out to 1222764. The traffic flow data in both the directions is 15137 PCUs per day at the level crossing and during the peak hour the traffic flow is 1491 PCUs.

PROPOSAL:

Initially, an ROB proposal at this level crossing was submitted by the MCD on this level crossing. Due to the existence of some existing trunk service lines, the proposal of RUB was not found feasible. This proposal was discussed in the Sub Committee meeting held on 23.11.06 in which the following decision was taken:

"This proposal was earlier discussed in the Sub-Committee meeting held on 30.1.06 in which it was desired that a low height subway for slow/light vehicles may be taken up by MCD. The MCD submitted a two lane ROB proposal at this location. The available R/W in the western side of railway crossing is varying between 15-20 m. There is an existing trunk sewer line in the middle of the road. The existing level crossing is almost flush to the ground level and there is hardly any scope of any underpass in view of the trunk sewerage line. Further this level crossing is about 1.50-2 km north of the proposed 80m R/W UER-I.

Keeping in view the above facts, the proposal of ROB/RUB at this location is recommended to be dropped."

Thereafter the case was discussed in a meeting under Hon'ble Urban Development Minister, GNCTD wherein the local MLA, MCD, DDA, railway and other officials were present. It was explained that MCD shall further study the feasibility of shifting the existing service line in order to construct the RUB at this crossing. Accordingly, Executive Engineer, MCD vide letter dated 7.3.07 has submitted a proposal of RUB by shifting the existing service lines. The proposal has been got prepared by a consultant and forwarded with the said letter for consideration. The technical data and feasibility of the proposal are placed as Annexure I & II respectively. The RUB proposal envisages construction of 10.5 m wide underpass with 4.75 m wide side roads separated by a 0.5 m retaining wall. The side roads have been proposed to facilitate 'U' turning on either side of the level crossing. Slope of 1:30- is proposed on either side of the level crossing. The railway R/W in this proposal is proposed as 50m. Clear height of the underpass is proposed as 4 m to facilitate the movement of buses, tempos, cars, slow moving vehicles, etc. from this underpass due to the existence of dense development on either sides. This proposal was discussed in the sub-committee meeting held on 27.4.07 in which the following decision was taken:

"The proposal was presented by M/s Park Projects Consultant on behalf of MCD. Earlier a proposal of ROB at this location was discussed in Sub Committee which was not agreed due to the existence of trunk service line on this road. The MCD has now proposed to shift these trunk lines & have submitted the proposal with an RUB. A three lane RUB with 4 m height is proposed for providing relief to the existing traffic on this road between Narela & Lampur/Bankier was recommended to be put upto TC."

OBSERVATIONS:

1. The proposal shall be got approved from the northern railway and other statutory bodies as required
2. Ten times the number of trees required to be cut shall be planted after approval of competent authority.
3. R/W of the road has been proposed as 30 mt. And in the immediate phase 24 mt. R/W shall be developed due to existing built up structures

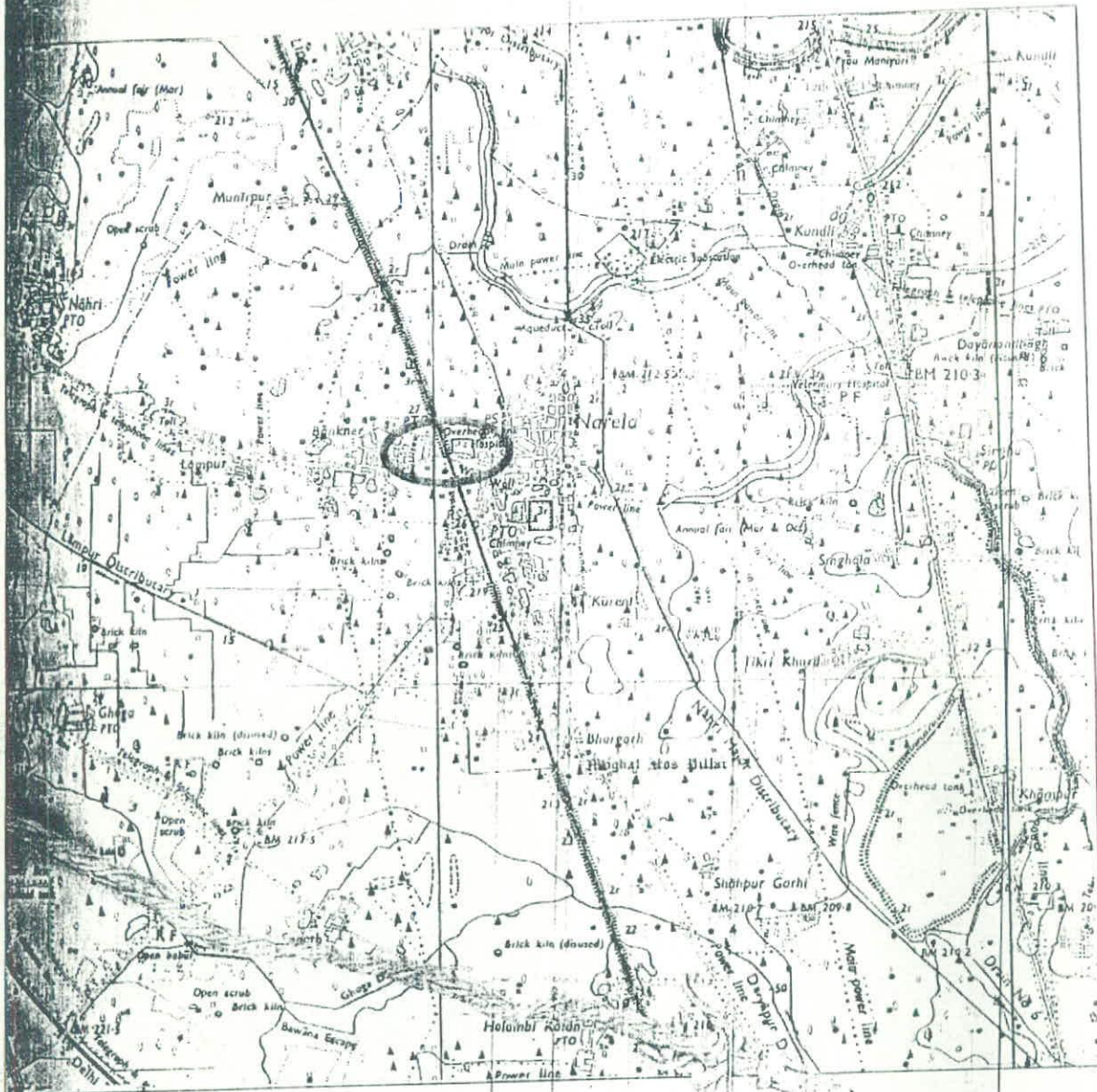


Fig - 1 Key Map

Road Over Bridge at Narela Lampur Railway Crossing

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TS/L

DELHI DEVELOPMENT AUTHORITY
(Traffic and Transportation Unit)

**Technical Data /Inputs required for Examining ROB/RUB proposals on existing
Railway Level Crossings**

1. Location of the Level Crossing : Narela- Lampur Road at Narela
2. Location of the Level Crossing w.r.t. Overall network in the area. : As per Key Plan
3. Name of road on which Level crossing is proposed: Narela- Lampur Road
Existing Road R/W : ROW not confirmed
Proposed Road R/W as per MPD - 2001/Zonal Plan: Not a Master Plan Road
4. Is the ROB/RUB proposal part of Corridor Improvement Plan or Traffic Management Plan : This is a part of ROB schemes provided by Northern Railway
5. Train Vehicle Units (TVU's) data at the Level Crossing :

Name of the Road	Base year traffic Volume Data in PCU's	Projected traffic in Horizon year in PCUs
Narela- Lampur Road	Total Traffic Flow Both Direction = 15137 PCUs	39944
	Peak Traffic Flow = 1491 PCUs	3579
6. No. of trains passing per day (24 hrs) from the Level Crossing : 124
7. Train vehicle Unit per day : 1222764
(Product of ADT (Fast Vehicles and Nos. of Trains))
8. No. of times the Level crossing is closed :
8 AM to 8 PM : 23
8PM to 8AM : 18
9. Type of Vehicles using the Level Crossing : Buses, Trucks, LCVs, Two wheelers, Cars, Cycles, Cycles Rickshaws etc.

10. ROB/RUB details:

Particulars	Details	Required as per IRC guideline
No. of Lanes/widths	4 lanes Divided carriageway in RUB portion and 3 lanes undivided approaches.	4 Lane divided carriageway
Slope	1:30	1:25 (Minimum)
Valley Curve	As per detailed design	As per detailed design
Summit Curve	As per detailed design	As per detailed design
Length of Flat portion	30.00 m	No. Guidelines
Clear Height	4 meters	5.50 m (Minimum)

11. Pedestrian movement and pedestrian Facilities have been detailed out:

Provision of walkway will be made in the ROB portion for crossing the Railway track. The same shall be connected with ramps/staircase on all four sides as per detailed design.

12. Bus stand & recessed Bus-bays have been integrated

Out of reach of the proposed RUB

13. Whether improvement proposals have been submitted upto the next Zonal /Master Plan road Junction/intersection

No

NOTES:

1. The details with respect to seismic forces, structures safety, geometric design, turning radius, super elevation, lighting, services and other engineering details shall be taken care of by the Engg. Deptt. Of the Implementing agency.
2. all land issues i.e. acquisition shifting, compensation, legal aspects etc shall be handled by the implementing agency.


Signature of the
Consultant


Signature of the
Official of the Department

Annexure 10

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DELHI DEVELOPMENT AUTHORITY
(Traffic & Transportation Unit)

Feasibility Report Proforma for Grade Separator Proposals

Name of Work: - Grade Separator on Narela-Lampur Road Level Crossing.

Details of affected structure in different stretches:

No. of storeys	Pucca	Semi Pucca	Kutchra
1,2 & 3	All Pucca	Nil	Nil

Details of affected structure
in proposed R/W:

Shops cum House

Width of properties
affected in proposed ROW

2.00 to 5.00 mtr.

Vacant land affected in proposed R/W

No.

Details of services affected in proposed R/W
(underground/overhead): Length in mtrs.

Water supply

Details of U/G services
not available as yet.

Sewerage

S.W. drain

900 mtr. approximately
(Along the road) and one
drain across the road

H.T. Line

Nil

L.T. Line

700 mtr. approximately
(Along the road)

Electric poles

70 No.

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-11-

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54
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50/2007
Agenda for TC
ITEM No - 58 / 2007

Agenda for Technical Committee

Sub: NOC for proposed petrol pump site on private land in rural zone 'P' / green belt under notification issued by the Central Government for petrol pumps in Rural Use Zone/Rural area in NCTD (File no. F-7 (18) 2006/MP + F-13 (60) 2004/CL/PP)

1.0 BACKGROUND:

HPCL has submitted an application for the setting up of a retail outlet Mamurpur on the connecting road to NH-1 in northern of the forest under regulations for petrol pumps in Rural Use Zone / Green belt notified by the Central Government vide notification no.983 dated 31/10/03 & 1028 dt.27.09.05.

2.0 EXAMINATION:

Under notified regulation for petrol pump in Rural Use Zone/Rural area, the following minimum size of petrol pumps are proposed:

- (i) 36m x 30m - 1080 sqm (minimum)
- (ii) 60 x 45m - 2700 sqm (maximum)

As per the said notification in case the plot is larger 33x45m, the development control norms and FAR shall be applicable to the plot size of 33mx45m, the remaining plot shall be utilized as open green space.

The land ownership document and other administrative aspects are to be examined/processed by the Land Disposal / Land Management.

3.0 PROPOSAL:

The petrol pump site in question proposed by HPCL is a regular site (36m x 30m) abutting the road north of Mamurpur forest connecting G. T. Road (NH-1) with the Narela Subcity. The length of the site abutting this Road is 36mt. The total area of the site is about 1080 sqm. as per the plan submitted.

The site is generally level. No HT line is passing through the site as per the survey report of AD (Survey).

The site does not form part of ridge area.

The site is proposed in rural area / green belt. However, an undertaking shall be taken from the Oil Company to surrender part/whole of the land of the proposed retail outlet as and when required for planned development.

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ITEM No 59/2007

23/10

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AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposal of intersection design of road from proposed Commonwealth Games Village with NH-24 in Transyamuna Area.

F5(I)06/MP/Pl.

1. BACKGROUND:

The above said proposal has been submitted by Project Manager (Flyover Project) Gr.I & II, DDA. The plans have been got prepared from a private consultant M/s Craphts Consultants. At present a 'T' junction of 45m R/W from the proposed Commonwealth Games Village meeting with 90m R/W NH-24 is in existence. This 'T' junction falls almost about one and a half kilometer in the west of Noida Mor intersection. Location plan is placed as Ann.I.

2. EXAMINATION:

NH-24 with a R/W of 90 M is presently a four lane divided carriageway, which is being widened to eight lanes. The 45m R/W roads from proposed Commonwealth Games Village complex is meeting with NH-24 in a 'T' junction. As per zonal plan of Zone 'O' this 45m R/W road from Commonwealth Games village would be further extended to form an intersection. Therefore, the proposal has to take into consideration a long-term solution with: an immediate phase proposal to meet the signal free requirements of entry / exit to Commonwealth Games village from NH-24. An HCBS corridor is proposed as per the future planning of DIMTS. The traffic characteristics at the junction as per the study conducted by Consultant are placed as Ann.II.

3. PROPOSAL:

The consultant has submitted two alternative proposals at this intersection as per details given below:

Alternative-I: In this proposal a half three lane (1 lnts) flyover is proposed from Ring Road towards Noida Mor for free flow of straight traffic in both the directions. A split rotary is proposed at the surface level beyond the 'T' junction on the western side to negotiate the right turning movements from Noida Mor side towards CWG village. The right turning movements from CWG village road towards Ring Road are taken below the half flyover thus making it a signal free 'T' junction. In the final phase when this is

developed as a four-arm intersection full six lanes divided carriageway on NH24 shall be constructed for straight movements. The right turning movements shall be taken care of at the surface level through the two cloverleaf of Noida Mor in the east and split rotary on the west. Pedestrian / Cyclist movement is proposed in the 4.5 m wide footpath. Recessed Bus bays and Bus Stops are adjusted from the strip proposed for footpath.

Alternative-II: In this proposal a trumpet interchange is proposed with a single cloverleaf at the existing 'T' junction to meet the right turning movements to / from proposed Common Wealth Games Village in the immediate phase. The left turning movements are taken care of from the slip roads. In the final phase another cloverleaf shall be considered when the intersection is fully developed for the right turning traffic from the south to NH-24.

4. SUB COMMITTEE DECISION:

The above said alternative proposals were discussed in the sub-committee meeting held on 27.4.07 in which the following was recommended:

"The proposal was presented by M/s CRAPHTS Consultants on behalf of PWD with two options for signal free right turning movement of traffic from CWG village to Ring Road as per details given below:

- i) Half flyover on Ring Road with free right turning at surface level for traffic from CWG village to Ring Road with a provision of split surface level 'U' turn for the traffic from UP /Noida to CWG village*
- ii) Proposal of a trumpet in the riverbed for two free right turning movements from and to CWG village*

After deliberations it was recommended that the option (i) with a half flyover on NH-24 & rotary may be submitted with for consideration of TC with the following details:

- i) Plan be submitted to a scale of 1:1000 showing clearly the R/W of NH-24 and the CWG village road alongwith road cross section details.*
- ii) Feasibility report be submitted in DDA's prescribed format."*

In compliance with the observations of the Sub-Committee Project Manager, Gr.I&II vide letter dated 15.5.07 has submitted the proposal for the consideration of the Technical Committee. The Manager Flyover Projects (Group I & II) has been requested to explore the possibility

of split rotary on the eastern side of the 'T' junction also so as to avoid the long distance to be taken for right turning from the two cloverleaves.

5. FEASIBILITY:

As per the feasibility report submitted by the consultant 1125m length of water supply line, 2502m length LT Line, 81 Electric poles and 138 trees are affected in the proposal R/W.

Feasibility report is placed in Annexure III.


6. OBSERVATIONS:

- i) The super elevation, cloverleaf/loops shall conform to IRC guidelines and will be checked by the Engineers before executing the scheme.
- ii) It shall be ensured that all the structural elements of the bridge shall conform to seismic specification for Delhi area.
- iii) Circulation Plan of the area around upto 1Km /junction-intersection of 30m and above roads to be worked out alongwith traffic diversion plan during construction and got approved by Delhi Traffic Police.
- iv) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.
- v) All other clearance from various agencies/authorities shall be taken by executing agency.


7. RECOMMENDATION:

The proposal and observations in para 3 & 5 are placed before the Technical Committee for consideration.


(H.S. DHILLON)
JD (TT) II


(A.K. Saini)
A.D. (TT)


(R. N. Mehrotra)
Project Manager (Flyover Projects Group I & II)

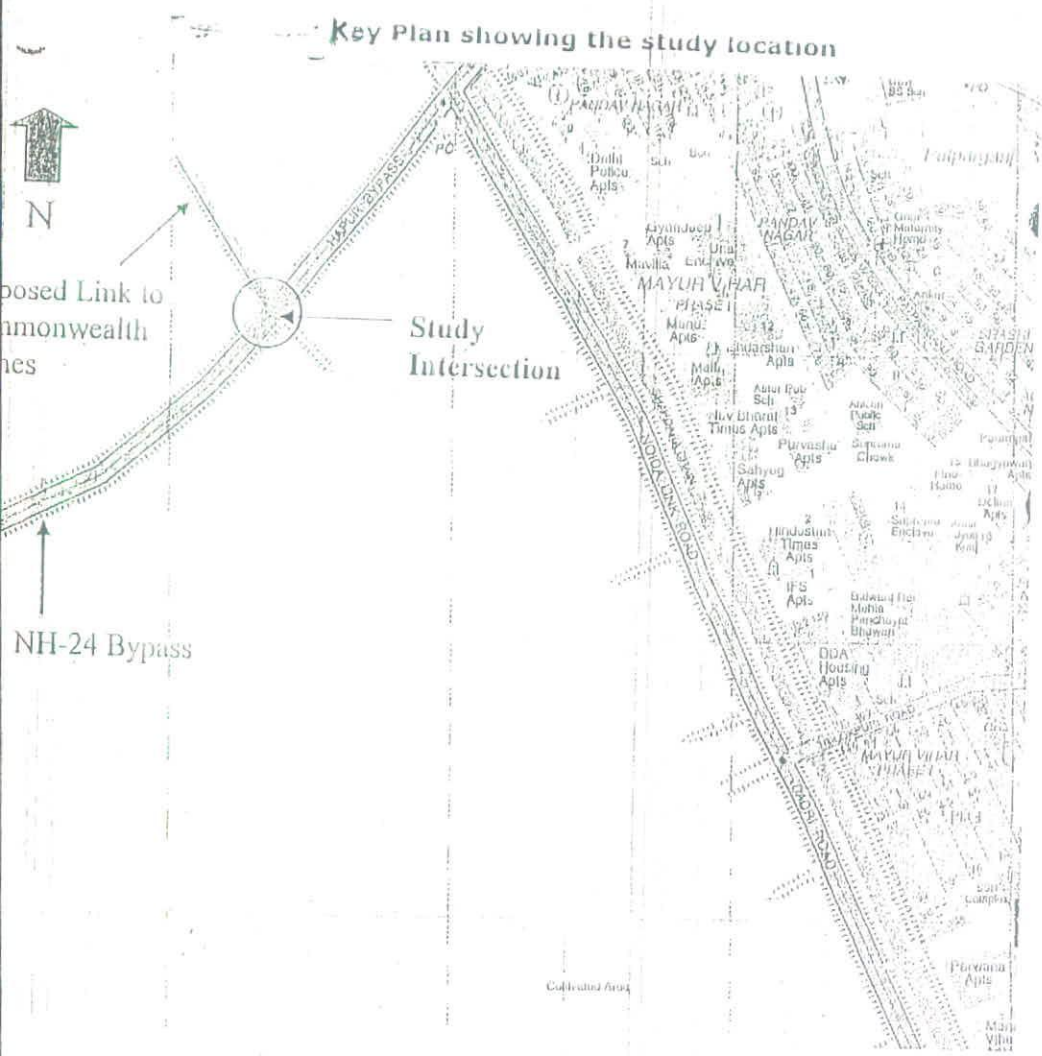

(D. K. Saluja)
Director (TT)

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20/c

Annexure I



TRAFFIC GROWTH RATE AND PROJECTED TRAFFIC

Design Year

The design year, while projecting traffic volumes for the determination of design traffic; usually taken as 20 years from the date of completion of a project. Assuming the Trade Separator recommended for the location under study, would take two years for completion (2009 AD), the design year works out to be 2029 A.D.

Design Traffic

There could be several methods of estimating the design traffic (projected traffic for the year 2009 AD in the present case). However, estimation of projected traffic at micro level is rather difficult through application of sophisticated method particularly because of the uncertain levels of accuracy that may be extracted for a singular location from the global scenario. The CRAPHTS Consultants (I) Pvt. Ltd. has the benefit of certain type of time series data, and it had been estimated, through earlier submittals to DDA and PWD pertaining to planning and design of flyovers at the instance of DDA and PWD Govt. of Delhi, that growth trends extracted from the time series data could provide a reasonably reliable basis of computation of design year traffic (provided the land use and transport network is stable within the influence area).

In the present case the land use within the study area is generally stabilized, however traffic on account of Commonwealth games needs to be estimated. Apart from that there is no major activity centre contemplated within the influence area except few isolated developments.

Traffic on account of Commonwealth Games

The traffic on account of commonwealth games is estimated after referring the Function Brief of Commonwealth Games Village prepared by the Consultants. The traffic has been estimated based upon the requirement of the parking areas which is described below:

Sl. No.	Parking Type	Parking Requirement
1	Guest parking	30 to 50 cars & 2 bus bays
2	CGA Parking	300 cars
3	Total parking demand including miscellaneous parking	400 ECS (Say)

Based upon the parking of 400 ECS, it is estimated that the games has a potential of generating 400 PCUs of traffic at any instance. Assuming that the same is generated during the peak hour, traffic on the Games road during the peak hour period works out to be 400 PCUs.

The CRAPHTS Consultants (I) Pvt. Ltd. has the benefit certain type of time series database and it had been established through earlier submittals for various studies, that growth tends extracted from time series data could provide a reasonably reliable basis for computation of design year traffic (provided the land use and transport network is stable within the immediate influence area. Keeping above attributes in view the Consultants have computed growth rate of 3.5% (simple) which could be applied for projection of traffic at the study location. Although it is not precisely clear so as to what would be the use of Games Villages once the event is over the consultants have assumed that traffic on the games link would also grow @3.5% per annum. It is also understood that the alignment of the proposed East - West corridor also takes off from the study location which will have an important impact on the proposed interchange. However, the quantification of the same could only be done once the take-off point for proposed East-West corridor on NH-24 Bypass / Marginal Bund Road is finalised. Considering above growth factor in view, the design peak hour traffic volumes for intersection for different horizon year are given in the following manner:

Table : : Projected Peak Hour Traffic Volume (PCU) for NH-24 Bypass near Akshardham Temple

Sl. No	Year	NH-24 Bypass	Road to Games Village	Total Traffic on Proposed Intersection
1.	2009	13238	-	13238

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17/1

Feasibility Report

Feasibility Study for Improvement to Entry / Exit
of Commonwealth Games Village

2.	2014	15403	456	15859
3.	2019	17568	526	18094
4.	2024	19733	596	20329
5.	2029	21898	666	22564

21- 56- 157c
Flyover Details:

No. of lanes : 3 Lane
(Main Flyover)

Width

11.00m

(Main Carriageway)

Required as per IRC guidelines

11.00m

(Carriageway)

Slope : 1 in 30

1 in 30

Valley Curve :

40.00m

Summit Curve :

40.00m

Length of Flat portion

L = 50.00m

(Total length of flyover 574.00 m including valley curve & Summit curve.)

Clear height

: 5.00m

No. of leaves Width

Required as

per IRC guidelines

Clover leaf details with
design speed of 30km/hr.

- Not Applicable-

Slope

Radius of curvature

Pedestrians & slow moving vehicles & cycles
movement and pedestrian facilities have been
detailed out

: Shown in Drg. No.

CRTS/DDA/CGV/EE/202

Bus stands & recessed Bus-bays have been
Integrated

: Bus Bays / Bus Stops have
been indicated in Drg. No.
CRTS/DDA/CGV/EE/202

23 - 54 -
ITEM No - 6/67

DRAFT AGENDA

Sub: 6-lane elevated highway at Badarpur on Mathura Road from
Km 16.700 to 19.700 km.
F.No.5 (2) 96-MP

1. ^RINTRODUCTION/BACKGROUND

General Manager, NH-I, NHAI has submitted the proposal on the above subject. Earlier grade separator proposal at this intersection was submitted by PWD, which was approved by TC of DDA in the year 1996/97. However, this proposal could not be executed and subsequently the road has been transferred from PWD to NHAI.

Location

The grade separator is planned at the intersection of Mehrauli Badarpur road with NH-2, Mathura Road in stretch from Badarpur to Haryana Border. There are 5 junctions i) at Badarpur Thermal Plant (60.7km.) ii) Mehrauli Junction (17.7 km) iii) Jaitpur junction (17.9km) iv) at bypass road junction (19.1km) v) sector 37 (Faridabad) road junction (19.8km). The location plan is placed as Annexure 'A'.

2. DETAILS / EXAMINATION

Traffic Characteristics

In order to formulate the proposal various traffic surveys have been conducted at 5 locations. The details of the traffic volume and composition is given below:

Vehicle Category	Near BTPS	Near Badarpur Comm. Tax Gate	Average Traffic	Compositi on (%)
Car + Bus + Truck	43266	43566	43416	71
Other Fast Vehicles	10429	13762	12095	20
Total Fast Vehicles	53694	57328	55511	91
Slow Vehicles	5548	4978	5263	9
All Vehicles	59242	62306	60774	100

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Direction: Towards Delhi

Vehicle Category	Near BTPS	Near Badarpur Comm. Tax Gate	Average Traffic	Composition (%)
Car + Bus + Truck	46805	34287	40546	73
Other Fast Vehicles	11164	10855	11009	20
Total Fast Vehicles	57970	45794	51882	93
Slow Vehicles	4355	3737	4046	7
All Vehicles	62334	49530	55601	100

Peak traffic flow:

The peak hour for each segment is determined from:

- Classified volume counts on either end of the project road and
- Turning movements at intersection and median opening at Bus terminus.

An overall peak flow is observed at 7PM, primarily due to presence of local traffic. Segment wise peak traffic flow, classified into categories of car+bus+truck, other fast and slow vehicles along with turning movements at intersections are shown in the table below:

Category	Segment TS- 1	Segment TS- 2A	Segment TS- 1	Segment TS- 2B	Segment TS- 3A	Segment TS- 4	Segment TS- 5
Direction : Ashram - Faridabad							
Car + Bus + Truck	2654	2812	3296	3295	2634	2525	1827
Other Fast	807	728	1472	1138	1084	648	457
All Fast	3461	3540	4768	4433	3718	3173	2284
Slow Vehicles	381	509	1252	323	250	184	171
Direction : Faridabad - Ashram							
Car + Bus + Truck	2022	2056	2573	2390	1735	1735	1611
Other Fast	525	629	862	971	1043	953	840
All Fast	2547	2685	3435	3361	2778	2688	2451
Slow Vehicles	171	204	250	252	236	236	225

Based on the traffic volume and traffic projection, three alternative proposals have been formulated, the details of which are as follows:

Alternative I

The alignment plan has been planned to follow the existing corridor with a geometry restricting the acquisition to a minimum. It has no entry and exit on the elevated section between Badarpur Thermal Power Station and Sector-37, Faridabad road. The left and right turning traffic at Mehrauli junction are not allowed on the elevated section. This implies that at Mehrauli junction, no vehicle will be able to use the elevated road to towards Faridabad or Ashram. Such vehicles will have to use and share the existing road with local traffic.

Alternative II

In this alternative, the elevated road follows the re-alignment by acquisition for about 800m with balance portion, following the existing corridors with refined geometry. One intermediate access and egress is provided at Mehrauli junction. At this junction, the left turning traffic having non-local destination can also access and use the elevated road. Vehicles on the elevated section coming from Faridabad will be able to exist the elevated highway to go towards Mehrauli and vehicles emerging from Mehrauli having non-local destination will also be able to use the elevated highway to go towards Delhi (Ashram).

Alternative III

Alternative-III is a combination of alternative I and alternative II, as far as elevated carriageways are concerned. In addition elevated highway has been provided with the full interchange at Mehrauli junction. The left and right turning traffic which is not having local destination can also access and use the elevated road. Vehicles on the elevated sections coming from Ashram or Faridabad will have full exchange with Mehrauli Road. The vehicles originating from Mehrauli would make use of the elevated highway for their desired destination towards either north /north east or Faridabad. There is also provision for entry/exit ramps for Sarai bypass. The option under alternative.III is aimed at long terms solution to the traffic congestion on the road besides maximizing the user benefit. Traffic volume and circulation has therefore been estimated for alternative. III duly accounting for adjoining network developed and impacts thereof. This is the preferred alternative.

28-5

The proposal was discussed in the Sub-Committee meeting held on 20.2.07 where it was recommended:

1. The signal free proposal envisages complex movement pattern. Alternative proposal may also be worked out and submitted.
2. A proposal of this junction was earlier prepared by CRR1, which may also be examined.
3. Circulation system on Mathura Road should integrate the proposed NH-2 bypass and urban extn. Road (100m R/W).
4. The elevated corridor proposal may be integrated with the other modes of transport as envisaged by DMRC/DIMTS. There is a proposed Metro station in the area, the same may be integrated with the proposal.
5. All radius of curvature, S curves super elevation etc. shall be as per IRC norms.
6. Alternate proposal be submitted with the provision for dedicated space for public transport and non-motorized transport and safe passage for cycles /pedestrian at inter-change point.
7. Mathura Road (NH-2) is an entry gate for the city. As envisaged in MPD-2021, proper urban design / landscape proposal for the area may be worked out.
8. Detailed alignment plan on 1:1000 scale showing the land uses and the existing structures on both side of the corridor and intersection be submitted.
9. The detailed intersection design to a scale of 1:1000 showing this segregated space for pedestrian and non-motorized transport, public transport, private mode be worked out.
10. As the proposal is partially in Delhi and partially in Haryana, it may be seen whether any clearance is to be sought from Haryana Govt. Authorities.
11. The feasibility report of the final proposal may be submitted in DDA's standard format.

After the compliance of the above observations, the proposal may be submitted for consideration of Sub-Committee/TC.

General Manager, N-I NHAI vide letter dated 28.5.07 has submitted the compliance of the comments made by the Sub-Committee.

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- 50 -

Subsequently, the proposal was again discussed in the Sub-Committee meeting on 5.6.07, wherein the following was recommended.

The item was earlier discussed in the Sub-Committee meeting held on 20.2.07. Observations were made on the alternative proposal submitted by the NHAI. Chief General Manager, North, NHAI presented the proposal and recommended alternative .III proposal as it envisages signal free movement of traffic in all directions, with segregated/dedicated cycle / pedestrian movement. The other issues raised in the last meeting were clarified along with audiovisual presentation. After detailed discussion, the following observations were made:

1. *The proposal shall integrate the proposed NH-2 bypass and 100m R/W UER.II.*
2. *There is proposed grave yard in the south western corner of the intersection, the location of the same be incorporated in the plan in order to ensure that the proposed site is not affected and is given proper approach road.*
3. *There are existing monuments in the area notified by GNCTD for which NOC may be obtained.*
4. *All radius of curvature, S curves, super elevation etc. shall be as per IRC norms.*
5. *Mathura road (NH-2) is gateway for Delhi, as envisage in MPD-2021 proper landscape and urban deign proposal in the area may be worked out.*

With the compliance of the above observations all the three alternative proposals be modified and be submitted for consideration of the TC.

FEASIBILITY

The feasibility report has been submitted and is placed as Annexure II.

In compliance to the Sub Committee held on 05.06.07, NHAI has submitted its clarification regarding the observations made by the Sub Committee. A copy of the letter received from NHAI is placed as Annexure III.

OBSERVATIONS

1. All clearances from various agencies / authorities shall be taken by the executing agency.
2. Traffic circulation / Management Plan up to 1 km or next intersection be worked out with the traffic diversion plan during

Flyover Details:

No. of lanes: 2 x 3 Lanes Width: 2 x 11.0m required as per IRC guidelines

Slope-Nominal gradient: 2 %, Max gradient: 2.5% of 274m length

Valley curve: Min Length: 30m (loops/ramps); 60m (through EH)

Summit curve: Min Length: 30m (loops/ramps); 60m (through EH)

Width of flat portion: 2 x 11.0m

Clear height: 5.50 m Minimum


Cloverleaf details with design speed of 30km/hr

<u>No. of leaves</u>	<u>Width</u>	required as per IRC
2	9.0m	(9.0m)

Slope: Max. Gradient 2.9% of 199.5m length	(3.33%)
Radius of curvature: 45m (inner minimum)	(Minimum 32m)

Pedestrian & slow moving vehicles & cycles movement and pedestrian facilities have been detailed out: Yes, following drawings attached.

1. Drg No.-RITES/HW/NHAI/9106-11/PEDM/01: for Pedestrian
2. Drg No.-RITES/HW/NHAI/9106-11/VEHM/01: for Vehicles
3. Drg No.-RITES/HW/NHAI/9106-11/CYCM/01: for Cycles


(SANJEEV KULKARNI)
Manager (Technical) / Manager (Tech.)
National Highways Authority of India
(Ministry of Shipping, Road Transport & Highways)
Plot No. 10, Dwarka, New Delhi

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ANNEXURE - III

- 33 -

Electric poles: --	41 Nos.
Telephone poles: --	66 Nos.
Gas pipeline: --	Nil

Details of trees affected in proposed R/W
Type Nos. Girth details
(Details attached in Appendix-2)

(Signature)

(SANJEEV KULSHRESTHA)
प्रबंधक (समन्वयक) - Manager (Tech.)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(महानगर परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)
(Ministry of Shipping, Road Transport & Highways)
प्लॉट नं. 5, अटल-10, गिरी, नई दिल्ली
Box 10 Dworka, New Delhi



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

NHA/GM(N-1)/Badarpur Flyover/Gen/04/2023

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

Date: 11.06.07

To,

Sh H.S. Dhillon

Jt. Director (TT)-II

Delhi Development Authority

Traffic & Transportation Unit Plg

6th Floor Vikas Minar, New Delhi

Sub: Construction of Badarpur Elevated Six lane Highway (Flyover) from Km 16.700 to km 19.700 (Haryana) of NH-2 (Delhi-Agra Section) and its approaches on Golden Quadrilateral under NHDP on BOT basis:

Compliance/reply of the Minutes of the Sub-Committee of DDA on Transportation Projects held on 05.06.2007 .

Dear Sir,

Please, refer to the draft minutes of meeting of the sub-committee held on 05.06.2007. Parawise reply/compliance of the observations is as under:

- (i) In order to integrate the proposal of Badarpur Project Highway with the NH-2 bypass and 100m ROW Urban Extension Road (UER), the proposed UER and NH-2 bypass can be joined (marked XY on the plan) to have a connectivity between the two with an approach (marked A-B on the plan) to Mehrauli-Badarpur road, before railway line. The proposed link (marked X-Y) can have intersection with the Badarpur Project Highway at grade, with a rotary, accommodating one pier of the elevated structure in between the rotary and suitable modifications to the ground level roads of the Badarpur Project Highway. Alternatively, UER and NH-2 bypass link (marked XY) can be made to cross the NH-2 underground by construction of an underpass by the project authorities of UER at a later date. The link marked A-B will take care of traffic wanting to go from UER or NH-2 bypass to Mehrauli-Badarpur road and further to Faridabad or Delhi through the Badarpur Project Highway.
- (ii) Please refer the layout plan, the cremation ground/graveyard behind electric sub-station on the South- Western side of the junction is clear and not being affected by the project road. There is a provision of access to the cremation ground along with provision of footpath from the project road.
- (iii) As regards monuments, the proposal was sent to ASI for clearance. ASI has responded that the monuments in question are not in their jurisdiction and have asked NHA to approach Department of Archeology, Govt. of NCT of Delhi. NHA will obtain NOC from the Department of Archeology, Govt. of NCT of Delhi in due course.

Delhi Development Authority
Dwarka Project

Sub: Permission for setting up of Petrol Pump on Privately owned lands falling
in Planning Zone "K" & "L".

F.7(22)2006/MP + F.7(23)2006/MP + F.7(24)2006/MP + F.7(25)2006/MP +
F.7(26)2006/MP

1.0 Background:

As per the Gazette Notification dated 27-9-05, Oil companies applied to the CL branch, DDA for NOC for setting up of Rural Petrol Pumps on privately owned land, falling in Zone K & L. Commercial Lands branch after basic scrutiny referred the requests to the Planning Department (Dwarka Planning Office) for examining the cases for the planning permission. Dwarka Planning office after having examination put up the following cases for consideration of Technical Committee.

- i). Hindustan Petroleum Corporation Ltd. applied for the permission for setting-up of the Petrol Pump site in Khasra No. 6/9/2, 6/31, 6/10/4, 11/1, & 12/1, at revenue village Khaira, on Najafgarh - Gumanhera road falling in Zone - "L". (F 7 (22) 2006/MP)
- ii) Hindustan Petroleum Corporation Ltd. applied for the permission for setting-up of the Petrol Pump site in Khasra No. 63/4, at revenue village Mitraon, on Najafgarh - Dhansa road falling in Zone - "L". (F 7(24) 2006/MP)
- iii) Hindustan Petroleum Corporation Ltd. applied for the permission for setting-up of the Petrol Pump site in Khasra No. 53/19/1, 19/2, 20/1, 21/2 & 22 at revenue village Bijwasan, on Najafgarh - Bijwasan road falling in Zone - "K". (F 7(23)/ 2006/MP).
- iv) Bharat Petroleum Corporation Ltd. applied for the permission for setting-up of the Petrol Pump site in Khasra No. 149/10 & 149/11, at revenue village Dichoan Kalan on Najafgarh - Nangloi road falling in Zone - "L". (F 7(25) /2006/MP)
- v) Hindustan Petroleum Corporation Ltd. applied for the permission for setting-up of the Petrol Pump site in Khasra No. 47/1/2(1-0) 10(2-0) 11 min (1-16), 8 (4-0), 9(4-16) and 12 (3-0), at revenue village Safipur Ranhoulla, on Najafgarh - Nangloi road falling in Zone - "K". (F 7(26) 2006/MP)

(Copies of the agenda of the above cases are annexed I)

2.0 Master Plan provisions:

- i) As per Master Plan of Delhi 2001, Petrol pump is permissible in Rural Landuse and subsequently, vide Gazette notification no. S.O. 1395 (E) dated 27-9-05 regulations have been notified for permissibility of the Petrol Pump in the Rural use Zone / Urban Extensions / Urban Areas.

11/11/11
- 27-40
ii) As per Master Plan of Delhi 2021,

- a) Petrol pumps are permissible in all use zones, except in Recreational use zone. (clause 12.12 Fuel Stations).
- b) Fuel Stations are permissible on Master Plan / Zonal Plan roads and shall not be permitted in absence of an approved Zonal Plan of the area (Clause 12.12.1)

3.0 Examination:

- i) Proposed five cases were examined and put up for consideration of Technical Committee Meetings held on 30-11-2006 vide item no. 69/2006, 68/2006, 70/2006 and 71/2006. As per the circulated minutes of TC dated 14-12-06 these items were deferred. (copy of Agenda and Minutes are annexed)
- ii) These cases were again put up for consideration of TC meeting held on 1-2-07 vide item no. 15/2007 16/2007, 17/2007, 18/2007, and 19/2007. Again these items were differed, as per the circulated minutes of the TC. (copy of agenda and minutes are annexed).
- iii) In the mean time, on 7th Feb. 2007, Master Plan for Delhi 2021 was notified vide Gazette no. S.O. 141 (E), where fuel stations are not permissible in the absence of Zonal Development Plan.
- iv) The locations of the sites proposed are falling in Planning Zone 'K' & 'L'. Zonal Development Plan of these zones are under preparation as per provisions of MPD 2021. However, Zonal Plan part of the Zone K i.e. Dwarka sub-city is approved as per MPD 2001. None of the locations specified above falls under Zone K (Part) Dwarka Sub-city.

4.0 Observations:

- i) The cases were submitted to DDA, prior to notification of MPD 2021.
- ii) Some of applicants had filed writ petitions in hon'ble High Court.
- iii) Chief Legal Adviser, DDA has given legal observation that, "We have to abide by MPD 2021 norms and advised to wait for outcome of court's decision". (annexure II)

5.0 Proposal:

In view of the above examinations, observations and pending court cases, proposal for five petrol pump sites, on privately owned land are put up for consideration of Technical Committee.

6.0 Recommendations:

Proposal as given in para 5.0 above is put up for consideration of Technical committee.

R.K. JAIN
27/6/07

R. K. JAIN

Director (Plg)

for (Plg)
Jain

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DEHID DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Feb 1

Annex I

Minutes of the 1st Technical Committee meeting of the DDA held on 12.2.2007
at Vikas Minar, IP Estate, New Delhi

0 List of participants is annexed.

Item No. 1/2007

Sub: Zonal Development Plan of Zone 'E' regarding 80 feet wide road passing
between M/s Aviation Employees CHBS Ltd. and Jitar Nagar Colony
V4(2)2006-MP

The proposal was presented by Director (TYA) and Jt. Dir. (TYA). After detailed deliberations, the Technical Committee recommended that DDA may at the first instance, request Commissioner (MCD) / CTP, MCD to give their observations from technical point of view regarding proposed deletion of the road under reference.

Action: Director (TYA)

Item No. 2/2007

Sub: Improvement Plans for Palam Dabri Road between Pankha Road
and Dabri Village
F-5(1)03-MP

The proposal was presented by M/s Graphs Consultants on behalf of Cf (Dwarka) DDA. The proposal is to improve the junction of the newly constructed road over Palam Drain with Palam Dabri road in the form of a rotary and further extend to meet the Pankha Road where a flyover is already approved and construction of which is to be taken up by the MCD. The Palam Dabri road is proposed to be widened to six lane divided carriageway (11 m on either side). The existing two lane bridge towards the eastern side is proposed to be dismantled. The proposal of the traffic rotary will ensure uninterrupted traffic movement in all directions. The proposal was approved subject to the following:

- i) All the 'S' curve, super elevation, roundabout, cloverleaf / loops to conform to IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around / upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iv) All other statutory clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action : Director (TT)

Item No. 3/2007

Sub: Proposed revised alignment of 100 m wide road i.e. UER II from
Western Yamuna Canal to Rohini Railway Line through Rohini Project.
PP/R/4001/Ph.IV & V/2004

The proposal was explained by Director (Plg.) Rohini and I & S Surveys Pvt.

Pl. keep in
Rural P.P. file

1. The alignment of this road has been discussed earlier in the Technical Committee meeting. The revised proposal for the stretch abutting Bawala Village has been framed considering the existing structures falling in the Ld Dora / Ld Dora extension. The case was discussed and was approved subject to the following conditions:

- All the 'S' curve, super elevation roundabout to conform to IRC guidelines and shall be checked before executing the scheme.
- All the structural elements of the proposed bridge in the alignment shall conform to seismic specifications for Delhi area.
- All other statutory clearances from various agencies / departments shall be taken by executing agency.
- Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (P.I. & Design)

Item No. 4/2007

Sub: Policy issues on processing of the Building plans of retained land by Ajudhiya Mills National Textile Corporation as per Hon'ble Supreme Court Order dated 10.5.2006 -
123(13)2005-Bldg.

The proposal was presented by the Director (Bldg.). The Technical Committee, after the discussions recommended that the proposal may be processed in file.

Action: Director (Bldg.)

Item No. 5/2007

Sub: Proposal for change of land use from 'Recreation' (District Park) to 'Residential' (Residential and Hostel Complex) for Vardhman Mahavir Medical College at Raj Nagar, New Delhi
F16(1)89-MP

The proposal was presented by OSD (P.I.) & Jd Director (P.I.). The Technical Committee recommended that the proposed change of land use be put up for consideration of the Authority.

Action: OSD (P.I.)

Item No. 6/2007

Sub: Road Development Plan for Urban Ext. Road (MER II) 100 m Right of way in Narela Subcity (Zone M, N & P Part)
F5(17)2001/MP/PLI (A)

The proposal was presented by consultant M/s L&Q Surveys Pvt. Ltd on behalf of Narela Project. The consultant has detailed out the Road Development Plan for the immediate and final phase based on the basis of the cross sections already approved by Technical Committee. In the first phase a surface rotary interchange is proposed at the junction / intersection of 40 m and above R/W roads. An ROB is proposed on the Delhi Kalna railway line for light, medium and heavy vehicles. An underpass for slow moving / cyclist traffic is proposed below the ROB. The proposal was approved with the following conditions:

- In the final phase development of this road, closely spaced staggered 'T' junction be established to form an intersection by integration with adjoining circulation of Bus and Passenger Terminal.

- 37- 40
- ii) The alignment at Western Yamuna Canal shall duly consider the location of existing pylons of Delhi Transport, land allotted to DIB and integration of the alignment of Rohini side. The T junction of this road with GT Karnal Road may be taken up with the consent of NHAI.
 - iii) All the 'S' curve, super elevation, roundabouts, conform to IRC guidelines and be checked before execution of the scheme.
 - iv) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (ISP)

Item No. 7/2007

Sub: Road Development Plan for Urban Ext. Road (UPR-I) 80 m right of way in Narela Subcity (Part Zones M.N & P)
F5(17)2001/MP/Pl.

The proposal was presented by the Consultants M/s L & Q Surveys Pvt. Ltd. on behalf of Narela Project. The consultant has detailed out the Road Development Plan for the immediate and final phase based on the cross-sections already approved by Technical Committee. In the first phase surface rotary interchange are proposed at the junction / intersection of 40 m and above R/W road. An ROB is proposed on the Delhi Karnal railway line for light, medium and heavy vehicles. An underpass for slow / cyclist traffic is proposed below the ROB. The proposal was approved with the following conditions:

- i) At the Western Yamuna Canal the alignment of the bridge, as approved and referred to I&E Department, Govt. of Haryana may be duly integrated in the alignment.
- ii) The 'T' junction of this road with GT Karnal Road may be taken up with the consent of NHAI.
- iii) All the 'S' curve, super elevation, roundabouts, to conform IRC guidelines and shall be checked before execution of the scheme.
- iv) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (NP)

Item No. 8/2007

Sub: Corridor improvement plan of UP link road from NH-24 crossing (Noida Mor) to Chilla Regulator
F5(71)80-MP-Pl.

The proposal was explained by M/s Span Consultants on behalf of PWD. The consultant has proposed one half-flyover and one full flyover at the junction of Mayapuri Vihar crossing and in front of District Centre. As per the proposal, three lane road at Surface level on both sides of the flyover has been proposed for turning movements and public transport. A segregated cycle-cum-pedestrian track has been proposed along with integration of future links to the proposed Commonwealth Games Village. A part of the alignment in a length of about 300 m is proposed to be shifted towards the western side of the River Yamuna in order to have a smooth curve. It was observed that land in this stretch shall have to be acquired from UP Government for which a presentation of this project may also be made to CEO, Noida on whose request the proposal of signal free movement on this corridor has been taken up. The proposal was approved by the Technical Committee with the following conditions:

[Signature]

- 91
- i) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform IRC guidelines and be checked before executing the scheme.
 - ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
 - iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
 - iv) All other statutory clearances from various agencies / departments shall be taken by executing agency.
 - v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action : Director (TT)

Item No. 9/2607

Sub: Proposal of additional cloverleaf at Noida Met Intersection in Tang Yamana Area. F5(11)98-MP-Vol.3

The proposal was explained by M/s Graphits Consultants and Managers Flyover Gr. I & II DDA. It was explained that the entire proposal of all the three cloverleaves alongwith the circulation have been examined by the CRRI. The two major objections raised by CRRI are the following:

i) The proposals with respect to pedestrians / cycle circulation should be based on impartial data. The representative of the CRRI observed that the proposed grade separator for pedestrian movement is situated at a distance of 450 m to 600 m from the bus stop. The approach arm is likely to be used by the pedestrians intending to cross the road for accessing the bus stop. In this regard, it was clarified by the Consultant that the advantage in this type of circulation lies in the continuity of the pedestrian path / cycle tracks. The proposed subway near bus stop may not ensure continuity of pedestrians / cycle movement.

ii) The CRRI pointed out that the existing alignment of NH - 24 under the flyover is oblique and the flyover would need grade separator for proper weaving.

In this regard it was clarified that three clover-leaves have been designed as per the availability of the space. The shifting of alignment as suggested by the CRRI would have an adverse impact on the parameters of construction, implementation, and would cause impact on neighbouring population.

After discussion the proposal of clover-leaves was approved by the Technical Committee subject to the following:

- i) All the 'S' curve, super elevation, roundabouts, clover leaves / loops to conform to IRC guidelines and shall be checked before execution of the scheme.
- ii) It shall be ensured that all the structural elements of the bridge shall conform to seismic specification for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction - intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and got cleared by Delhi Traffic Police.
- iv) All other clearance from various agencies / authorized shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (TT)

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Item No.10/2007

Sub: Proposed ROB at road no. 68 on existing Railway level crossing on Delhi Saharanpur Railway Line near Nand Nagri & other underpasses F5(16)2006-MP

1. The proposal was presented by M/s Graphits Consultants on behalf of the DTDC. A six lane ROB is proposed over the Shahdara - Saharanpur railway line for light and heavy traffic. An underpass below this bridge is proposed for slow moving traffic. The proposal was approved subject to the following conditions:

- i) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform to IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iv) All other statutory clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

2. Director (TT) informed that earlier two proposals of ROB on railway level crossing at Sultanpuri and Bijwasan were approved by Tech. Committee. On these railway crossings also proposals for underpass for slow vehicles has been submitted by MCD. As approved above, approval for these cases of MCD shall be given by EM on behalf of Technical Committee on file.

Action : Director (TT)

Item No.11/2007

Sub: Construction of Road under Bridge (RUB) on existing railway crossing at Auchandi Bawana Road near Badli F5(9)2004-MP

The proposal was presented by M/s Parks Consultants on behalf of MCD. This proposal was earlier considered and approved by Technical committee in its meeting held on 3.5.2006 MCD discussed the implementation of the proposal with railway who have desired to shift the alignment on the western side towards Rohini as they are proposing to extend the platform of the existing Badli Station which has caused modification in alignment. The modified proposal was approved by the Technical Committee subject to the following conditions:

- i) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform to IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iv) All other statutory clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (TT)

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Item No.12/2007

Sub: Proposal of underpass below railway line in the west of Defence Colony flyover

F5(12)2006-MP

The proposal was presented by M/s Park Consultants on behalf of MCD. As the RUB is located on the local road it was recommended that the same be implemented with 2.50 m height for light and slow vehicles. In this proposal ten shops allotted by DDA below the Defence Colony flyover are affected for which alternative site / resettlement may be considered by C.I.D, DDA based on the lease conditions. The proposal was approved subject to the following conditions:

- i) All the 'S' curve, super elevation, roundabout, cloverleaf / loops to conform IRC guidelines and shall be checked before execution of the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iv) All other statutory clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Further, the matter may be taken up with C.I.D with regard to resettlement of existing shops effected by the proposal.

Director (TT)

Item No.13/2007

Sub: Change of land use of an area of 5.25 acres earmarked as 'Recreational' (District Park) to 'Residential' (Staff Quarters for Lok Sabha Secretariat)

F1(10)2005-MP

The proposal was presented by Director (AP). The Technical Committee recommended the proposal for change of land use be placed before the Authority for further processing. It was noticed that the proper covering of railway is not part of the scheme and this may be taken up separately with the Land Owning Agency / MCD.

Acting Director (AP)

Item No.14/2007

Sub: Traffic Management Plan for the area around proposed Civic Centre near Minto Road

F5(10)2006-MP

The proposal was presented by M/s Graphis Consultants on behalf of MCD. This proposal had been discussed in the Sub Committee meeting, where a sub-group was also constituted for examining the proposal in detail with respect to the site conditions, surrounding road network and its integration with the MKIS. The observations of the sub-group have been complied with. The proposal was approved with the following conditions:

- i) All the 'S' curve, super elevation roundabout, loops to conform IRC guidelines and shall be checked before executing the scheme.
- ii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iii) All other statutory clearances from various agencies / departments shall be taken by executing agency.

- iv) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority

Action: Director (T1)

Item No. 15/2007

Sub: Permission of setting up of Petrol Pump on private land at village Bijwasan, Najafgarh Bijwasan road falling in Rural area in NCT Delhi.
F7(23)2006-MP

Deferred

Item No. 16/2007

Sub: Permission of setting up of petrol pump on private land at village Khaira, Najafgarh Gumanhera road falling in Rural area in NCT Delhi.
F7(22)2006-MP

Deferred

Item No. 17/2007

Sub: Proposal for planning permission for rural petrol pump on land bearing Khasra no. 63/4 of Mitraon village on Najafgarh Dhansa road.
F7(24)2006-MP

Deferred

Item No. 18/2007

Sub: Proposal for planning permission for rural petrol pump on land bearing khasra no. 149/10 & 149/11 of Dichoan Kulan village on Najafgarh Nangloi road
F7(25)2006-MP

Deferred

Item No. 19/2007

Sub: Permission of setting up of petrol pump on private land at village Salipur Ranhoulla, Najafgarh Nangloi road falling Urban Area / Urban Extension in NCT Delhi.
F7(26)2006-MP

Deferred

Item No. 20/2007

Sub: Planning permission for setting up of Petrol pump on private land at Khasra no. 253, situated at village Asola, Delhi by M/s Reliance Industries Ltd.
F7(3)2006-MP

Deferred

Item No. 21/2007

Sub: Planning permission for setting up of petrol pump on private land at khasra no. 27/2, situated at village Bhatti, Fatehpur Beri, Mehrauli by Dr. Romabai Lairenjam, holder of letter of Intent through Indian Oil Corporation Ltd. (Assam Division)
F7(15)2006-MP

Deferred

muf

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Item No. 22/2007
Sub: NOC for proposed Petrol Pump site on Pvt. Land in rural zone 'N' on Auchandi Marg (Pooth Khurd to Bawana) under notification issued by the Central Govt. for Petrol Pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F.7(09)2006-MP

Deferred

Item No. 23/2007
Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Kanjhawala Bawana Road under Notification issued by the Central Govt. for Petrol pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F7(7)2006-MP

Deferred

Item No. 24/2007
Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Auchandi Marg (Pooth Khurd to Bawana) under Notification issued by the Central Govt. for Petrol pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F7(6)2006-MP

Deferred

Item No. 25/2007
Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Auchandi Marg (Pooth Khurd to Bawana) under Notification issued by the Central Govt. for Petrol pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F7(5)2006-MP

Deferred

Item No. 26/2007
Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Ghehra Kanjhawala Bawana Road under Notification issued by the Central Govt. for Petrol pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F7(8)2006-MP

Deferred

Item no. 27/2007
Sub: NOC for proposed petrol pump site on private land in rural zone 'N' at village Pooth Khurd (Pooth Khurd to Bawana) under Notification issued by the Central Govt. for Petrol pumps in Urban Extension in NCTD (urbanisable area as per draft MPD 2021)
F7(28)2006-MP

Deferred

MAJORS

Item No. 28/2007

Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Kanjhawala Auchandi road under notification issued by the Central Govt. for Petrol pumps in rural use zone / Rural area in NCTD (peripheral green belt) as per draft MPD 2021.
F7(11)2006-MP

Deferred

Item No. 29/2007

Sub: NOC for proposed petrol pump site on private land in rural zone 'N' on Kanjhawala Auchandi road under Notification issued by the Central Govt. for Petrol pumps in rural use zone / Rural area in NCTD (peripheral green belt) as per draft MPD 2021
F7(29)2006-MP

Deferred

Item No. 30/2007

Sub: NOC for proposed petrol pump site on private land in rural zone 'P' / green belt under Notification issued by the Central Govt. for Petrol pumps in Rural use zone Rural area in NCTD
F7(18)2006-MP + F13(60)2004-CT-APP

Deferred

Item No. 31/2007

Sub: Corridor improvement plan of Rani Jhansi Road with a two level grade separator Road from Filmistan Cinema to Boulevard road, including the junction / intersection design of roads at surface level.
F5(9)88-MP

Rani Jhansi Road: The proposal was presented by M/s Craphts Consultants on behalf of the MCD. Earlier this proposal was discussed in Technical meeting held on November 2004. The proposal of two level grade separator was approved subject to integration of junction / intersection design at surface level. This has been submitted indicating integration of the proposed grade separator with ingress / egress to the ramps. The proposals was agreed subject to following conditions:

- i) Adequate road width at surface for entry to existing buildings between Railway lines and Azad Market Chowk be provided.
- ii) Provision be made to make signal free movement of traffic at Azad Market Chowk, for which the plans be submitted to DDA.
- iii) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform IRC guidelines and shall be checked before executing the scheme.
- iv) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- v) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and got approved by Delhi Traffic Police.
- vi) All other statutory clearances from various agencies / authorized shall be taken by executing agency.
- vii) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (TT)

[Signature]

Item No. 32/2007

Sub: Alignment plan of Mehrauli-Mahipalpur road from its junction with Mehrauli-Gurgaon road upto NH-8.
F5(8)72-MP/part-I

The proposal was presented and explained by M/s. Graphits Consultant on behalf of PWD. The corridor improvement plan starting from Andheria Mor junction of Mehrauli - Mahipalpur Road leads upto NH-8 covering a length of about 8 km.

After detailed discussion, it was decided that the conceptual alignment plan be approved from Andheria Mor to Masoodpur in the first phase and further alignment comprising of Mahipalpur bypass be taken up subsequently, as decided by the Technical Committee as given below:

- i) The alignment is to be detailed out in the form of a proper road development plan.
- ii) Identification of 75 m R/W of the road in relation to existing physical features and its feasibility was discussed in detail. At Masoodpur, two alignment proposals were suggested. Alternative 1 is by taking equal widening on either sides of existing central verge and alternative 2 was by proposing a bypass of this road. The bypass as suggested was not found to be feasible as it would affect the DDA housing as also there would be a sharp 'S' curve in the major arterial road. Accordingly alternative 1 with equal widening on either side of central verge was approved in this stretch.
- iii) For the bye pass of this road in the stretch passing through Mahipalpur village same be taken from 45 m road abutting Ryan International School. The proposed road may skirt Mahipalpur Village in order to discourage the spillover of unauthorized structures.
- iv) As this road would form an entry corridor from the Airport to the Common-Wealth Games Village, a landscape plan of this stretch of road be got prepared together with proper detailing of the roundabouts, traffic islands, road side greenery, street furniture etc.

Action: Director (T1)

Item No. 33/2007

Sub: Proposal for construction of 3 additional clover-leaves and underpass (RUB) including slip roads and approach roads to connect road no. 13A to Road no. 13 at Sarita Vihar.
F5(9)98-MP

The proposal was presented by M/s Park Consultant on behalf of the DDA. The proposal envisages construction of underpass below the Delhi Mathura Railway line and Mathura Road to connect Master Plan road no. 13 and 13A with three additional clover-leaves for right turning movement. Dedicated cycle movement corridor has already been integrated with the plan. The Project Manager explained that the circulation of the District Central Busola has also been considered in the proposal in consultation with the Chief Architect. The proposal was approved by the Technical Committee with the following conditions:

- i) All the 'S' curve, super elevation roundabout, cloverleaf loops to conform IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km² / junction intersection of 30 m and above roads to be worked out along with traffic diversion plan during construction and be got cleared by Delhi Traffic Police.

- iv) All other station clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (IT)

Item NO. 34/2007

Sub: Utilization of DDA lands vacated from Encroachments in Anand Parbat Area
File no. F.3(85)05/MP

The proposal was presented by Director (AP) I. After the discussions, the Technical Committee recommended that the feasibility report may be obtained from the concerned Engineering Department and the same may be brought before the Technical Committee again.

Action: Director (AP) I

Item No. 35/2007

Sub: Proposal of an RUB at existing railway level crossing on Ring-Rail Corridor near Sewa Nagar, Lodi Colony.
File no. F.5(20)06/MP

The proposal was presented by M/s Park Projects Consultants on behalf of MCD. The level crossing is existing on a local road and not on the primary network of the city. The proposal of RUB with 2.50 m height for slow and light vehicles was approved subject to the following conditions:

- i) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.
- iv) All other station clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (IT)

Item NO. 36/2007

Sub: Proposal of an RUB below the existing Delhi-Mathura railway lines, near Siddhartha Extn. on the southern side of Barapula nallah
File no. F.5(19)06/MP

The proposal was presented by M/s Park Projects Consultants on behalf of MCD. No level crossing is existing at the location. The proposal of RUB with 2.50 m height for slow and light vehicles was approved subject to the following conditions:

- i) All the 'S' curve, super elevation roundabout, cloverleaf / loops to conform IRC guidelines and shall be checked before executing the scheme.
- ii) All the structural elements of the bridge shall conform to seismic specifications for Delhi area.
- iii) Circulation Plan of the area around upto 1 km / junction intersection of 30 m and above roads to be worked out alongwith traffic diversion plan during construction and be got cleared by Delhi Traffic Police.

- iv) All other station clearances from various agencies / departments shall be taken by executing agency.
- v) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action : Director (TT)

Item No. 37 (Laid on table)
Sub: Proposed link road connecting NH 24 with Lodhi Road below the Millennium Park and Delhi Mathura Railway line.
F5(19)79-MP

This item was earlier discussed in the Technical Committee meeting held on 30.11.2006. The link was agreed in principle subject to obtaining clearance from the ASI and by taking the stretch of road passing through Millennium Park underground to the extent possible.

On the insistence of E-in-C PWD, GNCTD this item was again discussed in the Technical Committee. The consultant M/s Graphis Consultants explained the proposal wherein it was emphasized that due to the various issues being raised with regard to the sensitivity of the area on account of heritage buildings, Lutyens' Bungalow Zone, security, serenity of the area, it was now proposed to shift the same westwards and finally extend the same towards the CGO Complex, along the nallah and then to J.N Stadium. The consultant informed that the in principle approval of ASI has been obtained.

The proposal after detailed discussion was approved in principle as a tunnel bypass from NH - 24 crossing to Lodhi Road Flyover crossing by covering the stretch passing through Millennium Park subject to confirmation of the clearance from the ASI. However, detailed alignment proposal with feasibility report, cross-sections design and intersection details shall be submitted by PWD for consideration of Technical Committee. The extended proposal from Lodhi Road Flyover crossing to J.N.I. Stadium may be considered by PWD, GNCTD keeping in view other options like Road along Barapala Nallah. The proposal may be submitted alongwith feasibility and other critical clearances for consideration of DDA.

Action: Director (TT)

Item No.38(Laid on table)
Sub: Fixation of Development Controls-FCAR for ITBP Camp Figa.
F3(140)05-MP

The proposal was presented by Director (UC) The Technical Committee deferred the proposal and desired that a presentation be made by the ITBP.

Action: Director (UC) CLD

Item No. 39: (Laid on table)
Sub: Land for graveyard at Abul Fazal Enclave (Saheen Bagh)
F3(92)2005-MP

The proposal was presented by the Director (RYP). The Technical Committee deferred the proposal which may be considered after the policy of regularization of Unauthorised Colonies is finalized by the Central Government.

Action: Director (RYP)/Director (UC)

Item No. 10: (Laid on table)

Sub: Corridor improvement plan of road no. 56 from its intersection with NH-24 (Gazipur crossing) to Anand Vihar Metropolitan Passenger Terminal cum ISBT.
F5(5)2005-MP

The above proposal was presented by the consultant M/s TPA Association on behalf of PWD, GINTD. A three level grade separator is proposed on Gazipur crossing. A three lane half flyover is proposed at the T junction of road no. 57, while the entry/exit to the Anand Vihar Passenger Terminal is envisaged as per Northern Railway proposal for the Railway Terminal under construction, together with entry/exit to the existing ISBT as Phase I proposal. After detailed discussion the Technical Committee approved the following:

1. Three level grade separator on Gazipur crossing.
2. Entry/exit to the terminal building under construction by Northern Railway (Phase I)
3. Entry/exit to ISBT (Phase I)

The above is subject to the following:

- i) A half flyover on the junction of road no. 57 and road no. 56 was not considered desirable as this may become a constraint while integrating the metro alignment and HCBS corridor in the future. It was therefore desired that right turning movement at the junction of road no. 57 and 56 may be taken through the roundabout at Gazipur Crossing and from the road below the ROB. Alternatively PWD may consider the provision of bulbs on either side of the junction for right turning movement at surface level.
- ii) All the 'S' curve, super elevation, roundabout, clover leaf/loops to conform IRC guidelines and shall be checked by the Engineers before executing the scheme.
- iii) It shall be ensured that all the structural elements of the bridge shall conform to seismic specification for Delhi area.
- iv) Circulation Plan of the area around upto 1 km junction intersection of 30 m and above roads to be worked out along with traffic diversion plan during construction and got cleared from Delhi Traffic Police.
- v) All other statutory clearances from various agencies/authorized shall be taken by executing agency.
- vi) Ten times the number of trees affected in the proposal shall be planted after obtaining approval of Competent Authority.

Action: Director (TL)

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

Copy to:
Vice Chairman, DDA
Engineer member, DDA
Commissioner (Plg.) DDA
Commissioner (LM) DDA
Commissioner (LD) DDA
Chief Town Planner, MCD
Chief Town Planner, TCPO
Chief Architect, DDA
Chief Engineer (Plg.) DMRC
Chief Architect, NDMC
Chief Engineer (Elect) DDA
Addl. Commr. (Plg.) DDA

In Chain

- II-26 -

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Addl. Commr. (Plg) II DDA
Addl. Commr. (Plg.) III DDA
Secretary, DUAC
Land & Development Officer (I & DO)
Sr. Architect (II&TP) CPWD
Dy. Commr. of Police (Traffic)
Director (Landscape) DDA

Copy also forwarded to
Director (TT) DDA
Director (TYA) DDA
Director (Plg.) Rohini DDA
Director (Bldg) DDA
Director (Narela Project) DDA
Director (APJ) DDA
Director (UC) DDA
Director (RYP) DDA



Joint Director (MP)

mak

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List of participants of 1st meeting for the year 2007 of Technical Committee held on 1.2.2007.

**DELHI DEVELOPMENT AUTHORITY
S/SH.**

Dinesh Rai, Vice Chairman,
A K Shrin, Engineer Member
A K Jain, Commissioner (Plg.)
S P Bansal, Addl. Commr. (Plg.) III
Arvind Singh, Addl. Commr. (Plg.) II
B K Singh, OSD (Plg.)

In Chair

DELHI POLICE

Sh. H P S Virk DCP / Traffic

MCD

M M Dass, CE,
Sunil Tyagi CPM (CC)
Navrang Singh SE (P) IV
V K Gupta, EE.

NDMC

R Goel, Architect

L&DO

Lalji Gupta, Building Officer

PWD

R Subramaniam, E-in-C
Deepak Panwar, SE PWD-C 7
Ravi Mathur, PM (DS & CM)
S C Chawhan, EE.

SPECIAL INVITEES

Sh. Subhash Chand, Scientist, CRR
Sh. R K Bariar, CE, Northern Railway
Sh. R M Mehrotra, PM Flyover
Sh. R K Jain, Director (Dwarka) DDA
Sh. D K Saluja, Director (IT) DDA
Sh. P M Parate, Director (Plg.) RYP, DDA
Sh. S P Pathak, Director (Plg.) TYA, DDA
Sh. N L Singh, CE (NZ)
Sh. R F Govil, CE, Dwarka
Sh. R M Lal, Director (Plg.) Building, DDA

ma/lw

- 24 -
ITEM No - 62/07

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Planning Proposals for :

- a) Bahadurshah Zafar Marg/Vikas Marg intersection - 'A' point
- b) Tilak Marg/Sikandra Road intersection - 'W' point
- c) Vikas Marg/Ring Road intersection near Vikas Minar F5(112)78/MP/Pt.

1. BACKGROUND :

The proposals at the above said intersection have been prepared by M/s CRAPHTS Consultants on behalf of PWD, GNCTD.

The intersection of I.P.Marg and Bahadurshah Zafar Marg popularly known as 'A'-Point situated in central Delhi is one of the most important intersections on the Vikas Marg - I.P.Marg on east-west corridor. 'A'-Point is an important area and serves as gateway of ITO complex. Close to the 'A' point intersection towards south and across the Tilak Marg RUB lies the intersection of Tilak Marg with Mathura Road and Sikandara Road ('W'-Point). This intersection also experiences traffic activity on all hours of the day. At the Vikas Marg/Ring Road intersection, a grade separator is already in existence on Ring Road. An alternative proposal for right turning from Vikas Marg to Ring Road has been submitted by PWD. Location plan showing the said intersection is placed as Annexure-I.

2. EXAMINATION :

Various proposal of grade separator at the 'A' & 'W' point intersection have been going on since 1985 but the same could not be finalized. Now we have received the proposals from PWD. The consultant of PWD has carried out studies with respect to classified traffic volume survey, speed and delays survey, pedestrian volume survey, signal time survey and origin - destination survey including the observed traffic characteristic which are placed as Annexure-II. From the various surveys carried out by the consultant it is seen that the intersection in its four arm configuration has an estimated capacity of 9000 PCUs per hour as per the study of the consultant. The intersection is overloaded beyond its capacity and the signal time is far in excess of the optimum cycle time. A compounded growth rate of 1.5% p.a. as extracted from available time series data during planning of various flyover in Delhi has been adopted for estimating the design/peak hour traffic at this location by the consultant. Additionally traffic to

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Shah Zafar Marg; then after taking two left turns, it shall join Deen Dayal Upadhyaya Marg for moving towards ITO thereby taking a detour of more than 1.5 km with a travel time of about 4 minutes.

'W' Point Intersection:

At 'W' point northbound traffic from Mahura Road has been diverted to Bhagwan Dass Road through the linking road between Indian Law Institute and Supreme Court. Elevated pedestrian walkway is proposed along Vikas Marg connecting Metro Station, Bahadur Shah Zafar Marg at Pragati Maidan and Bus stops at plus 4-5 meter level.

Other details in the letter are given as follows:

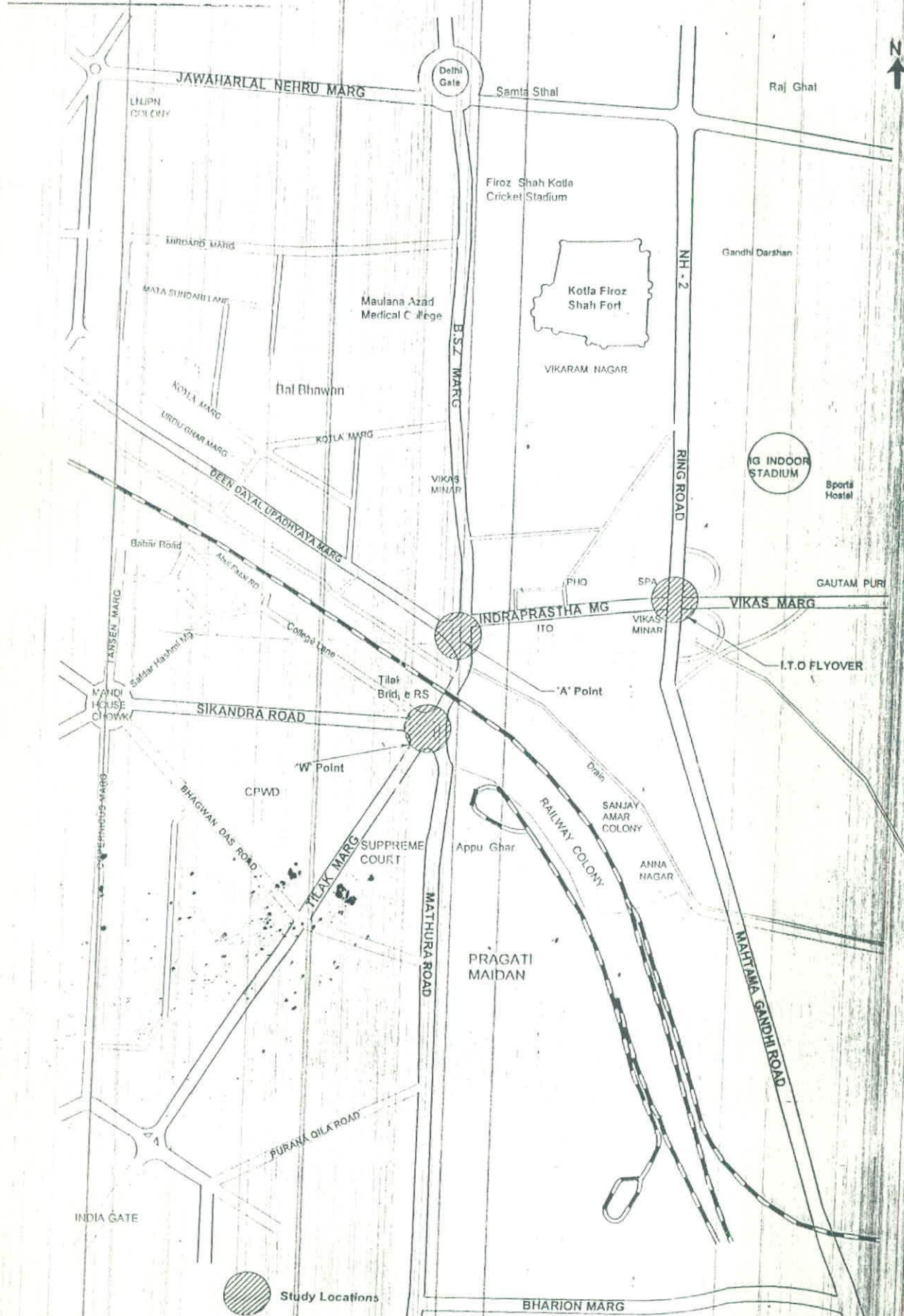
1. HCBS route will go over the flyover.
2. The role of East - West Corridor and I.P. Marg will be distinctly different as E - W Corridor would cater to needs of long term Intra Traffic and I.P. Marg to be left to bring in traffic for ITO Complex. Therefore, it is not desirable to provide an interchange facility at this point except for the bus commuters and a parking lot near Vikas Kutir.
3. The PWD proposal is comprehensive in nature in relation to the estimated traffic demand and available network facility.
4. Traffic Management Scheme in 1:1000 scale has been enclosed.

Vikas Marg/Ring Road intersection near Vikas Minar

In this proposal a right turning elevated loop is proposed from Vikas Marg on to Ring Road along the periphery of Indraprastha Power Station which shall meet the existing flyover with two extra lanes. Therefore, two more lanes shall be added on the existing flyover towards Rajghat side.

A. OBSERVATIONS:

1. The observations of the Sub - Committee regarding integration of 'A' - 'W' point and East - West Corridor has not been done, mentioning that the two corridors will have distinct movement pattern. However, the integration in terms of public transport, circulation, pedestrian, cyclist movement in the entire ITO Complex and linkages with the Metro Stations, Railway Stations and major Bus Stops along BSZ Marg and I.P. Marg needs to be clearly shown in different level on a detailed plan with a model as per the decision of the Sub - Committee.



KEY PLAN SHOWING THE STUDY LOCATIONS

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Sub	No	For proposal of Narela	petrol pt Bawana	on private land i under notification Rural Use Zone/R	ural sued l are	ie / green belt the Central NCTD (File
		ment for 7 (14) 200	rol pur l/MP +	(4) 2004/CL/PP)		
1.0	A	GROUND				
	31	has submit	an appli	for the setting up o	retai	utlet on private
lan	tl	est of Nar	awana l	lling in Village San	h un	regulations for
pet	pr	in Rural	Zone / l	al Park in linear for	notif	by the Central
Go	m	vide notifi	on no.98	l 31/10/03 and no.10	dt. 2	19.05
2.0	22	UNATIO				
	11	notified	ation f	ol pump in Rural	s Zo	Rural area, the
fol	in	imum siz	petrol p	re proposed:		
	(	mx30m -	0 sqm (m	n)		
	(	0x45m -	sqm (m	v)		
		er the sai	tification	se the plot is larger	x45r	he development
er	l	as and FA	hall be a	le to the plot size o	3mx	a, the remaining
pl	ha	utilized a	en green	oad (UER-I) startin	from	rela to Western
Y	m	stretch of	rela Bav	it 7 km NOC has be	issu	o 1 petrol pump
al	tl	nal as per	D-2001	this site.		
		ad which	out 1 K	and other admini	tive	ects are to be
		land ow	hip doc	l Department.		
e	in	rocessed l	e Land E			
3	1	POSAL:				
		land in q	ion is a i	r trapezoidal site at	ing D	ela Bawana Road
(	2-	ne length o	e site ab	his Road is 36m an	ie to	area of the site is
	1	2.22 sqm	er the pla	itted.		
		site is g	ally leve	HT line is passing	rough	ie site as per the
	ev	ort of A/D	vey). Th	does not form part of	lge ar	either side of R/W
		site is pr	ed in rur	along the 80m R/W	ER-I	ng shall be taken
		buffer of	a has be	posed. However, ar	ident	sed retail outlet as
		il Comp	o surrend	whole of the land o	e pro	e green buffer, 12
		required l	anned d	ment. As per NCR	an in	op, small tea shop
		ions with	enities li	t, STD booth, smal	pair	e green buffer/belt
		s bar (with	cooking	) is permitted. Ther	re, or	shall be permitted
		on the zc	plan alor	oad such police stati	activ	
		NCR plan	21.			

As per MPD-2021 petrol pumps are permissible in all use zones except in the recreational use zone. In this case the green buffer on major highway/UE-R-I & II is a linear type green belt/buffer where transport facility/activity may be permitted as per NCR provisions.

As per the site report given by the Survey Unit, the site (45m x 36m) is feasible after leaving 80mt R/W road.

As per the approved Zonal Development Plan of Narela Subcity Zone M, N, P (Part) the right of way of this road is 80 mt. (UE-R-I)

As per MPD-2021 petrol pumps are permissible in all use zones except in recreational use zone and in Master Plan/Zonal plan roads as per approved zonal plan of the area.

Information in the standard scrutiny Performa is placed in file (Annexure-I).

RECOMMENDATION: -

The case is placed with following three options before the Technical Committee for consideration.

OPTIONS: -

- (I) 45 m x 36 m - In this case, the width of back side of P.P. will be available 30 m instead of 36 m. Similarly, the length of petrol pump site on east side will be available 36 m instead of 45 m.
- (II) 45 m x 33 m - In this case, the length of back side will be available 30 m instead of 33 m. Similarly the length of petrol pump site on east side will be available 42 m instead of 45 m.
- (III) 33 m x 36 m - Entire site of the petrol pump is feasible.

A part from this above options, it is to be noted that the green belt as indicated in the Zonal plan is not part of the road R/W. Moreover, abutting to the linear from of regional park landuse, the remaining / adjoining area is meant for mandatory Master Plan green belt. Therefore, keeping in view of the minutes of the case the location of the site as proposed for PP may be placed before the Technical Committee for views.

(Signature)
(N. K. Chakraborty)
Director (Plg.) NP

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AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Corridor Improvement plan of Road No. 56 from its intersection with NH - 24 (Ghazipur Crossing) to Anand Vihar Metropolitan Passenger Terminal cum ISBT.

File No. F5(5)05/MP

1. BACKGROUND:

The above proposal was presented before the Technical Committee as agenda item no.40 (laid on table) on 01.02.07 by Consultants M/s TPA Associates on behalf of PWD, GNCTD. After the detailed discussion, Technical Committee approved:

1. Three-level grade separator on Ghazipur Crossing.
2. Entry / Exit to the Terminal Building construction by Northern Railways (Phase I).
3. Entry / Exit to ISBT (Phase I).

The above was subject to following conditions in addition to few other general conditions:

- i) A half flyover on the junction of the Road No. 57 and Road No. 56 was not considered desirable, as this may become a constraint while integrating the Metro alignment and HCBS Corridor in the future. It was therefore, desired that the right turning movement at the junction of the Road No. 57 and 56 may be taken through the roundabout at Gazipur Crossing and from the road below the ROB. Alternatively, PWD may consider the provision of Bulbs on the either side of the junction for right turning movement at the surface level.
- ii) Circulation plan of the area around up to 1km from junction/ intersection of 30m and above roads, to be worked out along with traffic diversion plan during construction and got cleared from Delhi Traffic Police.

The PWD submitted a revised proposal for Road No. 56 on 22.03.07, which was discussed in the Sub - Committee Meeting at 27.04.07. The decision of the Sub - Committee is reproduced below:

"In this project there are two consultants, one for T - Junction on Road No. 57 and the other for Anand Vihar Metropolitan Passenger Terminal. Shri Rajiv Roy Consultant presented the proposal, on the behalf of PWD. A revised proposal with six-lane flyover on T - junction of Road No. 57 with signal free traffic movement at surface level is proposed. Earlier a half flyover proposal was propped at this junction.

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A comprehensive proposal by DIMTS for Anand Vihar Metropolitan Interchange and the adjoining Road No. 56 was presented by the consultant of Transport Department Shri Pavan Gupta. The consultant explained that the proposal for Road No. 56 has three segregated networks for HTV, LMV and Non - Motorized / Pedestrian Traffic. The Consultant explained that the Non motorized / Pedestrian Traffic shall move on grade whereas LMV and HTV network shall be primarily at +3.6m level above ground. Right turning for LMV shall be through loops going down to ground level and for HTV loops shall go up to +9.6m level.

The Consultant also explained that the sequence of the construction has been planned in such a way that the present carriageway shall have minimum disturbance during the construction of first phase. The HTV network, along the road edges shall be constructed first and once this network is completed both LMV and HTV shall be shifted to this network. LMV network in the middle of right of way shall be taken up in the next phase.

Keeping in view the priority of developing Road No. 56 as signal free corridor for Commonwealth games - 2010 the consultants have suggested that the proposal of NH - 24 intersection as approved by the Technical Committee may be integrated +3.6m flyover in front of Anand Vihar Metropolitan Passenger Terminal. After detailed discussion the following proposals were recommended:

- i) A six-lane flyover on T-junction of the Road No. 56 with right turning movement at surface level by signalization.
- ii) A flyway at +3.6m starting from the junction of the road leading to IIC Gazipur up to proposed exit point of traffic from Anand Vihar Metropolitan Passenger Terminal.
- iii) Entry / Exit to Metro Passenger Terminal Building under construction as approved by Technical Committee shall be retained. The Phase-I circulation from Terminal shall be worked out keeping in view the constraint of the flyway at +3.6m level.
- iv) Further detailing of Phase-II for integration of IICBS and DMRC Corridor shall be studied in relation with the proposed circulation of the traffic from the Integrated Metro Passenger Terminal.

Both the consultants after detailing out the above to 1:1000 scale shall submit the same to DDA alongwith model for consideration of Technical Committee."

- 66 -
- 15 -

2. PROPOSAL:

Executive Engineer, PWD, Division (F-113) vide letter dated 6.6.07 has submitted the proposal in the light of the sub-committee observations. Two alternatives are suggested in order to consider the integration of HCBS corridor in the middle of road no.56 and on either side of flyover as also to integrate the circulation of Metropolitan Passenger Terminal including the ISBT. The two alternative proposals have the following distinct features:

Alternative I: In this proposal Six lane divided carriageway flyover is proposed on road no.57 'T' junction with HCBS Corridor on either side of the carriageway at the surface level. The right turning traffic from road no.57 to 56 shall use the proposed loop/flyover above road no.56. Right turning traffic from road no.56 to 57 shall pass below the flyover on the 'T' junction through traffic signal at surface level. For the right turning traffic from road leading to Mohan Nagar another loop with flyover above the road no.56 is proposed. Phase-I entry/exit to the Metropolitan Passenger Terminal and ISBT have been retained. The right turning traffic from Metropolitan Passenger Terminal shall be using the loop/underpass below the railway ROB for right turning.

Alternative II: In this alternative two separate three-lane directional flyovers on road no.57 'T' junction with HCBS Corridor in between is proposed. Right turning traffic below to /from road no.57/56 is proposed through traffic signals below the flyover. Rest of the proposal is more or less the same as explained in alternative-I.

3. Meeting under Hon'ble Minister for Urban Development, GNCTD:

A meeting on this subject was held under Hon'ble Minister for U.D., GNCTD on 3.7.07 which was attended by Pr. Secy. PWD, Commissioner (Plg.), DDA, E-in-C, PWD, concerned Chief Engineers of PWD, OSD(DIMTS), Addl. Commissioner of Traffic Police, Director (TT) amongst other senior officers. E-in-C, PWD informed that this part of the road no.56 was to be used during the Commonwealth Games-2010 for providing approach to the Yamuna Sports Complex. Therefore, this circulation proposals in this stretch have to be implemented on top priority. E-in-C, PWD conveyed reservations over the construction of a continuous flyover at 3.6m height in front of Metropolitan Passenger Terminal/ISBT Anand Vihar as recommended by sub-committee in its meeting dated 24.4.07 while keeping it operational at the same time to be

- 67 -

completed by 2010 Commonwealth Games. It was therefore suggested that a six lane flyover on road no.57 'T' junction and road no.56 be developed with an eight lane carriageway with service road on either sides at the surface level. Leftin/leftout movements from all other roads including the road leading to Mohan Nagar will use road no.56 - 57 surface level signalized 'T' intersection under the flyover for taking 'U' and right turn. The right turning from road no. 56 / Metropolitan Passenger Terminal shall use the loop/underpass below the railway ROB. FOB/Underpass for pedestrian movement may be provided between the Mohan Nagar Road & Metropolitan Passenger Terminal./ISBT as per the Transport Deptt. plan. HCBS shall ply at surface level on either side/extreme left as deemed fit. This proposal could be implemented in the time limitation of Commonwealth Games apart from meeting the immediate functional requirement.

61,62

4. RECOMMENDATION:

The proposals as explained under para 3 is put up for consideration of Technical Committee with following recommendations: -

- i) The proposal as explained at para 3 with six lane flyover on road no.56 -57 'T' junction be approved for implementation under phase-I upto 2010. A detailed plan of this proposal should be submitted by PWD, GNCTD.
- ii) A comprehensive proposal integrating with DIMTS/Transport Deptt. proposals of Integrated Passenger Terminal complex showing modewise segregated entry/exit to MPT/ISBT be submitted by PWD/Transport Deptt. of GNCTD as final phase for approval of T.C.

(A.K.Saini)
AD(TT)

(B.K. Sinha)
Ex.Engineer, PWD, F-113

(D.K.Saluja)
Director(TT)

(D.K. Shastri)
JD(TT)I

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- 13 -
140/c 64/07
ITEM No.

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: East - west corridor connecting City Center (Connaught Place / New Delhi Railway Station) with Anand Vihar in Trans Yamuna Area.
File No. P-14/06/MP/Pt.I

1. BACKGROUND:

The schematic proposal of East - West Corridor linking the Central Delhi area with the Trans Yamuna Area was presented before Sub Committee by consultants M/s CRAPHTS on behalf of the PWD, GNCTD on 23.11.06. Considering the importance of this project, a sub - group was formed to examine the proposal in detail. The schematic proposal was further discussed in the sub - group on 23.11.06, 03.01.07 and 31.01.07. As per the decision of the sub - group, consultant was to present a comprehensive proposal before the sub committee. Accordingly, this proposal along with A - W point proposal submitted separately by PWD was presented by the consultant of PWD in the sub - committee on 27.04.07.

The decision of the sub - committee is reproduced below:

"The above said proposal was presented by M/s CRAPHTS Consultants on the behalf of PWD. Proposals contained the following details:

- *At 'A' point a two way fly over on Bahadur Shah Zafar Marg - Vikas Marg is proposed for straight and right turning traffic.*
- *Right turning traffic from Sikandra road side shall take a right turn after crossing the flyover on Bahadur Shah Zafar Marg then after taking two left turns, it shall join DDU Marg for moving towards ITO thereby taking a detour of more than 1.5km.*
- *At 'W' point northbound traffic from Mathura Road has been diverted to Bhagwan Dass Road through the interlinking road between Indian Law Institute and Supreme Court.*
- *Pedestrian walkway is proposed along Vikas Marg connecting Metro Station, Bahadur Shah Zafar Marg at Pragati Maidan and Bus Stops at plus 4-5 meter level.*
- *Proposal of East West Corridor presented in concept form is taken elevated parallel to the Railway Line from New Delhi Railway Station up to Tilak Bridge and after crossing Bahadur Shah Zafar Road, Ring Road and through zone 'O' up to Marginal Bundh Road. It is proposed to be taken further on the southern*

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side of the proposed road no. 57 it goes up to Anand Vihar Metropolitan Terminal.

The above proposals were discussed in detail. After detailed discussions, the following was recommended:

- The proposal does not integrate LRT and HCBS corridors along Bahadur Shah Zafar Marg and Vikas Marg. PWD consultant explained that the details of the HCBS / LRT proposal along these corridors are not known and proposal along these corridors are yet to be finalized.
- It was observed that the proposal at 'A' - 'W' points and Ring Road should not be seen as a stand alone Grade Separator / flyover solution. It should be treated as a comprehensive solution with equitable distribution of the road space for all the road users and modes.
- The proposals for two corridors i.e. Vikas Marg and the proposed East - West Corridor should be integrated at A - W points with facilities for interchanges and parking for Intermediate Public Transport (IPT) modes.
- A comprehensive solution for the entire ITO Complex shall have to be worked out with all related considerations.
- The revised proposals be submitted to 1:1000 scale along with the model.

After compliance of the said observations by PWD, the proposal may be put up for consideration of the Technical Committee of DDA".

Project Manager vide letter dt 07.06.07 has submitted the revised proposal in 1:1000 scale with the reply on the observations of the sub - committee. The brief of the reply is given below:

- i) Considering the scope of work and built up structure on the East of the Marginal Bundh road, the first phase of the alignment is proposed from ROB along the Marginal Bundh Road which can be extended up to Anand Vihar Terminal in the second phase.
- ii) Corridor connects New Delhi Railway Station in the west with the exit ramp to Bhai Bhavuti Marg and entry from Vivekanand Marg, which will be extended to connect Punjabi Bagh via DB Gupta Road. The details have not been shown / given.
- iii) Proposed East-West Corridor would cater to the needs of the long term intra - urban traffic. Therefore, interchanging

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facility at point A is not desirable as I.P. marg is proposed to bring traffic for E - W Corridor for long or intra urban traffic. However, the only connection to be provided for the bus commuters and surface level connection from E- W Corridor at parking around Vikas Kutir

- iv) The proposal is comprehensive and the model required for Technical Committee presentation to be made for submission before DUAC after approval by TC, DDA.

2. PROPOSAL :

The proposal of PWD plan has been examined and the salient features are explained below:

- i) The proposal is for a fly-way with 6-lane divided carriageway (m in width) starting from CWC site up to New Delhi Railway Station / Minto Road for a distance of about 8km.
- ii) This flyway is proposed for the through traffic connecting CWC^{will} site to the central area / New Delhi Railway Station with Punjabi Bagh / D B Gupta road in the west (as per the statement and not as per the plan.)
- iii) This fly way would primarily be at 17m level (6km) and pass over Railway Line at +9m level, Ring Road at + 7 m level pass under Metro line, flyover BSZ flyover (proposed) at +12m level finally along the existing DDU Marg (on the Central Verge like elevated Metro Corridor flyover, the existing school lane flyover at 14-15m. finally meeting New Delhi Railway Station Road / Bhav bhuti Marg and Vivekananda Marg with one entry and one exit respectively.
- iv) The total length of the flyway is about 6km and the surface level road is about 2km.
- v) There is one ramp proposed for the flyway to the North bound Ring Road traffic and two ramps on Minto Road and Station Road.

3. OBSERVATIONS:

- i) In addition to the present 40 lanes available for river crossing, there are atleast 20 lanes going to be added by means of new construction of four bridges already approved. Therefore, no new bridge / road is at present required at least up to 2010. Only after completion of all the new bridges with additional lanes for increased road traffic and proposed Metro linkages beyond Laxmi Nagar and Mayur Vihar area become operational, the traffic scenario may be studied as part of MPD 2021 review of Transportation in 2010. Further, consideration of this corridor

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in a more comprehensive manner integrating development proposal of ITO Complex as a part of / follow up of Zonal Plan of Zone 'D' transportation / circulation system may be given.

ii) As observed by the Sub Committee the proposal needs to be integrated with the surrounding network

iii) The corridor with uninterrupted flow for about 8km through traffic may bring more induced fast private traffic from outside Delhi in to the Central area of Delhi, requiring huge parking demand and congestion in the Central area. It would create more of a problem than a solution. It also further needs objective evaluation in terms of economical, environmental and aesthetical impact for such project.

iv) Whether this corridor primarily proposed for high speed traffic between C.W.G. village and New Delhi would serve the purpose of reducing the traffic load on I.P. Marg / Vikas Marg passing through ITO area needs to be examined keeping in view the following :

a) I.P. Marg is mainly catering to the traffic generating across the river from Vikas Marg / Bundh Road whereas the flyway proposal originates from C.W.G not considering I.P. Marg traffic at all.

b) East - west Corridor is proposed to have origin at C.W.G. and destination at New Delhi Railway Station will not have much traffic which will be economically and functionally unviable.

4: RECOMMENDATION:

The case is put up to the Technical Committee for consideration.

(A.K. Saini)
AD(TT)

(Ashok Bhattacharjee)
JD(TT)I

(D.K. Saluja)
Director(TT)

64-9-
65/07

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Corridor Improvement plan of Road No. 56 from its intersection with NH – 24 (Ghazipur Crossing) to Anand Vihar Metropolitan Passenger Terminal cum ISBT.

File No. F5(5)05/MP

1. BACKGROUND:

The above proposal was presented before the Technical Committee as agenda item no.40 (laid on table) on 01.02.07 by Consultants M/s TPA Associates on behalf of PWD, GNCTD. After the detailed discussion, Technical Committee approved:

1. Three-level grade separator on Ghazipur Crossing.
2. Entry / Exit to the Terminal Building construction by Northern Railways (Phase I).
3. Entry / Exit to ISBT (Phase I).

The above was subject to following conditions in addition to few other general conditions:

- i) A half flyover on the junction of the Road No. 57 and Road No. 56 was not considered desirable, as this may become a constraint while integrating the Metro alignment and HCBS Corridor in the future. It was therefore, desired that the right turning movement at the junction of the Road No. 57 and 56 may be taken through the roundabout at Gazipur Crossing and from the road below the ROB. Alternatively, PWD may consider the provision of Bulbs on the either side of the junction for right turning movement at the surface level.
- ii) Circulation plan of the area around up to 1km from junction/ intersection of 30m and above roads, to be worked out along with traffic diversion plan during construction and got cleared from Delhi Traffic Police.

The PWD submitted a revised proposal for Road No. 56 on 22.03.07, which was discussed in the Sub – Committee Meeting at 27.04.07. The decision of the Sub – Committee is reproduced below:

“In this project there are two consultants, one for T – Junction on Road No. 57 and the other for Anand Vihar Metropolitan Passenger Terminal. Shri Rajiv Roy Consultant presented the proposal, on the behalf of PWD. A revised proposal with six-lane flyover on T – junction of Road No. 57 with signal free traffic movement at surface level is proposed. Earlier a half flyover proposal was proposed at this junction.”

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8

A comprehensive proposal by DIMTS for Anand Vihar Metropolitan Interchange and the adjoining Road No. 56 was presented by the consultant of Transport Department Shri Pavan Gupta. The consultant explained that the proposal for Road No. 56 has three segregated networks for HTV, LMV and Non - Motorized / Pedestrian Traffic. The Consultant explained that the Non motorized / Pedestrian Traffic shall move on grade where as LMV and HTV network shall be primarily at +3.6m level above ground. Right turning for LMV shall be through loops going down to ground level and for HTV loops shall go up to +9.6m level.

The Consultant also explained that the sequence of the construction has been planned in such a way that the present carriageway shall have minimum disturbance during the construction of first phase. The HTV network, along the road edges shall be constructed first and once this network is completed both LMV and HTV shall be shifted to this network. LMV network in the middle of right of way shall be taken up in the next phase.

Keeping in view the priority of developing Road No. 56 as signal free corridor for Commonwealth games - 2010 the consultants have suggested that the proposal of NH - 24 intersection as approved by the Technical Committee may be integrated +3.6m flyover in front of Anand Vihar Metropolitan Passenger Terminal. After detailed discussion the following proposals were recommended:

- i) A six-lane flyover on T-junction of the Road No. 57 with right turning movement at surface level by signalization.
- ii) A flyway at +3.6m starting from the junction of the road leading to IFC Gazipur up to proposed exit point of traffic from Anand Vihar Metropolitan Passenger Terminal.
- iii) Entry / Exit to Metro Passenger Terminal Building under construction as approved by Technical Committee shall be retained. The Phase-I circulation from Terminal shall be worked out keeping in view the constraint of the flyway at +3.6m level.
- iv) Further detailing of Phase-II for integration of HCBS and DMRC Corridor shall be studied in relation with the proposed circulation of the traffic from the Integrated Metro Passenger Terminal.

Both the consultants after detailing out the above to 1:1000 scale shall submit the same to DDA alongwith model for consideration of Technical Committee."

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- 7 -

2. PROPOSAL:

Executive Engineer, PWD, Division (F-113) vide letter dated 6.6.07 has submitted the proposal in the light of the sub-committee observations. Two alternatives are suggested in order to consider the integration of HCBS corridor in the middle of road no.56 and on either side of flyover as also to integrate the circulation of Metropolitan Passenger Terminal including the ISBT. The two alternative proposals have the following distinct features:

Alternative I: In this proposal Six lane divided carriageway flyover is proposed on road no.57 'T' junction with HCBS Corridor on either side of the carriageway at the surface level. The right turning traffic from road no.57 to 56 shall use the proposed loop/flyover above road no.56. Right turning traffic from road no.56 to 57 shall pass below the flyover on the 'T' junction through traffic signal at surface level. For the right turning traffic from road leading to Mohan Nagar another loop with flyover above the road no.56 is proposed. Phase-I entry/exit to the Metropolitan Passenger Terminal and ISBT have been retained. The right turning traffic from Metropolitan Passenger Terminal shall be using the loop/underpass below the railway ROB for right turning.

Alternative II: In this alternative two separate three-lane directional flyovers on road no.57 'T' junction with HCBS Corridor in between is proposed. Right turning traffic below to /from road no.57/56 is proposed through traffic signals below the flyover. Rest of the proposal is more or less the same as explained in alternative-I.

3. Meeting under Hon'ble Minister for Urban Development, GNCTD:

A meeting on this subject was held under Hon'ble Minister for U.D., GNCTD on 3.7.07 which was attended by Pr. Secy. PWD, Commissioner (Plg.), DDA, E-in-C, PWD, concerned Chief Engineers of PWD, OSD(DIMTS), Addl. Commissioner of Traffic Police, Director (TT) amongst other senior officers. E-in-C, PWD informed that this part of the road no.56 was to be used during the Commonwealth Games-2010 for providing approach to the Yamuna Sports Complex. Therefore, this circulation proposals in this stretch have to be implemented on top priority. E-in-C, PWD conveyed reservations over the construction of a continuous flyover at 3.6m height in front of Metropolitan Passenger Terminal/ISBT Anand Vihar as recommended by sub-committee in its meeting dated 24.4.07 while keeping it operational at the same time to be

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completed by 2010 Commonwealth Games. It was therefore suggested that a six lane flyover on road no.57 'T' junction and road no.56 be developed with an eight lane carriageway with service road on either sides at the surface level. Leftin/leftout movements from all other roads including the road leading to Mohan Nagar will use road no.56 - 57 surface level signalized 'T' intersection under the flyover for taking 'U' and right turn. The right turning from road no. 56 / Metropolitan Passenger Terminal shall use the loop/underpass below the railway ROB. FOB/Underpass for pedestrian movement may be provided between the Mohan Nagar Road & Metropolitan Passenger Terminal/ISBT as per the Transport Deptt. plan. HCBS shall ply at surface level on either side/extreme left as deemed fit. This proposal could be implemented in the time limitation of Commonwealth Games apart from meeting the immediate functional requirement.

4. RECOMMENDATION:

The proposals as explained under para 3 is put up for consideration of Technical Committee with following recommendations -

- i) The proposal as explained at para 3 with six lane flyover on road no.56 -57 'T' junction be approved for implementation under phase-I upto 2010. A detailed plan of this proposal should be submitted by PWD, GNCTD.
- ii) A comprehensive proposal integrating with DIMTS/Transport Deptt. proposals of Integrated Passenger Terminal complex showing modewise segregated entry/exit to MPT/ISBT be submitted by PWD/Transport Deptt. of GNCTD as final phase for approval of T.C.

(A.K. Saini)
AD(TT)

(B.K. Sinha)
Ex.Engineer, PWD. F-113

(D.K. Saluja)
Director(TT)

(A.K. Bhattacharjee)
JD(TT)

DELHI DEVELOPMENT AUTHORITY

(Master Plan Section)

6th floor, Vikas Minar, I.P. Estate New Delhi-110002.

Tel.: 23370507

No.F.1(11)2007-MP / 93

6-7-2007

The 4th meeting of the Technical Committee of the DDA for the year 2007 under the Chairmanship of the Vice Chairman, DDA will be held on 11.7.2007 at 10.30 AM in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi. A list of items along with agenda to be discussed is enclosed.

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

(B.K. Jain)
OSD(Planning)

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. ✓ Commissioner(Plg.), DDA
4. ✓ Commissioner(LM), DDA
5. ✓ Commissioner(LD), DDA
6. ✓ Town Planner, MCD
7. ✓ Chief Town Planner, TCPO
8. ✓ Chief Architect, NDMC
9. ✓ Chief Architect, HUPW, DDA
10. Chief Engineer/Planning, DDA
11. Chief Engineer(Elect.), DDA
12. Additional Commissioner(Plg.)-I, DDA
13. ✓ Additional Commissioner(Plg.)-II, DDA
14. ✓ Additional Commissioner(Plg.)-III, DDA
15. Secretary, DUAC
16. Land & Development Officer, (L&DO)
17. Sr.Architect(H&TP), CPWD
18. Dy.Commissioner of Police(Traffic), Delhi
19. ✓ Director(Landscape), DDA

SPECIAL INVITEES

- ✓ Director (Plg.) TT
- EE / Project (Rural) MCD
- ✓ Director(NP)
- Director (Plg.) Dwarka
- CE (Plg.) Northern Railway
- Engineer in Chief, MCD
- Dr. P S Rana, Ex. MD HUDCO
- General Manager (NI) NHAI
- E.E. Flyover Project-F-113 PWD

- For Item No.57,59,60,62,64
For item No. 57
For Item No.58, 63
For item no. 61
For item no. 62, 64
For item no. 62
For item no. 62,64
For item no. 60
For item No - 64

Chief Security Officer Vikas Minar

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DELHI DEVELOPMENT AUTHORITY

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9. Chief Architect, HUPW, DDA
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through R&D

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- Director (Plg.) Dwarka
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- Engineer in Chief, MCD
- Dr. P S Rana, Ex. MD HUDCO
- General Manager (NI) NHAI
- E-E FLYOVER Project-F-113 PW

- For Item No.57,59,60,62,64
- For item No. 57
- For Item No.58, 63
- For item no. 61
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- For item no. 62
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- For item No - 64

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9/7/07
24/7/07

DELHI DEVELOPMENT AUTHORITY**(Master Plan Section)****6th floor, Vikas Minar, I.P.Estate New Delhi-110002.****Tel.: 23370507**

No.F.1(11)2007-MP / 93

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 General Manager(N I) NHAI
 E-E FLY OVER Project-F-113 PWD

For Item No.57,59,60,62,64

For item No. 57

For Item No.58, 63

For item no. 61

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For item no. 62,64

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6.	62/2007	a) Planning proposal for Bahadurshah Zafar Marg / Vikas Marg Intersection - 'A' point b) Tilak Marg / Sikandra Road Intersection - 'W' point c) Vikas Marg / Ring Road Intersection near Vikas Marg. F5(112)78-MP/Pt.	53-57
7.	63/2007	NOC for proposed Petrol Pump site on Private land in rural zone / green belt West of Narela - Bawana Road under notification issued by the Central Govt. for Petrol Pumps in rural use zone / Rural area in NCTD F7(14)2006-CL / MP + F13(44)2004/CL/PP	58-59
8.	64/2007	East-West Corridor connecting city centre (Connaught Place / New Delhi Railway Station) with Anand Vihar in Trans Yamuna Area. F5 (14) 06-MP-Pt.I	60-63
9.	65/2007	Corridor Improvement plan of Road No-56 from its intersection with NH-24 (Ghaziपुर Crossing) to Anand Vihar Metropolitan Terminal Cum. I SBT	64-67