

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

No.F.1(16)/2000-MP

November 13, 2000

ddc (Dev. Control)
463-A
24/11/2000

Sub: Draft minutes of the VIIIth meeting of the Technical Committee held on 7.11.2000 at 10.00 a.m. in the Conference Hall, 5th Floor, Vikas Minar, New Delhi

I am enclosing herewith draft minutes of the VIIth meeting of the Technical Committee held on 7.11.2000 for kind approval of the Vice Chairman, DDA.

A copy of the agenda is also enclosed.

Encl.: As above.

(K. K. Bandyopadhyay)
Addl. Commr. (Plg.)/DC&B

COMM. (PLG.)'S OFFICE
DIARY NO. F-2098
DATE 15-11-2000

वति. (वि. नि. एवं भवन)
हायरी सं. 731
दिनांक 15/11/2000

वति. आयुक्त (वि. नि. एवं भवन)
हायरी सं. 731
दिनांक 16/11/2000

✓ Commissioner(Plg.) lj-7
16/11/2000
for speak

VC, DDA
Accep (B)

Spoken for approval pt.
lj, L-0
19/11/2000

✓ VC
Accep
23/11

✓ Di/DC lj-7
23/11/2000

Accep (B)
24/11/2000

✓ Di/DC
24/11

JD (B)
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22/11/2000

वति. आयुक्त (वि. नि. एवं भवन)
सं. 731
24/11/2000

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER(FLYOVER)GR.I

NO.F.5(4) EE(HQ)/Dir.(MM)/FP/Gr.I/Vol.III/287

DATED:1.3.2001

To

OSD (DC&TT)
The Additional Commissioner (Planning) DC&B,
Member Secretary Technical Committee,
DDA, Vikas Minar,
New Delhi

Sub: Draft minutes of the 7th T.C. meeting held on 7.11. 2000 issued vide No.F. 1 (16) 2000- MP dt. 27.11.2000.

I have been directed to draw your kind attention to this office letter No. NO.F.5(4) EE(HQ)/Dir.(MM)/FP/Gr.I/Vol.III/ DATED:3.1.2001/ regarding the draft minutes of the 7th Tech. Committee meeting held on 7.11.2000 at 10 A.M. in the Conference Hall, 5th Floor, Vikas Minar I.P. Estate, New Delhi . The observations of this office were brought to your kind notice for further necessary action.

The out- come of this letter is still awaited. The Flyover in question is of very important nature and time bound. The NIT of this Project has also been framed and the clear cut approval of the Technical Committee is awaited. Since none of the Authorities involved in this Project has not raised any objections/observations, as such, you are requested for the communication of the approval of the technical Committee. So that the further work may be taken up for execution and other necessary action related to the progress/out come of the work.

Exc- As above for ready ref. Pl.

J.D. Pahuja
(J.D.Pahuja)

EE (HQ) to Project Manager GRP.I/DDA

Copy to:

1. Project Manager GRP.I/DDA, for kind information.
2. EE FD-I, DDA for follow-up action.

J.D. Pahuja
(J.D.Pahuja)

EE (HQ) to Project Manager GRP.I/DDA

20/MP/SDS
5/3/2001

Copy enclosed

OFFICE OF THE PROJECT MANAGER, (FLYOVER)
Diary No. *Min-23*
Dated *3-3-2001*

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SD(MP)
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DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER(FLYOVER)GR.I

NO.F. 5/EE(HQ)/Dir.(MM)/FP/GR/1/vol III/12

DATED: 1.1.2001
3

To

Shri K.K. Bandyopadhyay,
Additional Commissioner (Planning) DC&B,
Member Secretary Technical Committee,
DDA, New Delhi (Vikas Minar).

Sub: Draft minutes of the 7th T.C. meeting held on 7.11. 2000 issued vide No.F. 1 (16) 2000- MP dt. 27.11.2000.

Kindly refer to the draft minutes of the 7th Tech. Committee meeting held on 7.11.2000 at 10 A.M. in the Conference Hall, 5th Floor, Vikas Minar I.P. Estate, New Delhi . Following observation of this office are brought to your kind notice.

Item No. 54/2000- A. is for ROB on Rewari Line at Palam Village. This has been by mistake mentioned as ROB on Pankha Road at Rewari Line in the minutes. The minutes need to be corrected accordingly.

In case of R.O.B. on Pankha Road at Rewari Line the only issue discussed in the Technical Committee meeting on 7.11.2000 was regarding trumpet at the intersection of Pankha Road and Station Road which was accepted in principal by the Technical Committee. The only issue raised was whether Kirby Place intersection will be with a rotary or with traffic signal . The decision was to design this intersection with traffic signal which is more efficient. The other issue was raised by Shri R.M.Lal and explained by himself that other major intersection in this corridor is at Brar Square where the rotary is working successfully. Shri Lal further explained that on this road, there is no other major intersection right upto NH-8. As there is no major entry/ exit along this corridor other than the above, no improvement is proposed at the moment. However, PWD is taking care of the intersection of Station Road with NH-8 while planning Dhaula Kuan flyover. The representatives of Defence Authorities also did not raise any objection to above proposal, as such a clear cut approval of Technical Committee may kindly be communicated.

(S.C.Tayal)

Project Manager GRP.I/DDA

Copy to:

EE FD-I, DDA.

(S.C.Tayal)

Project Manager GRP.I/DDA

3/01/01

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER (FLYOVER) GR. I

NO.F. 54/EE(HQ)/Dir.(MM)/FP/GR.I/vol III/12

DATED: 1.1.2001
3

To

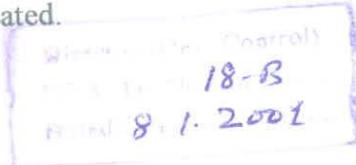
Shri K.K. Bandyopadhyay,
Additional Commissioner (Planning) DC&B,
Member Secretary Technical Committee,
DDA, New Delhi

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Copy to:
EE FD-I, DDA.

S.C. Toyal
(S.C.Toyal)
Project Manager GRP.I/DDA
2/1/01

(S.C.Toyal)
Project Manager GRP.I/DDA

प्रति. आयुक्त (वि.नि. एवं भवन)
आयुक्त सं. 13
दिनांक 05-01-2001

Examined
Dir (DC)
5th Vikas Minar
8/1
Und II

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER(FLYOVER)GR.I

NO.F.54/EE(HQ)/Dir.(MM)/FP/GRT/vol 2/12

DATED: 1.1.2001
3

To

Shri K.K. Bandyopadhyay,
Additional Commissioner (Planning) DC&B,
Member Secretary Technical Committee,
DDA, New Delhi

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Copy to:

EE FD-I, DDA.

18-B
8.1.2001

(S.C.Tayal)
Project Manager GRP.I/DDA

(S.C.Tayal)
Project Manager GRP.I/DDA

Pl examining
5/11/2001

Dir (P&C)

5th Vikas Minar

Und III

J.D. (P)

13
1000-10-50

**DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION**

O.F.1(16)2000-MP

Dated: 27.11.2000

Draft minutes of the 7th Technical Committee meeting held on 7.11.2000 at 10.00 A.M. in Conference hall. 5th floor, Vikas Minar IP Estate, New Delhi.

The following were present.

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice Chairman (in the chair)
2. Sh. R.K. Bandhari Engineer Member
3. Sh. Vijay Risbud, Commissioner(Plg.)
4. Sh. K. K. Bandyopadhyay Addl. Commr. (DC&B)
5. Sh.C.L. Aggarwal Chief Architect.
- 6.. Sh.Chandra Ballabh, Addl.Commr.(MPPR)
- 7.. Sh. A.K.Jain, Addl.Commr.(UDP)
8. Ms. Savita Bhandari, Director (LS)

T.C.P.O.

9. Sh. B.K.Arora, Town & Country Planner.

M.C.D.

10. Sh.Shamsher Singh, Senior Town Planner

DELHI TRAFFIC POLICE

11. Sh. Sanjay Beniwal, DCP (Traffic).
12. Sh.R.K. Singh ACP Traffic / East
13. Sh. Ravinder Suri, Inspector (Traffic).
14. Sh.Sanjay Bhatia, ACP (Traffic).

L & D O

15. Sh. R.L.Singh, B.O.

SPECIAL INVITEES

16. Sh.N.K..Aggarwal, OSD (AP) DDA
17. Sh. S.C. Karanwal Addl. Chief Architect, I DDA
18. Sh. S. Srivastava, Director (AP) I DDA
19. Sh. Ashok Kumar, Director (Plg.) Rohini DDA
20. Sh. K.L. Sabharwal, Director (AP) III DDA
21. Sh. Prakash Narain, Director (TT) DDA
22. Sh. D.K. Saluja, Director (AP) II DDA
23. Sh. A.K.Gupta, Director (Planning) DDA.
24. Lt. Col. S.K. Kothiyal, HQ Delhi Area.
25. Major Virender Singh, HQ Delhi
26. Sh. K.Srinath, Chief Urban Planner, DMRC.
27. Tripta Khurana, CA , DMRC.
28. Sh. Dhirender Sandhu, AIG, SPG.
29. Group Captain D. Mukunda, C. Admn. O Palam.
30. Wg. Cdr. N.Jain, C. Wks. O HQWAS.
31. Sqn. Ldr. A.W.Thomas, Sta works Officer
32. Sh.Ashish Bansal, Dy. Chief Engineer/ NR
33. Sh. J.L.Jaiswal, Ex. Engr. Br. N.Rly.
34. Dr. A.C.Saxena, Chief Consultant, LASA.
35. Sh. Sharat Sinha, ACP / PM (Security).
36. Sh. R.S.Meena, ACP / Security.
37. Sh. J.L.Bhatia, S.M. (ACSO).
38. Mr. K.K.Kaushik, Inspector, Route. (PM Security).
39. Sh. Anil Sinha, DIG SPG
40. Sh. D. Saniyal, MD CRAFTS
41. Sh.P.Aalam, Associate Director (Technical) CRAFTS.
42. Sh. S.C. Tayal, Manager FOP
43. Sh. S.K. Malhotra, Manager FOP
44. Sh. Shekhar Dey, EE/ FD-1 DDA.
45. Sh. R.P.Goel, EE/FD-5/ DDA.
46. Sh. P.S.Uttarwar, J.D.(Plng.) Dwarka, DDA.
47. Sh.Santosh Kumar Singh, Asstt. Engineer
48. Sh. R.K.Jain, Jt. Director (Plng.) MP
49. Ms. I.P. Parate, Jt. Dir. (Plg.)
50. Sh. R.M. Lal, Jt. Director (TT)
51. Sh. Anand Parkash, Asstt. Dir. (MP)

**DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BLDG.)**

No. F.1(16)/2000-MP

November 27, 2000

Minutes of the VIIth meeting of the Technical Committee of the Delhi Development Authority held on 7.11.2000 at 10.00 a.m. in the Conference Hall, 5th Floor, Vikas Minar, I. P. Estate, New Delhi.

List of officers present in the meeting is annexed.

1. Item No. 54/2000

**Sub: A) Road Over Bridge on Pankha Road at Delhi-Rewari
Railway line.**

The item was explained by the Consultant, Shri D. Sanyal of M/s. Craphts (India) Pvt. Ltd. The meeting was attended by officers from various Govt. agencies i.e. Defence, DMRC, Railways etc. to discuss this proposal. After the deliberation on the project the representative from the Defence, pointed out that it would be appropriate to understand this proposal on the ground. DDA to get the alignment demarcated at site so that the same could be explained to the senior officers of their department. The DMRC suggested that the proposal of MRTS be finalised by the Railways and be incorporated at the present location. The representative from the Airport Authority desired that on account of the level of air strip coming nearby and in line with the existing road level, it would be appropriate to have an underground proposal of grade separator at this intersection. The Project Planner, Dwarka, to get the demarcation done and a site visit be got arranged by inviting all the concerned agencies to finalise the proposal. The modified proposal be brought back before the Technical Committee again for consideration.

**Sub: B) Grade separator (2-lane half fly-over) at the intersection
of Station Road-Pankha Road.
F.5(15)/99-MP.**

The representative from Cantonment Board desired that the development of Station Road from Kirby Place to NH-8 by-pass be worked out keeping in view the nature of adjoining development. While explaining the proposal of right turning 2 lane grade separator on Station Road, it was desired

that the next intersection of Kirby Place be converted into a signalised intersection instead of the present rotary for smooth flow of traffic on this corridor. Suitable traffic management plan of the adjoining area be worked out and incorporated in the proposal. The corridor improvement plan with such modification be brought to the Technical Committee again for consideration.

2. Item No.55/2000

**Sub: Grade separator at 'T' junction of G.T. Road-Road No.66,
trans-Yamuna area.
F.5(14)/99-MP**

Shri D. Sanyal, the Project Consultant, on behalf of M/s Craphs Consultants (I) Pvt. Ltd., explained the proposal of the grade separator at this intersection. In the light of the earlier decision of the Technical Committee, a meeting was held in the office the Project Manager, FD-2, wherein it was desired that the proposal be got examined with reference to the recommendations received from MRTS and Chief Engineer (I&F), GNCTD. In the meeting it was desired that a 3-lane half fly-over may be considered in the first instance towards the north side of G.T. Road at this intersection. DMRC desired that the entry and exit to their Railway Stations viz. Seelampur, and Gautampur be integrated by making the present T-intersection into a four arm intersection and the fourth arm be utilised for the purpose of entry and exit to the M.R.T.S. stations.

The above proposal with a three-lane half fly-over in the first phase and a 3-lane fly-over to be added later in the 2nd phase on the request of DMRC which is likely to take more than five years. The Consultant proposed a 3-lane half fly-over to be constructed as a first phase proposal. However, the Consultant expressed his view that it would be better if the entire G.T. Road from Seelampur to Delhi-U.P. border is considered as an elevated expressway as part of corridor improvement plan. This suggestion was debated in the Technical Committee and was not found suitable. The Consultant was directed to bring the proposal incorporating the suggestions again to the Technical Committee for consideration.

3. Item No.56/2000

**Sub: Grade separator at NH-24 by-pass-Ghazipur Freight complex intersection.
F.5(13)/99-MP**

The Consultant, Shri D. Sanyal, on behalf of M/s Craphts Consultants (I) Pvt. Ltd., explained the proposal of the above grade separator by raising NH-24 by-pass by 4 metres in the form of earth filling/retaining walls so that the lower level circulation of heavy vehicles in the Ghazipur Freight Complex could be streamlined. The Consultant had proposed an extended rotary system on the north and south of the by-pass to provide smooth circulation for the heavy vehicles circulating at the ground level. Further, it was desired that a via duct may be created below the NH-24 by-pass to link up the layout plan roads on either side of by-pass to facilitate the movement of slow-moving vehicles, pedestrians etc. and to provide easy crossing of the trunk services of the Freight Complex. The pedestrian circulation of the Freight Complex be linked with the buses passing on NH-24 by-pass to provide proper access to the complex. Conceptually, the project was recommended for approval subject to the following:-

- a) The Consultant will propose via-duct below NH-24 bye-pass to link north and south part of the freight complex. This will facilitate the movement of slow moving vehicles and services.
- b) The Consultant will mark gradient and turning radii. The bus base and pedestrian links from NH-24 to the freight complex be shown.
- c) The engineering aspect of the proposal will be got examined by the Engg.Wing before forwarding the proposal to Planning. The Traffic management Plan during construction will be submitted after obtaining approval from the Traffic Police.
- d) The landscape plan will be got prepared and submitted.
- e) Approval of the concerned agencies will be obtained wherever required by the Project Manager.
- f) The modified technical report along with the modified plans incorporating the above recommendations of the Technical Committee will be submitted through the office of the Project Manager duly signed.
- g) The approval of DUAC will be got obtained and communicated to the Planning Wing.

- h) The recommended proposal of the Technical Committee after obtaining necessary clearances will be placed before the Authority for final approval.

4. Item No.57/2000

Sub: Proposed approach road to Dwarka Sub City through Cantt. area.

F.10(JD)/DWK/92/Vol.III

The proposal of eastern approach road to Dwarka Sub City was explained by Shri D. Sanyal, Consultant from M/s Craphts Consultants (I) Pvt. Ltd. After explaining the proposal the Defence Authorities desired certain clarifications in regard to landing of the fly-over in a green area which they wanted to be duly demarcated at site. A joint site inspection with the concerned authorities be carried out to explain the proposal on the ground to the higher officers of the various concerned authorities, namely, Army, Air Force, MCD, A.A.I. etc. The Army authorities desired some more time before the matter could be finalised amongst various authorities. In this regard a meeting be convened by the Army authorities inviting representatives from other Government agencies, including DDA. The concerned agencies would be invited for a site inspection and deliberations on the issue before offering their comments/recommendations to the said proposal.

The modified proposal be placed again before the Technical Committee for consideration.


(K. K. BANDYOPADHYAY)
ADDL.COMMR.(PLG.)/DC&B
MEMBER SECRETARY

No.F.1(16)2000-MP

Dated: 27.11.2000

Copy to:-

1. OSD to VC for information of the latter.
2. Engineer Member, DDA.
3. Commissioner(Planning), DDA.
4. Commissioner(LD), DDA.
5. Commissioner(LM)-I, DDA.
6. Commissioner(LM)-II, DDA.
7. Chief Architect, DDA.

8. Addl. Commr. (DC&B), DDA.
9. Addl. Commr. (MPPR), DDA.
10. Addl. Commr. (UDP), DDA.
11. OSD (AP), DDA.
12. Chief Planner, TCPO.
13. Chief Architect, NDMC.
14. Chief Town Planner, MCD.
15. Secretary, DUAC.
16. Land & Development Officer (L&B).
17. Sr. Architect (L&TP), CPWD.
18. Deputy Commissioner of Police (Traffic).
19. Chief Engineer (Plg.), DVB.
20. Director (Landscape), DDA.
21. Secretary to L.G., Delhi.
22. Manager Fly-over (G-I).
23. Manager Flyover (G-II).
24. Director (Narela), DDA.

R.K. Jain
27/11/2000
(R. K. Jain)
Jt. Director (MP)

**DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BLDG.)**

No. F.1(16)/2000-MP

November 13, 2000

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List of officers present in the meeting is annexed.

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**Sub: B) Grade separator (2-lane half fly-over) at the intersection
of Station Road-Pankha Road.
F.5(15)/99-MP.**

The representative from Cantonment Board desired that the development of Station Road from Kirby Place to NH-8 by-pass be worked out keeping in view the nature of adjoining development. While explaining the proposal of right turning 2 lane grade separator on Station Road, it was desired

that the next intersection of Kirby Place be converted into a signalised intersection instead of the present rotary for smooth flow of traffic on this corridor. Suitable traffic management plan of the adjoining area be worked out and incorporated in the proposal. The corridor improvement plan with such modification be brought to the Technical Committee again for consideration.

2. Item No.55/2000

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trans-Yamuna area.
F.5(14)/99-MP**

Shri D. Sanyal, the Project Consultant, on behalf of M/s Craphs Consultants (I) Pvt. Ltd., explained the proposal of the grade separator at this intersection. In the light of the earlier decision of the Technical Committee, a meeting was held in the office the Project Manager, FD-2, wherein it was desired that the proposal be got examined with reference to the recommendations received from MRTS and Chief Engineer (I&F), GNCTD. In the meeting it was desired that a 3-lane half fly-over may be considered in the first instance towards the north side of G.T. Road at this intersection. DMRC desired that the entry and exit to their Railway Stations viz. Seelampur, and Gautampur be integrated by making the present T-intersection into a four arm intersection and the fourth arm be utilised for the purpose of entry and exit to the M.R.T.S. stations.

The above proposal with a three-lane half fly-over in the first phase and a 3-lane fly-over to be added later in the 2nd phase on the request of DMRC which is likely to take more than five years. The Consultant proposed a 3-lane half fly-over to be constructed as a first phase proposal. However, the Consultant expressed his view that it would be better if the entire G.T. Road from Seelampur to Delhi-U.P. border is considered as an elevated expressway as part of corridor improvement plan. This suggestion was debated in the Technical Committee and was not found suitable. The Consultant was directed to bring the proposal incorporating the suggestions again to the Technical Committee for consideration.

3. Item No.56/2000

Sub: Grade separator at NH-24 by-pass-Ghazipur Freight complex intersection.

F.5(13)/99-MP

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- a) The Consultant will propose via-duct below NH-24 bye-pass to link north and south part of the freight complex. This will facilitate the movement of slow moving vehicles and services.
- b) The Consultant will mark gradient and turning radii. The bus base and pedestrian links from NH-24 to the freight complex be shown.
- c) The engineering aspect of the proposal will be got examined by the Engg. Wing before forwarding the proposal to Planning. The Traffic management Plan during construction will be submitted after obtaining approval from the Traffic Police.
- d) The landscape plan will be got prepared and submitted.
- e) Approval of the concerned agencies will be obtained wherever required by the Project Manager.
- f) The modified technical report along with the modified plans incorporating the above recommendations of the Technical Committee will be submitted through the office of the Project Manager duly signed.
- g) The approval of DUAC will be got obtained and communicated to the Planning Wing.

- h) The recommended proposal of the Technical Committee after obtaining necessary clearances will be placed before the Authority for final approval.

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F.10(JD)/DWK/92/Vol.III

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The modified proposal be placed again before the Technical Committee for consideration.

**DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION**

NO.F.1(16)2000-MP

Dated:

Draft minutes of the 7th Technical Committee meeting held on 7.11.2000 at 10.00 A.M. in Conference hall. 5th floor, Vikas Minar IP Estate, New Delhi.

The following were present.

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice Chairman (in the chair)
2. Sh. R.K. Bandhari Engineer Member
3. Sh.Vijay Risbud, Commissioner(Plg.)
4. Sh. K. K. Bandyopadhyay Addl. Commr. (DC&B)
5. Sh.C.L. Aggarwal Chief Architect.
- 6.. Sh.Chandra Ballabh, Addl.Commr.(MPPR)
- 7.. Sh..A.K.Jain, Addl.Commr.(UDP)
8. Ms. Savita Bhandari, Director (LS)

T.C.P.O.

9. Sh. B.K.Arora, Town & Country Planner.

M.C.D.

10. Sh.Shamsher Singh, Senior Town Planner

DELHI TRAFFIC POLICE

11. Sh. Sanjay Beniwal, DCP (Traffic).
12. Sh.R.K. Singh ACP Traffic / East
13. Sh. Ravinder Suri, Inspector (Traffic).
14. Sh.Sanjay Bhatia, ACP (Traffic).

L & D O

15. Sh. R.L.Singh, B.O.

SPECIAL INVITEES

16. Sh.N.K. Aggarwal, OSD (AP) DDA
17. Sh. S.C. Karanwal Addl. Chief Architect, I DDA
18. Dr.. S.P. Bansal, Director (DC) DDA
19. Sh. S. Srivastava, Director (AP) I DDA
20. Sh. Ashok Kumar, Director (Plg.) Rohini DDA
21. Sh. K.L. Sabharwal, Director (AP) III DDA
22. Sh. Prakash Narain, Director (TT) DDA
23. Sh. D.K. Saluja, Director (AP) II DDA
24. Sh. A.K.Gupta, Director (Planning) DDA.
25. Lt. Col. S.K. Kothiyal, HQ Delhi Area.
26. Major Virender Singh, HQ Delhi
27. Sh. K.Srinath, Chief Urban Planner, DMRC.
28. Tripta Khurana, CA , DMRC.
29. Sh. Dhirender Sandhu, AIG, SPG.
30. Group Captain D. Mukunda, C. Admn. O Palam.
31. Wg. Cdr. N.Jain, C. Wks. O HQWAS.
32. Sqn. Ldr. A.W.Thomas, Sta works Officer
33. Sh.Ashish Bansal, Dy. Chief Engineer/ NR
34. Sh. J.L.Jaiswal, Ex. Engr. Br. N.Rly.
35. Dr. A.C.Saxena, Chief Consultant, LASA.
36. Sh. Sharat Sinha, ACP / PM (Security).
37. Sh. R.S.Meena, ACP / Security.
38. Sh. J.L.Bhatia, S.M. (ACSO).
39. Mr. K.K.Kaushik, Inspector, Route. (PM Security).
40. Sh. Anil Sinha, DIG SPG
41. Sh. D. Saniyal, MD CRAFTS
42. Sh.P.Aalam, Associate Director (Technical) CRAFTS.
43. Sh. S.C. Tayal, Manager FOP
44. Sh. S.K. Malhotra, Manager FOP
45. Sh. Shekhar Dey, EE/ FD-1 DDA.
46. Sh. R.P.Goel, EE/FD-5/ DDA.
47. Sh. P.S.Uttarwar, J.D.(Plng.) Dwarka, DDA.
48. Sh.Santosh Kumar Singh, Asstt. Engineer
49. Sh. R.K.Jain, Jt. Director (Plng.) MP
50. Ms. I.P. Parate, Jt. Dir. (Plg.)
51. Sh. R.M. Lal, Jt. Director (TT)
52. Sh. Anand Parkash, Asstt. Dir. (MP)

X

**DELHI DEVELOPMENT AUTHORITY
DEVELOPMENT CONTROL WING**

No.F.1(2)99/MP

Dated: 3.11.2000

MEETING NOTICE

The VIIth Technical Committee meeting of Delhi Development Authority will be held on 07.11.2000 (Tuesday) at 10.00 AM in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

Agenda for the meeting is enclosed. You are requested to make it convenient to attend the meeting.


**(K.K. BANDYOPADHYAY)
ADDL.COMMR. (DC&B)
MEMBER SECRETARY
PH.(OFF) 3319931
(RES). 5720946**

I N D E X

S.NO.	ITEM NO.	PARTICULARS	#	PAGE NOS.
1.	54/2000	A Road Over Bridge on Pankha Road at Delhi-Rewari Railway Line		1 - 24
		B Grade Separator (2 Lane Half Flyover) at the Intersection of Station Road - Pankha Road. F.5(15)/99-MP		
2.	55/2000	Grade Separator at 'T' Junction of G.T. Road - Road No. 66, Trans Yamuna Area. F.5(14)/99-MP		25 - 35
3.	56/2000	Grade Separator at N.H. - 24 Bye-Pass Gazirpur Freight Complex Intersection		36 - 44

L A I D O N T A B L E

4.	57/2000	Proposed approach road to Dwarka Sub-City through Cantonment Area. F.10(JD)/DWK/92/Vol.III		
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SUB: A. ROAD OVER BRIDGE ON PANKHA ROAD AT DELHI – REWARI RAILWAY LINE.

B. GRADE SEPARATOR (2 LANE HALF FLYOVER) AT THE INTERSECTION OF STATION ROAD – PANKHA ROAD.

F-5(13)99/7712

1. INTRODUCTION/BACKGROUND:

Executive Engineer, Flyover Division no. 1, DDA vide his letter no. F7(6)FD-I/DDA/700 dt. 18th October, 2000, has forwarded the modified proposal of grade separator (2 lane half flyover) at the intersection of Station Road Pankha Road. This in continuation with the proposal of the 4 lane Road Over Bridge on Pankha Road across Delhi-Rewari Railway line submitted earlier by Executive Engineer, Flyover Division-I, DDA for consideration of Technical Committee.

2. LOCATION AND ROAD RIGHT OF WAYS.

This corridor is a part of Pankha Road between Station Road and Najafgarh Road which serves as an important east-west link. The location in the form of a key plan is placed at Annexure-I. The road R/W of Pankha road and station Road is 45.0 M R/W as shown in MPD-2001 and Zonal Development Plan.

This particular corridor is of great importance as it serves as a major corridor connecting existing residential areas of Janakpuri, Dwarka sub-city and at present it is a missing link of outer ring road between NH-8 and Najafgarh Road.

The broad landuse around this corridor are:

EAST	Delhi Cantonment
WEST	Janakpuri, Dwarka Sub-City.
NORTH	Unauthorised colony, village Nagal Raya, Janakpuri D Block.
SOUTH	Cantt. Area (Army Depot) and unauthorised colonies, Sagarpur, Mohan Nagar etc.

3. EARLIER ACTIONS:

Earlier, the proposal of Road Over Bridge was discussed in the pre Technical Committee meeting held on 10th June, 1999. The scheme was discussed in details. The decision of the pre-Technical Committee is given below:

DECISION:

"The scheme was presented by the consultant, Mr. D. Sanyal. The proposal of four lane Road Over Bridge with service lane on either side was considered appropriate. It was suggested that the proposal be discussed with the defence authorities and an integrated scheme upto Station Road intersection be prepared. The proposal be also referred to the Railway Authorities/DMRC for examining its feasibility".

4. FOLLOW UP ACTIONS:

Subsequently, the matter was taken up with the concerned authorities by Manager (F.O.P.) I viz. Contonment board, Railways and DMRC and based on their suggestions/recommendations, the modified proposal was put up to the Technical Committee meeting held on 22nd August, 2000 vide item No. 46/2000.

The decision of the Technical Committee is given below:

DECISION

"The modified proposal was presented by the consultant Mr. D. Snyal. The Technical Committee emphasised the need for preparing an improvement plan for the entire corridor starting from the proposed road Over Bridge to Station Road intersection and beyond and also entry to Rly. Station. The project Manager and Consultant that while preparing the final drawings all the observations of Ministry of Railways, DMRC, Defence and othe agencies shall be properly considered. Since the proposal is under active consideration of the Defence Headquarters, the Technical Committee desired that the entire corridor improvement scheme with details of Pankha Road over bridge, as per format be submitted to DDA. These may be duly authenticated by the Project Manager for consideration in the next meeting of the Technical Committee."

5. TRAFFIC CHARACTERSTICS (As per the report prepared by the Consultants)

A. EXISTING TRAFFIC CONDITIONS AT LEVEL CROSSING (PANKHA ROAD AT DELHI REWARI LINE):

Intersection Control	Level crossing with maximum duration of closure of gates upto 29 minutes
Peak Hour traffic volume (total both directions)	2587 PCU (p.m. peak)
Peak hour traffic volume(slow)	402 PCU
Peak hour traffic volume Buses	456 PCU
Percentage of heavy traffic Buses	17.63%(in PCU)

The average journey speed along Pankha road is observed in the range of 7.93 kph and 12.82 kph.

The maximum of 4362 vehicles stopped on either side of Level crossing for a total period of 407 minutes on an average day of 24 hours(8.00 a.m. to 8.00a.m.) and approximately 44 number of trains (both directions) used the railway track at this location.(Annexure-II).

B. EXISTING TRAFFIC CONDITION AT STATION ROAD INTERSECTION.

Intersection control	4 arm signalised intesection with 9 signals cycle time of 95 seconds (including approach road to Station)
Peak hour traffic volume at the intersection.	6701 pcu (a.m. peak)
Peak hour Traffic volume(slow)	1226 PCU
Peak hour Traffic volume buses	621 pcu
Percentage of heavy traffic	9.27% in pcu

The average journey speed along station road varies between 20.70 kph and 29.06 kph whereas the average journey speed along Pankha road is observed in the range of 7.93 & 12.82 kph.

C. DESIGN TRAFFIC (Pankha Road)

Keeping in view of this missing link of outer ring road, the projected traffic during 2010 A.D. on Pankha road on an average day had been estimated to be approximately 35,700 puc. On commissioning of Dwarka sub city. It is visualized that the land use with in the immediate influence will generally be stablised, a simple growth rate of 1.5% per annum could be adopted for projection of traffic from 2010 A.D. to the Design year 2021 A.D. Thus, the design year traffic along Pankha Road at this location on an average day works out to be approximately 41590 p.c.u. whereas peak hour traffic volume during design year works out to be approximately 5000 p c u.

6. INTERSECTION IMPROVEMENT PLAN

A. LEVEL CROSSING AT PANKHA ROAD

MPD-2001 has recommended that all master plan roads(30 M and above R/W) crossing the Railway lines shall have grade separation.

B. INTERSECTION AT STATION ROAD PANKHA ROAD.

The usual indices that dictate such improvement schemes are traffic volume and delay in case of a three arm intersection the peak hour capacity is estimated in the range of 5000-6000 p.c.u. at which the signal cycle time is expected to be 90 seconds. As traffic load at this intersection increases, it start losing out efficiency with increase in signal cycle length. It is important to note that the peak hour traffic being catered at this location exceeds the rated capacity during base year itself. Augmentation of capacity at grade is not going to serve the purpose as there is not much scope for improvement of this intersection at grade. This warrant the provision of a grade separator at this location.

7. OBSERVATIONS OF OTHER CONCERNED DEPARTMENTS.

DEFENCE:

Lt. Col. AQMG land vide their minutes of the meeting issued on 31.8.2000 informed that the GOC appreciated the importance of the flyover and brought out that there was no objection to the construction subject to certain conditions which relates to transfer of land and reimbursement of dues. (Annexure-III)

DMRC.

Chief Engg. (G) vide his letter DMRC/land/15/74 dt. 14.8.99 informed that the proposal is to be elevated up and down tracks in this location.(Annexure IV).

Ex. Engg. F.D.I vide his letter No.F7 (6)/EE/FDI/99/DDA/83 dt. 15.2.2000 addressed to Addl. Comm. (Plg)DC&B DDA that the matter was discussed with CE,DMRC and CE informed that since the ROB is to be constructed. The route of MRTS corridor can be had at surface subject to availability of land and other feasibility considerations.(AnnexureV)

RAILWAYS:

Ex. Engg.FD-I vide his letter No. F7 (6)FDI/DDA/00-01/510 dt. 26.7.2000 addressed to Chief Bridge Engineer, Northern Rly. Stated that the original undertaking from Secy/GNCTD and Rly abstract estimae and profile sketch (duly accepted by Manager FP Group I sent to Rlys for their acceptance. (Annexure VI)

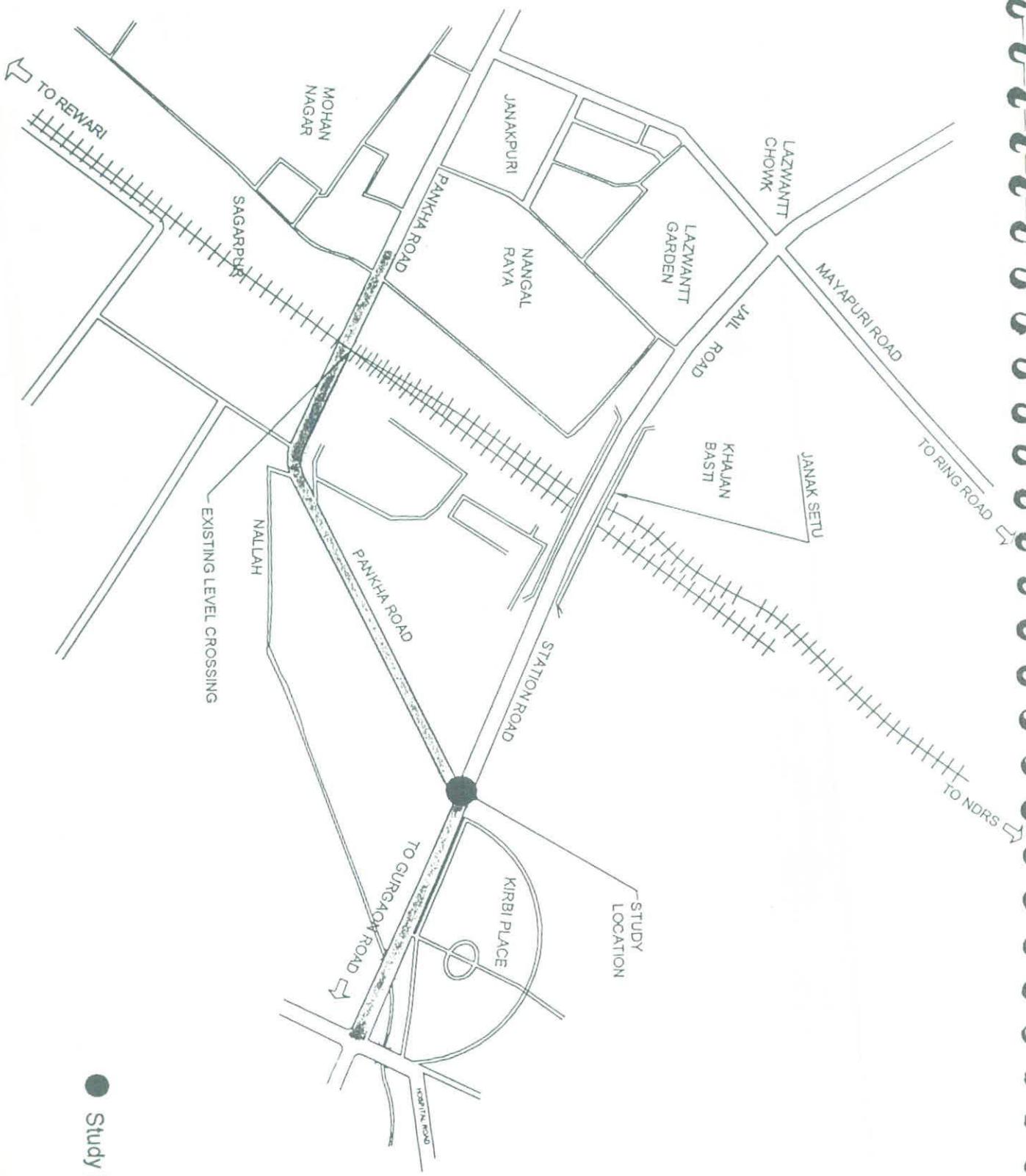
Project Manager F.P.Group I vide his letter no. F5(4)EE(HQ)/FP/2nd lot/DDA/Vol/902 dt. 13.9.2000 addressed to Sh. A. Chakrabari(Adviser, DDA) informed vide sl. No. 3(iv) that the clearance from Railways has been taken who are bridging their full R/W. If DMRC comes along this route they have to accommodate in northern Rly land or it has to go on double height.(Annexure VII)

8. MODIFIED PROPOSAL IN BRIEF:

Ex. Engineer, F.D.I, vide letter no. F7(6)FD-I/DDA/700 dt. 18.10.2000 submitted the modified proposal along-with the drawings, feasibility performa and report.(Annexure VIII).

The proposal is a corridor improvement plan of the stretch of Pankha Road from T-Junction of Pankha Road-Mayapuri Road to 'T' Junction of Station Road and Kirbi Place intersection. The consultant has suggested alternative II for implementation.

55



KEY PLAN SHOWING THE STUDY LOCATION

● Study Location

Fig: 1
D.D.A



ANNEXURE

MINUTES OF MEETING HELD AT HQ DELHI EXECUTIVE ENGINEER
IN CONNECTION WITH FLYOVER AT THE LEVEL CROSSING OF PANKHA ROAD AT 1100 h ON TDRY No. 7.92
AUG 2000

Date: 19/8/00
Kirti Nagar, Delhi-15

1. A presentation was held at 1100 h on 22 Aug 2000 at HQ Delhi Area in connection with flyover at the level crossing of Pankha Road. The following were present :-

- (a) Maj Gen SK Awasthi, AVSM, GOC Delhi Area.
- (b) Brig Rajeshwar Singh, VSM, Dy GOC HQ Delhi Area.
- (c) Col RS Tushir, Col D, HQ Delhi Area.
- (d) Sh DN Verma, Chief Engr Delhi Zone.
- (e) Sh Shekhar Day, Executive Engr Flyover Division, DDA.
- (f) Sh Parvez, Consultant, M/S Crafts Consultants, on behalf of DDA.

2. While introducing the scheme, Sh Shekhar Day informed the loc, salient features and services/land affected due to the flyover. The presentation was then carried on by Sh Parvez of M/s Craft Consultants.

3. Sh Parvez explained the necessity of the flyover, t/c dens counts and t/c management plan.

4. The GOC appreciated the importance of the flyover and brought out that there was no objection to the constr subject to certain conditions. The GOC brought out the following :-

- (a) DDA should specifically calculate and intimate as to the total area of land that would be affected and would be required to be taken over by DDA for construction of this flyover.
- (b) The land of equivalent cost should be allotted in lieu preferably at one place ie alongwith the land being given in lieu of land being acquired for the Dhaulakuan flyover and at all other places where the land was yet to be reimbursed to defence.
- (c) He also clarified that the t/c of land between the def and DDA should be simultaneous.

5. The CF Delhi Zone informed that they had recently shifted some pipe lines from the area where slip road has been proposed by the DDA on the left hand side of Janak Setu on Jail Road. These lines would now again come under the proposed slip Road. This will make the maint of these pipes difficult.

6. Sh Shekhar Day CF informed that so far as exchange of land was concerned the same could be given at one site but it should

TABLE - 2

FEASIBILITY STUDY INCLUDING PLANNING AND DESIGNING OF
ROB/RUB AT PANKHA ROAD - DELHI-REWARI RAILWAY LINE

DETAILS OF VEHICLES STOPPED AND OBSERVED FREQUENCY OF
TRAIN ON CLOSURE OF GATE

Time	Duration of Closure (Min)	Number of Vehicles Stopped on Closure of Gate			Frequency Of Trains (Passenger & Goods)
		Station Road Side	Janakpuri Side	Total (Both Direction)	
7.47 - 7.58	11	22	18	40	2
8.07 - 8.17	10	29	22	51	1
8.22 - 8.26	4	35	18	53	1
8.32 - 8.45	13	68	84	152	1
8.53 - 9.03	10	92	190	282	2
9.23 - 9.28	5	80	140	220	0
9.31 - 9.50	19	106	128	234	2
10.16 - 10.31	15	196	129	325	2
10.50 - 10.54	4	135	45	180	1
11.03 - 11.09	6	90	55	145	1
11.18 - 11.25	7	75	42	117	1
11.30 - 11.35	5	80	60	140	0
12.43 - 12.50	7	89	57	146	1
13.04 - 13.16	12	70	48	118	1
13.25 - 13.35	10	68	50	118	1
14.35 - 14.43	8	72	58	130	1
15.42 - 15.51	9	70	45	115	1
16.24 - 16.31	7	65	54	119	1
16.44 - 16.50	6	45	85	130	1
17.30 - 17.42	12	58	130	188	2
17.54 - 17.59	5	66	148	214	1
18.28 - 18.50	22	79	168	247	2
18.59 - 19.04	5	53	175	228	1
19.05 - 19.10	5	59	170	229	1
19.41 - 20.10	29	44	135	179	1
20.43 - 20.52	9	40	20	60	1
20.57 - 21.05	8	35	18	53	1
21.25 - 21.35	10	28	15	43	2
21.51 - 21.58	7	13	10	23	1
22.42 - 22.56	14	18	2	20	1
23.26 - 23.38	12	8	6	14	2
24.04 - 24.18	14	8	10	18	1
01.54 - 02.08	14	0	2	2	1
02.13 - 02.26	13	2	2	4	1
02.35 - 02.45	10	0	0	0	1
03.20 - 03.45	25	1	3	4	1
04.22 - 04.24	2	4	3	7	0
05.42 - 05.55	13	2	5	7	1
05.57 - 06.07	10	4	3	7	1
Total	407	2009	2353	4362	44

be restricted to this flyover only and should not be linked with Dhaulakuan flyover or any other issue. Regarding relocation of services, the same would be done by the DDA. However, the details of the services which would be affected would be given by Chief Engr Delhi Zone so that same could be recreated by the DDA.

7. The GOC desired to have from DDA the details of land required from Def (location wise) and directed the Chief Engr Delhi Zone to give the details of service affected. He further desired to have a site inspection of the flyover to reach at a final decision, for which date would be communicated separately. The GOC also reiterated that the case for construction of flyover would be considered only if all the conditions projected were met.

Case No : 3747/Pankha Rd/Q3L

Headquarters Delhi Area
Delhi Cantt-10

31 Aug 2000

Distr :-

1. Station Headquarters
Delhi Cantt-10
2. Chief Engr Delhi Zone
Delhi Cantt-10
3. Sh Shekhar Dey, EF
Flyover Division
Pankha Road Flyover, DDA

Sd/- x-x-

(Sd Kothiyal)
Lt Col
AQMG (Land)
for GOC

A. Aester. Tru 97V

17/10

Exec
Fly-Over Div
D.D.A. Lakker Mand.
Tedi Nagar, New Delhi

- 10 -

OFFICE OF THE EXECUTIVE ENGINEER - 16
FLYOVER DIVISION NO. 1/D. D.A.
LAKKAR MANDI, KIRTI NAGAR, N. DELHI

No. F. 7(6)/EE/FD. 1/99-00/DDA/83

Dt. 15/2/2000

Control
DDA
Dated: 17/2/2000

Shri K. K. Bandyopadhyaya,
Addl. Commissioner (Plg.) (DC&B)
& Member Secretary, Technical Committee,
D.D.A., Vikas Minar, I. P. Estate,
New Delhi-110002.

Sub: C/e Grade Separator/Flyover at the inter-
section of Delhi Rewari Railway Line Level
X-ing on Pankha Road.

Sir,

Kindly refer to your letter No. F. 1(15)99-MP
dt. 28.6.99 conveying the minutes of the meeting of
the pre-technical committee held on 10.6.99. As per
Sl.No.8 (Delhi Rewari Railway Line Level X-ing on
Pankha Road) of the above minutes, the proposal was
to be discussed with Defence Authorities and an inte-
grated scheme upto Station Road intersection was to
be prepared. The proposal was also to be referred to
the railway authorities/DMRC for examining its feasibility.

In this connection it is mentioned that the
proposal of construction of ROB at this intersection
has been discussed by Engineer Member, DDA with Brig.
Rajeshwar Singh, Dy.C.O.C. on 3.6.99, when Col. R. S.
Tushir, Col. 'Q' and Shri S.C. Tayal, Manager (Chief
Engineer) FP were also present.

The suggestion given by Col. 'Q' regarding some
provision for road/passage for units on the right hand
side of Pankha Road after Crossing the Railway Line
towards Station Road was to be kept, which has been
provided.

Dy.C.O.C. had desired that the protected area
towards left hand side of Pankha Road after the Crossing
towards Station Road is though a sensitive area but
only raising of boundary wall will suffice. He further
desired widening/strengthening of the road, improvement
of intersection of Pankha Road - Station Road inter-
section and providing a sub-way across Pankha Road
between cremation ground and station road. All these
suggestions have been incorporated in the final drawing
and integrated scheme upto station road intersection

contd. 2/-

136
16/2/2000
17/2/2000

Expansion
16/2/2000
17/2/2000
2 put up with
24741

- 9 -

दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

N.B.C.C. Place, Bhishma Pitamah Marg, Pragati Vihar, New Delhi-110003

No.DMRC/LAND/15/74

12 08 99
14.8.99

Shri Shekhar Dey
Executive Engineer
Fly Over Division No.1
DDA, Lakkar Mandi
Kirti Nagar
New Delhi - 110 015.

Sub: Fly over at Delhi Rewari Line level crossing on Pankha Road

Ref: Your letter No. F.7(6)FD-1/DDA/99-00/412 dated 4.8.99

Dear Sir,

In this connection it is intimated that the crossing on Pankha Road falls on Dayabasti to Bijwasan route of MRTS corridor included in the full system of Delhi MRTS approved by the Committee of Secretaries, Govt of India, in 1991. One up and one down dedicated track is required for this purpose. The proposed plan of MRTS route at this location is indicated in the enclosed drawing. Due to the fact that MG siding was proposed by the Railways and due to the existence of level crossing No.13-'B' at this location, the proposal is to have elevated up and down tracks in this location.

As such, it would be necessary that requirement of dedicated tracks for MRTS system is kept in view while planing the flyover at this location. It would also be necessary to keep in view the changes, which have been carried out / proposed to be carried out by Northern Railway in this reach due to gauge conversion of Rewari railway line.

Thanking you,

Yours faithfully,

(M C T Pareva)
Dy Chief Engineer (General)

Copy for information to:

Shri Prakash Narain, Director (Planning), Delhi Development Authority, 4th Floor, Vikas Minar, I.P. Estate, New Delhi 110 002. :

This has reference to the discussions held between you and the Chief Engineer (General)/DMRC.

Dy Chief Engineer (General)

With file pl.

JD (17/9)
19/9
19/9
19/9

Concern file No. FST(15) 99-ml was sent to Manager Flyover G-I on 6/7/99 but not received back so far. 23/8/99

has been prepared.

Regarding referring the proposal to railway authorities, the Chief Bridge Engineer has already submitted an estimate for the portion of flyover that railway authorities are likely to construct on railway land, the same is under active consideration of DDA and is awaiting approval of Technical Committee of D.D.A.

The matter was discussed with Sh.H.K. Srivastava, Chief Engineer(General) DMRC. It was informed that the proposal of elevated track at the above Level X-ing was conceived in 1991 when there was no proposal for any ROB at Pankha Road Level X-ing. Since now ROB is to be constructed, the route of MRTS Corridor can be held at surface (at Grade), subject to availability of land and other feasibility consideration. Under these circumstances it will be in the fitness of things that this flyover is again taken up in the next technical committee meeting wherein following officers of Defence, MRTS and Railway can be invited so that the proposal is given a final approval. The address of the officers to be invited is as under:-

- a. From Defence Side Brig. Rajeshwar Singh,
Dy.G.O.C., Delhi Area,
Manekshaw Marg, Delhi Cantt.10.
- b. From Railway Side Sh. Shiv Kumar,
Chief Bridge Engineer, (HQ. effn)
Northern Railways Baroda House,
New Delhi.
- c. From MRTS Side Sh.H.K. Srivastava,
Chief Engineer(General)
DMRC, 3rd Floor, N.B.C.C. Bldg.
Lodi Colony, New Delhi-110003.

Thanking you.

Yours faithfully,

Encl :- One Set of Dwg (4drgs)

(Shekhar Dey)
Executive Engineer
F.D. 1/D.D.A.

Copy to:-

1. Manager(Chief Engineer) Gr. I, B-2/B Janakpuri, New Delhi.
2. Shri Prakash Narain, Director(TTU), 4th Floor, Vikas Minar, New Delhi.
3. Director(works) DDA, 2nd Floor, B-Block, Vikas Minar, New Delhi.

Executive Engineer
F.D. 1/D.D.A.

From Prepage. 56.

Concern file No. F 5C 15) 98-MP was sent to Director (T.T) on 26/7/2000 with another PUC. but not received back so far in the sector

Pls
3.8.2000

JD(MP)

Pls
2/8

Dir (TT)

Mr. P. P.

Has not received
2/8

The above mentioned file has already been sent to JD(MP) dt. 30/7/2000.

Dir (TT) 3
JD(MP) 14/8

JD (MP) 1464
8/8/2K

57 - 12 -

OFFICE OF THE EXECUTIVE ENGINEER
FLYOVER DIVISION NO. 1, DDA
LAKKAR MANDI, KIRTI NAGAR,
NEW DELHI-110 015

SD(MP) 1504
28/7/2000

No. F7(6)/FD-1/DDA/00-01/510

date : 26 07 2000

To

Shri Shiv Kumar,
Chief Bridge Engineer, HQ Office,
Northern Railway, Baroda House,
New Delhi.

RECEIVED DDA (CTE)
880
Dated 26/7/2000

Sub : Construction of ROB in lieu of L- Xing No. 13B at Km 14/15-16 on Delhi Rewari Line Section on Pankha Road, Delhi.

Sir,

The matter of processing the work of above mentioned ROB for inclusion in the Railway's Works Programme for the year 2001-2002 is in active consideration for quite some time now. Due to some unavoidable reasons the acceptance of the Railway's Abstract Estimate and profile Sketch (for Railway portion) alongwith the undertaking/ from Secy. /GNCTD regarding closure of Level Crossing could not be sent so far.

Now, DDA is in a position to fulfil the above requirements of Railways so that the proposal is processed for inclusion in the works programme of 2001-2002 and the work started by March, 2001.

The original undertaking from Secy. /GNCTD and the Railways Abstract Estimate and Profile Sketch [(duly accepted by Manager (Chief Engineer)] FP-Group-I with the understanding that the actual cost after completion of the work will be calculated and then the apportionment of cost will be done as per Railway Board Circular No. 68/ NR/DRO/25 dated 21.01.1969. As per this Circular, DDA is also to give approximate cost of the approaches for

Contd... 2

Concern file No. F5(15)99-ml has already been sent to Director (T-D) with another P/C. we may send this to the same officer.

II SD(MP)
Director (T-D)

File No. 28/7/2000
SD(MP) on 31/7/2000

SD(MP)/1464
27/7/2000

1. put up
files
26/7/2000
SD(MP)

With file P
26/7
SD(MP)

Handed over to
this department
LDC
26/7
(P.T.O.)

- 14 - 55
121

taking share from Railways. The same works out to Rs 17.85 crores (Details given in Annexure 'D'). The cost of Half Trumpet, Pedestrian Subway etc. will be intimated after hearing from Defence Authorities.

You are requested to return a copy of UDA's estimate and drawing, duly accepted for our record.

Thanking you,

Yours faithfully,

Executive Engineer
Flyover Division No. 1/DDA

- Encl : 1. Undertaking from Secy/ GNCTD (in original)
2. Abstract Estimate (duly accepted)
3. Profile Sketch (duly accepted)
4. Estimate of approaches.

Copy to :

1. EO II to EM for the kind information of later.
2. Manager (Chief Engineer) FP -Group-I for kind information.
3. Director (TTU) / DDA for kind information.

JD/MP

PCN
Executive Engineer
Flyover Division No. -1 DDA

during and after the construction for which consultants are being asked to do the needful.

- v) With the construction of straight flyover, the option for fourth arm has been kept open.
- vi) Traffic growth @ 3.5% adopted by the consultants has been accepted by Technical Committee of DDA. We feel there is no fool proof system to project future growth accurately. We have to go for the growth factor on various assumptions and presumptions and our past experience.

2. SARAI KALE KHAN - ISBT ENTRANCE

- i) Increase in NMTS after 2nd phase improvement of Nizamudin Railway station and on account MRTS be accounted for in the proposal and be shown with dotted lines for land reservation and futuristic planning.
- ii) Position of Bus Bays be reconsidered according to their requirement and, if possible, geometrics be revised.
- iii) Obligatory span be increased on account of right turning movements of buses at schew angle.
- iv) A drawing indicating full six lane divided carriage way and half flyover, being constructed in Phase I, be also prepared.
- v) Blown up traffic flow chart specifically for the movement of traffic from ISBT towards Maharani Bagh be prepared.
Your above observations have been taken note of and are being forwarded to project consultants to incorporate the same in the plans.
- vi) Identification of utility services is being done as per visual inspection. A committee of EEs of various departments is being constituted under the orders of Hon'ble L.G. to identify all utility services. The experience in the past in case of DDA flyovers for identification of services in this way has been quite successful.
- vii) We appreciate your concern for plans indicating infirmatory, confirmatory and actual sinages of signals required to be prepared during and after the construction for which consultants are being asked to do the needful.

Executive Engineer
Flyover
Date 9.7.2000
Date 13.9.2000
Kirti Nagar, N. Delhi-15

15-

OFFICE OF PROJECT MANAGER (FLYOVER) GR.I
DELHI DEVELOPMENT AUTHORITY

No.F.5(4)EE(HQ)/FP/2ND LOT/DDA/12/902

13.09.2000

Sh. A. Chakrabarti (Advisor DDA)
OSD (Technical)
MRTS Cell
Ministry of Urban Development
Nirman Bhavan
NEW DELHI.

SUB: CONSTRUCTION OF FLYOVER AT :

1. RING ROAD - NH24 INTERSECTION
 2. SARAI KALE KHAN - ISBT ENTRANCE
 3. ROB AT PANKHA ROAD LEVEL CROSSING
- INSPECTION OF FLYOVER SITES ON 19.8.2000

During inspection certain observations were made by you. Reaction on the same is as follows :

1. RING ROAD - NH24 INTERSECTION

- i) It was observed that proposal of having half flyover is a short term planning. We do appreciate your concern for ultimate solution but depending upon the availability of funds, Hon'ble L.G. Delhi has desired to go in for half flyover only.
- ii) Marking of boundary limits for future extensions on plan has not been a successful solution. As a matter of fact we should develop full section of the right of way of the road to avoid any encroachment. We propose to do that.
- iii) Identification of utility services is being done as per visual inspection. A committee of EEs of various departments is being constituted under the orders of Hon'ble L.G. to identify all utility services. The experience in the past in case of DDA flyovers for identification of services in this way has been quite successful.
- iv) We appreciate your concern for plans indicating infirmatory, confirmatory and actual sinages of signals required to be prepared

INFORMATION TO BE SUPPLIED BY THE CONSULTANT WITH THE IMPROVEMENT PROPOSAL

A. GENERAL INFORMATION.

- i) Location of the proposal: Pankha Road – Station Road Intersection
- ii) Agency to implement: Delhi Development Authority
- iii) a) R/W of the Master Plan Road: Pankha Road – 20 - 30 m existing
(Existing/Proposed) Station Road – 45 m
- b) Status & R/W of other roads.

B. P.T. SURVEY DETAILS TO BE INCORPORATED UPTO THE NEXT JUNCTION/INTERSECTION

ON EITHER SIDES: *Shown in drawing no. CRTS/DDA/FP/SR/201, 202, 203 & 204*

- i) P.T. Survey scale (to be adopted) 1:500: —do—
- ii) Physical features to be shown in the P.T. Survey.
 - a) Existing structures – pucca / semi pucca / kutchha clearly indicating the plot boundaries, built up area and number of stories to the extent of R/W on both sides from the centre line of existing road.
(Double of R/W in total.) —do—
 - b) Levels if the area is not flat /plain & considered necessary in the planning of improvement scheme: —do—
 - c) Services – underground / overhead are to be indicated on survey plan:

Shown in drawing no. CRTS/DDA/CIP/PL/201-211

- Water Supply lines: } Details of overhead services along and across the roads are *Shown in Drg. No. CRTS/DDA/FP/SR/201, 202, 203 & 204.*
- Sewerage lines: }
- H.T. Lines (OH & U/G): }
- Street light poles: } The details of underground services will be shown as and when the information is made available by the respective department.
- Telephone cables/poles: }
- Storm water drains (open & covered): }

d) Existing carriageways, footpaths, verges, gaps in verges, roads / Circulation of the colonies abutting on the influence zone of the proposal:

- e) *Shown in Drg. No. CRTS/DDA/FP/SR/201, 202, 203 & 204*
- f) Existing cycle tracks/service roads (on all roads): —do—
- g) Existing bus bays and bus stands. (on all roads): —do—

3. ROB AT PANKHA ROAD LEVEL CROSSING

- i) No doubt we all wish to have a cycle track with flatter slope at this intersection but the site constraint do not permit us to have a flatter slope than 1:30. Still we are requesting our consultant to find out some viable solution for the cyclist traffic.
- ii) We appreciate your concern for plans indicating infirmatory, confirmatory and actual sinages of signals required to be prepared during and after the construction for which consultants are being asked to do the needful.
- iii) The consultant has already been asked to work out a rotary at Kirbi Place as desired by you during inspection.
- iv) As rightly indicated by you we have taken clearance from Railways who have stated that in any case they are bridging their full right of way. If DMRC comes along this route, they have to accommodate in Northern Railway land, or it has to go on double height.
- v) Traffic counts/survey reverification will be got done through consultant by the EE incharge of the project. He is being advised separately for the same.

(S.C. TAYAL)
PROJECT MANAGER (FLYOVER) GR.I

COPY TO: E.M./DDA – for information.

N.O.O.

COPY TO:

✓ E.E./FD.1/DDA – with reference to his letter No.F.7(6)FD.1/99-2000/DDA/569 dt. 30.8.2000. He is advised to go in for reverification of traffic counts and traffic survey. For all other issues mentioned in the note a reference be made to traffic & transportation consultant.

E.E./FD.2 & 3/DDA – for necessary action in respect of their projects as suggested by Sh. Chakrabarti, Advisor.


PROJECT MANAGER (FLYOVER) GR.I

D. DETAILS RELATED WITH THE PROPOSED IMPROVEMENT SCHEME.

The improvement proposal shall be detailed out upto the next important junction/intersection on either sides as detailed elsewhere in this document.

- i) Proposed Nos. of lanes on each arm: *7 lanes along Pankha Road within reach of ramp towards railway track and 8 lanes along station road towards Kirbi Place side.*
- ii) Proposed width of carriageways of each arm: *26 m along Pankha Road, 25.5 m along Station Road (within the reach of ramp)*
(Details Shown in Drg. No. CRTS/DDA/FP/SR/201, 202, 203 & 204)
- iii) Proposed width of central verge on each arm: *0.8 m along Pankha Road, 1.2 m along Station Road.*
- iv) Proposed width of footpaths on each arm: *1.50 - 2.50 m along Pankha Road & Station Road*
- v) Proposed width of service road / cycle tack on each arm: *5.5 m towards eastern side of Station Road (on either side); 6 - 7 m towards western side of Station Road (on either side)*
- vi) Proposed total length of the flyover / under bridge: *567.0 m*
- vii) Proposed length of slope including valley curve and summit curves:
 - a) *260.0 m towards Pankha Road side*
 - b) *224.0 m towards Station Road side.*
- viii) Length of flat portion: *83 m (summit curve adjusted in this length)*
- ix) Slope of grade separator if preferred on each name: *1 in 30*
 - a) South: *1 in 30 (Pankha Road side)*
 - b) East: *1 in 30 for each (Kirbi Place side)*
- x) The location of bus stops, bays: *Shown in drawing no. CRTS/DDA/FP/SR/201, 202, 203 & 204*
- xi) Pedestrian subway/crossing.: *Shown in drawing no. CRTS/DDA/FP/SR/202*

E. FEASIBILITY REPORT.

- a) Details of affected structures: *Shown in drawing no. CRTS/DDA/FP/SR/201, 202, 203 & 204*
- i) Pucca / semi pucca / kutchra with plot area / plinth area details: *—do—*
- ii) Structures forming part of the regularized colony / unauthorized colony: *—do—*
- iii) The use of the property (commercial), residential / institutional / other, please specify: *Defence land*

- h) Location and type of trees along with their species and girth details coming within the influence zone of the proposal (in relation to existing carriageways): —do—

C. TECHNICAL DATA.

- i) 24 hours & peak hourly traffic volume (cycles, light vehicles, buses trucks & others etc.)
As mentioned in Feasibility Report.
 - a) At present. —do—
 - b) Projected for Horizon Year. (With growth rate): —do—
- ii) Details of turning movements in peak hour in PCU's on each arm of the Junction/Intersection (for design year & horizon year) and distribution along the stretch proposed to be improved:
 - a. Straight —do—
 - b. Right —do—
 - c. Left —do—
 - d. Total —do—
- iii) If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time: *95 Seconds*
- iv) Pedestrian traffic volume in each direction on each arm as also along the stretch proposed for improvement. *As mentioned in the Feasibility Report*
 - a) North —do—
 - b) South —do—
 - c) East —do—
 - d) West arm —do—
- v) Estimated average delay per vehicle on different approach arms at the junctions/intersections as also intermediate road junctions along the stretch of road proposed for improvement.
 - a) South *As mentioned in the Feasibility Report*
 - b) East —do—
 - c) West —do—
- vi) In case if the grade separator is proposed on the railway level crossing please specify.
 - a) Number of trains passing 8.00 a.m. to 8.00 p.m. per day/week: **Not Applicable**
 - b) The frequency & duration of the closure: **Not Applicable**

BASIC INFORMATION / DRAWINGS REQUIRED FOR PROCESSING OF IMPROVEMENT PROPOSAL.

1. GENERAL INFORMATION

- i) Location of the scheme: *Pankha Road – Station Road Intersection*
- ii) Implementing Agency: *Delhi Development Authority*
- iii) Contact Officers

Name	Designation	Office Address	Phone	
			Off	Res.
Sh. S.C. Tayal	Project Manager III	B-2, Janakpuri, New Delhi	551655	
Sh. Shekhar De	Executive Engineer	DDA, Lakkar Mandi, Kirti Nagar, Delhi	5413202	

- iv) Type of Grade Separater ROB / RUB: *ROB*
- iv) Estimated project cost (including improvements at surface level): *7 Crores (approx.)*

2. RIGHT – OF – WAY & ALIGNMENT DETAILS.

Right – of – way details

S.NO.	Name of the arm	Existing	R/W in meters.	
			As per Master Plan – 2001.	Proposed in the Scheme under Consideration.
1.	Pankha Road (Railway Station Side)	29.0 – 31.0 m	45m	29.0 – 31.0 m
2.	Station Road (Janak Setu Side)	35.0 m	45m	37.5 m
3.	Station Road (Kirbi Place Side)	50.0 m	45 m	50.0 m

3. APPROVED ALIGNMENT PLAN AVAILABLE FOR:

S.NO.	Name of the Arm.	Yes / No	R/W in meters	
			1st Phase	2 nd Phase

- i). Details of volume survey with data of survey: *As mentioned in the Feasibility Report*
- ii). Projected Volumes on each arm for Horizon Year: *—do—*

- b) Services – Underground / overhead Affected in the proposal shall be shown on the plan in different colours: **Details of overhead services Shown in drawing no. CRTS/DDA/FP/SR/201, 202, 203 & 204**
- c) Trees - : Number of trees affected along with their girth and species details
13 Trees of different girth and species
- d) Whether access to the existing / proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.
Provision of surface level road has been made
- e) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction / inter – section on either sides has been integrated with proposal under consideration:
Shown in drawing no. CRTS/DDA/FP/SR/205

F). PROJECT REPORT

Office Address;
Phone No. _____


10/10
Signature of the officer
of the implementing
Authority.

- ii) A drawing (preferable at 1:2000 Scale) indicating:
 - a). Improvements required upto next important intersection.
Shown in Drg. No. CRTS/DDA/FP/SR/204
 - b). Integration of circulation of surrounding areas. Covered in a above this may be prepared in consultation with Traffic Police & Road Owing authority. —do—
 - c). Improvements required in the surrounding road network and intersections. —do—
- iii) a. The improvement suggested for the surrounding intersections shall be prepared at a scale of 1:500 preferable (but not less than 1:1000 in any case). *Shown in Drg. No. CRTS/DDA/FP/SR 203 & 204*
- b). Location of Bus stops (to be identified in consultation): *Shown in Drg. No. CRTS/DDA/FP/SR 203 & 204*
- c). Location of pedestrian subways (whether required with proper justification).
Shown in Drg. No. CRTS/DDA/FP/SR/ 202
- d). Signal Phasing (Preferable with Cycle timings). *Not Applicable*
- e). Integration of Cyclist movement (proposal with proper justification)

7. A drawing indicating the proposal in red lines and effected properties / structures in yellow lines.

8. THE OBSERVATIONS OF THE IMPLEMENTING AGENCY:

9. THE OBSERVATION OF THE RELATED AGENCIES (WHICHEVER APPLICABLE):

- i). PWD /MCD / DTTDC / NDAC / Ministry of Transport (Road Wing).
- ii). DESU / DWS & SD / MTNL.
- iii). Flood Department.
- iv). Land Owing Departments.
- v). Traffic Police.

10. Report on the project.

11. Feasibility report.

EE
18/10
EE/PO-1

4. PHYSICAL SURVEY DETAILS :

- i) P.T. Survey Scale for the main drawing. The details to be indicated on these survey Plans are placed at Annexure – II:

Shown in Drg. No. CRTS/DDA/FP/SR/201, 202, 203 & 204

5. CROSS SECTIONAL DETAILS :

Existing – Proposed cross sections the following element along with the existing property line to be indicated in Drawing for all the arms at 1:250 scale (Preferable). These sections should be at (i) Grade, (ii) With Grade Separator & (iii) Existing.

Shown in Drawing no. CRTS/DDA/CIP/PL/201-211

S.NO.	Cross Sectional Elements	Details
i).	Drain along property line	<i>Proposed on either side of road under footpath</i>
ii)	Pedestrian Crossing	<i>As mentioned in Feasibility Report</i>
iii)	Service Road	<i>—do—</i>
iv)	Footpath.	<i>1.5 m - 2.5 m</i>
v)	Reservation for H.T. Tower Line.	
vi)	Carriageway (i) On surface	<i>18 m – 22 mon Station Road</i> <i>18.5 m on Pankha Road</i>
	(ii) On Grade Separator	<i>7.5 m</i>
vii).	Verge - (i) On surface	<i>1.2 m</i>
	(ii) On grade separate	<i>Nil</i>
viii).	Parapet on Grade Separator:	<i>0.8 m high (Crash barrier)</i>
ix).	Any other use within R/W.	
x).	Location of Trees:	
		<i>Shown in Drg. No. CRTS/DDA/FP/SR/ 201, 202, 203 & 204</i>
xi).	The clear Headway between road chamber and bottom of the Beam:	<i>5.5 m</i>

6. DRAWING REQUIRED:

- i) A drawing indicating integration of the 2nd phase proposal (with full justification) with its 1st phase proposal (preferable at 1:1000 Scale): *Not Applicable*

4. EXISTING TRAFFIC CONDITIONS:

As per feasibility report submitted by the consultant this three-arm intersection has an estimated peak hour capacity of 5000 p.c.u with signal time of 90 sec. A signal cycle timing of 145 sec. As obtained at this intersection indicates that this intersection is not operating efficiently. Therefore, it is being controlled manually at peak hours. Augmentation of capacity at grade is not possible, as it has already been developed to its maximum possible at grade configuration. Therefore, M/s Craphys Consultants Pvt. Ltd. has submitted three alternative designs for grade separator at this point out of which the present proposal of half flyover on north side of G.T. Road has been recommended by the consultants.

5. EARLIER ACTION;

EE, FD-5 vide his letter dt. 4.2.2000 had forwarded planning and design of a grade separator at the above mentioned intersection. This case was discussed in the T.C. in its meeting held on 22.8.2000 vide itemno. 47/2000.

The following is the decision of the T.C.

DECISION

"The proposed grade separator scheme at T-Junction of G.T. road and road no. 66 was presented by the Consultant. During the presentation, the consultant highlighted the need for integrating the proposed scheme with the upcoming MRTS Stations at Seelampur and Gautampuri area as well as DMRC's proposals of property development along this road. After detailed discussion the Technical Committee desired that the Project Manager Group-I, DDA may convene a meeting of all concerned i.e. DMRC, Consultant, Traffic Police, DDA, Irrigation and Floor Deptt. etc., so that a total integrated corridor improvement plan be evolved.

The Technical Committee desired that the grade separator scheme at 'T' junction as per format, be submitted after it is duly authenticated by the Project Manager for consideration of the Technical committee."

SUB: GRADE SEPARATOR AT T JUNCTION OF G.T. ROAD – ROAD NO. 66(TYA)
F.5 (14) 99-MP

1. BACKGROUND:

The above mentioned flyover is one of the seven flyovers to be constructed by DDA in Phase-II as decided in the meeting held on 9.3.2000 in the chamber of Secretary, PWD. The same is informed by EM in a letter addressed to Principal Secretary, PWD DT. 10.3.2000. M/s CRAPHTS Consultants (I) Pvt. Ltd. has submitted the proposal along with the feasibility report for the above said flyovers.

2. LOCATION:

The proposed grade separator is a T-junction on G.T. Road, Shahdara and M.P. Road no. 66. The land use around this junction is given as under:

- i. On the Northern side of G.T. Road is New Seelam Pur, Ph. I & Ph.II and police lines.
- ii. On the Southern side of GT Road is Recreational (Distt. Park) and Delhi Gazhiabad Railway line.
- iii. On the Eastern side of M.P. Road no. 66 is New Seelam Pur Residential Ph.III & Ph.IV and Welcome Colony.
- iv. On the Western side of M.P. Road no. 66 is New Seelam Pur Residential Ph. I & II.
- v. MRTS is also proposed along railway line to Gaziabad i.e. between existing G.T. Road and Delhi Gaziabad railway line.
- vi. Eastern Yamuna Canal is also running parallel to M.P. Road no. 66 on its eastern side.

The site plan is enclosed at annexure A

3. RIGHT OF WAY & ALIGNMENT DETAILS.

As per M.P.D. 2001, the right of way of G.T. Road, Shahdra is 45.0 Meter. The same is approved by DDA vide Resolution no. 151/92 DT. 1.12.1992. The right of way of M.P. Road no. 66 is 30.0 Meter. As per MPD 1962/MPD 2001 the same stands approved by DDA vide Resolution no. 99 DT. 8.8.75.

7. REVISED PROPOSAL.

The EE vide his letter no. F5(12)FD-5/A/DDA dt. 21.10.2000 has submitted the revised proposal of a 3 lane half flyover in first phase and additional 3 lane – i.e. 6 lane full flyover if required be constructed in the second phase. The 4th arm has been proposed by DMRC for the entry and exit of Parking lot for the proposed Metro Station at Gautam - Pur.

The proposal of the 4th arm will be examined in detail after the DMRC Station loads are stabilised & the need for addition of 4th arm established.

8. PLANNING OBSERVATIONS:

- i. Right of way line on the northern side of Station road has not been marked.
- ii. Road improvement upto 1.0 km. On either side of the scheme has not been submitted and survey upto one plot depth has not been shown on the plan.
- iii. As per the Supreme Court directives no dedicated bus bays has been provided.
- iv. The design of grade separator requires further examination by Eng. Wing in terms of the design, speed, structure super elevation and other engineering aspects.
- v. The approval from the various agencies, if required, shall be taken by the executing agency.
- vi. The diversion plan during construction is to be got approved from traffic police.
- vii. The consultant will submit a landscape plan of the scheme.
- viii. The modified plan, duly authenticated by he Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- ix. The project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.
- x. Since right turning traffic has been shifted to road no. 65 as at 'A' above, the strengthening of Road no. 65 will have to be done suitably to take care of the increased load of right turning traffic.

6. FOLLOW UP ACTION:

In compliance to the decision of the T.C. the concerned EE, FD-5 submitted the drawings to DMRC and Flood Deptt. for no objection.

6.1 DMRC vide their letter no. DMRC/CA/122/687 dt. 18.7.2000 made the following observations/suggestions (Annexure B)

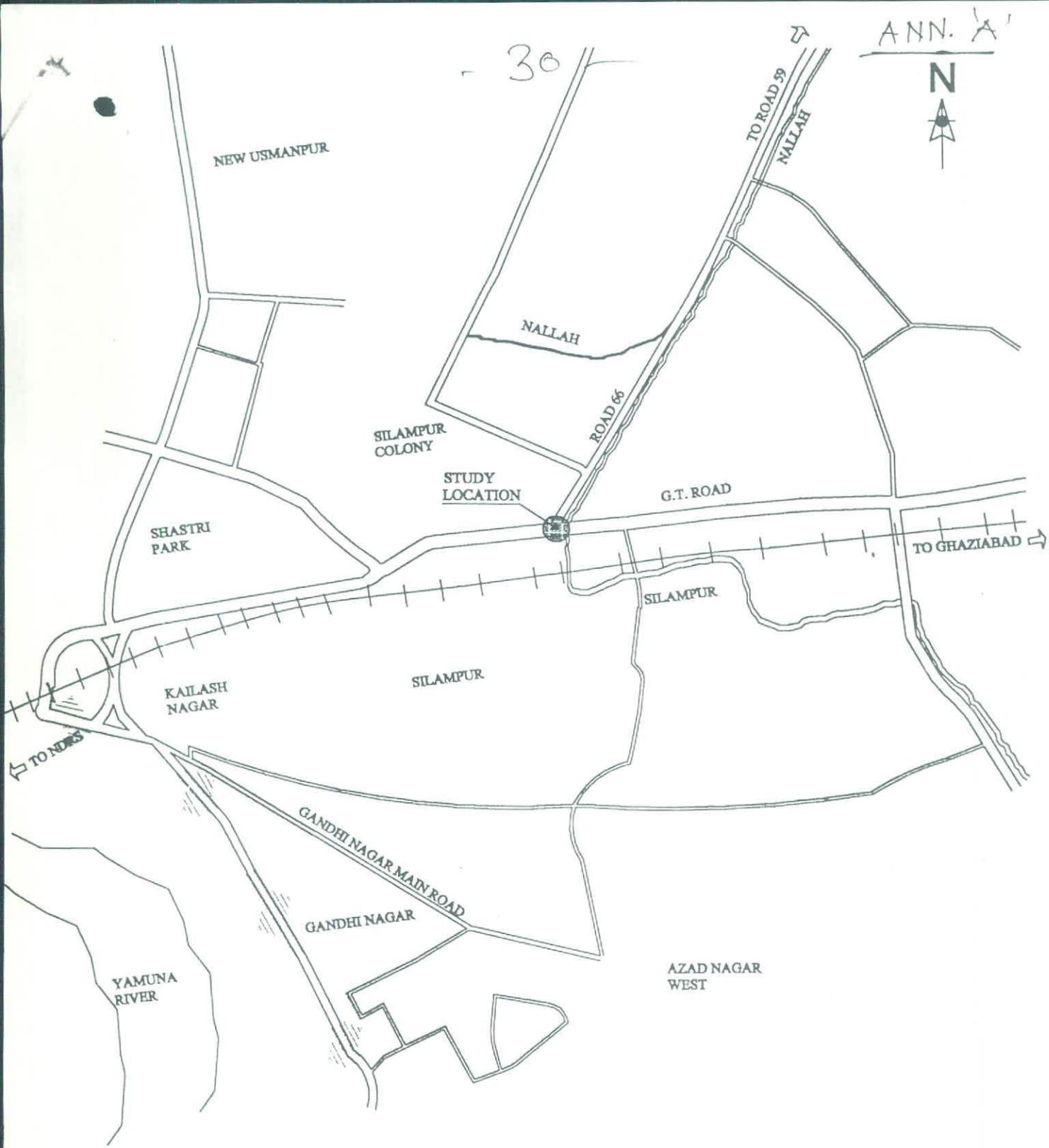
- i. The elevated expressway be extended to cover the proposed intersection as well subject to Technical feasibility. DMRC had no objection to construct a separate flyover over G.T. Road – Road no. 66 intersection as proposed.
- ii. The 3 arm signal control junction may be converted to 4 arm junction.
- iii. To cater to the pedestrian crossing subway may be planned at the junction.
- iv. The pedestrian subway proposed on eastern side may be dispensed with as DMRC has a proposal to construct a subway in front of Seelampur Station which is close by however, DMRC has no objection to DDA taking up this subway as well subject to above observations the proposed flyover planned is acceptable to DMRC. As regards NOC from I & F Deptt. of GNCTD the EE has informed that the same is likely to be received shortly. Their conditions if any will be taken care of by the Project Manager, FD-II during implementation of the said proposal.

6.2 The various issues related with the flyover were discussed in the meeting noted under the chairmanship of Project Manager, FD-II on 13.10.2000 (the same are placed at Annexure - C). the decision in brief are as under:

- a. The proposal pertaining to corridor development of G. T. Road and a proposal of a grade separator and intersection with road no. 66 was explained by the consultant and in the light of the DMRC letter it was felt that the generation of optimal traffic from the railway station will take more than 5 to 10 years before stabilization as such the present 3 lane flyover proposal may be constructed in the first phase of development.
- b. Subsequently in the second phase addition of other ½ flyover (3 lanes) reviewed w.r. to MRTS station requirements and if required can be constructed in 2nd phase.
- c. Necessary NOC from I&F will be obtained.
- d. Overall circulation plan on account of closing of the medians of the G.T. Shahdara road will be explained by the consultant & also be discussed with traffic police.



- 30



KEY PLAN SHOWING THE STUDY LOCATION
(G.T. ROAD - ROAD 66 INTERSECTION)

FIGURE : 1

Tel : 4365202/04
Fax : 4365370



दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

F B O C Place, Bhishma Pitamah Marg, Pragati Vihar, New Delhi-110003

Ref.No.DMRC/12/CA/ 122/815

September 29, 2000

To

Mr. R P Goel
Executive Engineer
Flyover Division No.5, DDA
Seed Bed Park, Sakarpuri
Delhi - 110092



Sub: Proposed flyover at GT Road - Road 66 Intersection observations

- Ref.: i) Your Lr. FS(12)FD5/A99-2000/688 dtd. 7-6-2000
 ii) Our Lr. No.DMRC/CA/122/688 dtd. 8-7-2000
 iii) Your Lr. No. F.5 (12)/FD-5/A/99-2000/DDA/1192 dtd. 26-9-2000

Dear Sir,

In response to your letter under reference (i), the letter with observations/suggestions were communicated vide our dtd. 8-7-2000 (reference ii above). Further to the same, the following suggestions/comments are offered.

1. It has been suggested in our earlier reference (ii above) that the elevated expressway be extended to cover the proposed intersection. This is a suggestion, which DDA may consider adopting if found to be technically feasible. DMRC has no objection to construct a separate flyover over GT Road - Road No.66 intersection as proposed.
2. As suggested in our earlier letter, the three armed signal controlled junctions may be converted as four armed junction. Your proposal indicates the entry from station in dotted lines.
3. To cater to the pedestrian crossing, a subway may be planned at the junction.
4. The pedestrian subway proposed on the eastern side may be dispensed as DMRC has already proposed a subway in front of Seelampur station close by. So also another subway has been suggested above at the intersection. However, DMRC has no objection to DDA taking up this subway as well if it is found necessary as per studies.

Subject to the above observations, the proposed flyover plan is acceptable to DMRC.

Two copies of Gautampur Station Layout are enclosed as requested (in minutes of the meeting)

It is further requested that traffic report containing details of projected traffic on the fly over as well as at grade may please be communicated so that DMRC could incorporate these details in its traffic integration plans that are under preparation.

Thanking you,

Yours faithfully,

[Signature]
(Tipta Khurana)
Chief Architect

[Handwritten notes]
2/1/00

- 31 -

ANN. B ①

☎ : 4365202/04
Fax : 4365370

दिल्ली मेट्रो रेल कॉर्पोरेशन लि०

DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)
N.B.C.C. Place, Bhishma Pitamah Marg, Pragati Vihar, New Delhi-110003

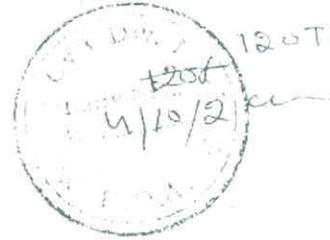


Ref. no. DMRC/CA/122/687

July 8, 2000

To

Mr. R. P. Goel
Executive Engineer
Fly Over Division No.5, DDA
Seed Bed Park
Sakar Pur, Delhi - 110092.



Sub: Proposed flyover at G.T. Road - Road 66 Intersection

Ref.: FS (12) FD 5/A99-2000/688 dtd. 07.06.2000

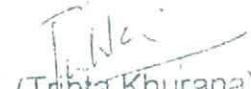
Dear Sir,

With reference to above referred letter the proposal for the proposed flyover at GT Road - Road 66 intersection has been examined and our comments are as under: -

1. The existing express way is terminating about 100 mts. east of Seelampur intersection (G T Road - Road no.55 intersection). The proposed system is at GT-Road 66. It may be desirable to study the viability of extending the existing express way till the proposed one.
2. The turning movement (PCU) diagram without and with metro for the year 2005 are enclosed which may also be considered while finalising the proposal.
3. The intersection of GT Road and Road no. 66 may be designed as a four arm junction to facilitate entry to the Gautampur station.

Thanking you,

Yours sincerely,


(Tripta Khurana)
Chief Architect

Encl.: As above

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER
FLYOVER PROJECT GROUP - II

NO.: P.M.R.(FC) Coord'n (2000) Let IT / DDH / 819

DT.: 17/10/2000

MINUTES OF THE MEETING

SUBJECT :: REG. Proposed Grade Separators at

- A. Gazipur IFC and NH-24 by-pass.
- B. G.T. Shahdara and Road No. 66.

.....

The meeting was held today at 13.10.2000, under the chairmanship of flyover Project Manager Gp-2 and the following Officers attended the meeting ::

- 1. Sh. Prakash Narayan, Director (TT).
- 2. Sh. D.K. Saluja, Director (Area Plan)
- 3. Sh. R.M. Lal, Jt. Director (TT)
- 4. Sh. O.P. Verma, E.E./F.D.-6
- 5. Sh. R.P. Goel, E.E./F.D.5
- 6. Sh. D.P. Singh, E.E./F.D.-7
- 7. Sh. Parvati, Consultant/
Alam m/s (not)

A.

The matter pertaining to the Flyover Project of Gazipur Freight Complex, NH-24 was initiated and Director (Area Plan) explained the Integrated IFC Gazipur to revise the layout plan of the Freight Complex. The following were desired ::

- I. The survey of existing infrastructure (Roads, Drains, Electrical systems, boundary wall, fencing etc.) will be got obtained from the office of the Chief Engineer (EZ) such that in formulating the modifications, the infructuous expenditure could be minimised.
- II. Based on the above information the area planning will modify the alignment plan within Freight Complex based on the information available.
- III. On account of the complexity of the transportation network required for the Freight Complex. The necessary alignment may be taken as a constraint and based on this a secondary road network be got evolved with the help of consultant: to maintain efficiency of the project.
- IV. Identifiable reference points will be identified on the

2290/30 (CT)
17.10.2000

Placed in the concerned file of
G.T. Shahdara Rd & Road no. 66.

MP
20.10.2000

...2..

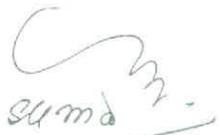
The meeting ended with a vote of thanks.

(S.K. MALHOTRA)
PROJECT MANAGER
FLYOVER PROJECT GP-2

Copy to ::

1. P.S. TO E.M. for information of favour of later.
2. P.S. TO Commissioner (P) for information please.
3. All members attending the meeting.
4. Copy to P.M.G.I. for information.

sh R.M. Lal JK DIR (TD)


(PROJECT MANAGER)
FLYOVER PROJECT GP-II.

map to avoid any confusion later.

V. The alignment plan indicated on the map will also give cross-sectional dimensions to indicate the depth of drain the height of footpath etc.

VI. On account of various meetings and inputs from various agencies the draft proposal of the grade separators gets modified, whereas the technical report forming the part of the grade separator remain unchanged. To avoid such a situation the consultant will give a brief of number of pages which will be required to be revised as part of the report. Once the proposal is approved by the technical committee then the consultant will submit final report incorporating all the amendments in the write up.

B. The proposal pertaining to the development of G.T. Road and the proposal of the grade separators at its intersection with road no.66 was explained by the consultant and it was felt that in the light of conditions stated in the DMRC letter we can get ahead with the development of G.T. Road because the generation of optimal traffic from the railway stations will take more than 5-10 years time before showing any impact. The following was recommended :-

- I. The flyover prepared by the consultant indicating the pedestrian/cyclists under pass may be constructed as the first phase of development.
- II. The final phase of this project may be got reviewed when DMRC/site situations want certain modifications.
- III. The loads indicated in the MRTS proposal are optimal and will take more time before they get stabilised and a new modal split gets established by MRTS system.
- IV. The consultants will send a report indicating basis of the said proposal.
- V. Necessary NOC from I&F Deptt. GNCTD pertaining to drain coming in the said proposal will be got obtained.
- VI. The overall circulation on account of closing of the medians of the G.T. Shahdara Road will be explained by the consultant.

The average journey speed on NH-24 (Bye-pass) between Road no. 56 and Delhi U.P. boarder is observed to be in the range of 26.74 km/h to 37.10 km/h.

5. PROPOSAL:

The various alternative proposals submitted by the consultant for providing grade separator at the referred intersection has been discussed in number of internal meetings held under the chairmanship of commr. (Plg) and Project Manager, Group-II. Taking into consideration the views expressed in these meetings the consultant has finally submitted a proposal in the form of extended rotary under NH-24 (Byepass) having cross connections for linking northern and southern sides of the IFC by raising NH-24 (Byepass) by 4M upto a distance of 400M. Approach ramps have been provided along NH-24 By pass on either side to provide entry and exit to the freight complex from NH-24 (details of the scheme is laid on the table).

6. PLANNING OBSERVATIONS;

The proposal has been examined and following are the planning observations:

- i) As decided in the meeting held under the chairmanship of Comm.(plg), on 2.8.2000, the internal circulation of IFC will be modified and ^{placed} before the Technical Committee, simultaneously along-with the proposal of Grade Separator.
- ii) In the next meeting held under the chairmanship of Project Manager-II on 13.10.2000(Annexure III-)it was decided that design of IFC will also be revised subsequently taking the present proposal of underpass at NH-24 (by-pass) as constraint.

Accordingly, the consultant has proposed revision in the IFC project network. The copy of the same has also been forwarded from the office of Project Manager-II to the Area Planning Unit for finalizing the revised network of IFC, Gazipur. As informed by EE (FOP) the details of existing roads, drainage etc. constructed in the IFC Complex have already been superimposed on the plan to minimize the infructuous expenditure for modifying the proposal of road network.

- iii) To increase the efficiency of the IFC circulation and utilizing the existing raised level of NH-24. Bypass it is proposed that a low height bridge may be provided to link the Northern & Southern part of the IFC thereby segregating pedestrian, slow moving vehicles as well as services.
- iv) To provide a proper linkage of the freight complex with NH-24, the location of bus stops, bus bays and staircases may be well spelled out to meet pedestrian movement.
- v) After the proposal is approved from the T.C. the consultant will update the technical report and will submit three copies through the office of Project Manager, F.D.II updating all the information contained therein for record

SUB: GRADE SEPARATOR AT NH-24 BYE-PASS GAZIPUR FREIGHT COMPLEX INTERSECTION.

1. BACKGROUND:

The above mentioned flyer is one of the seven flyers to be constructed by DDA in phase II as decided in the meeting held on 9.3.2000 in the chamber of Secretary, PWD. The EM in a letter addressed to Principal Secy., PWD DT, informs the same. 10.3.2000. Accordingly, Ex. Engineer, F.D.7 has forwarded the said proposal vide his letter dt. 20.10.2000 prepared by M/s CRAPHTS Consultant (I) PVT. Ltd. Along-with the feasibility reports for the above said flyover.

2. LOCATION:

The location of the referred intersection of NH-24 Bye-pass and road leading to Murga Mandi, approximately 400M West of Delhi U.P. Boarder and approximately 1 K.m. East of Intersection of NH-24 Bypass and Master Plan Road No. 56. The landuse around this junction has been designated as IFC Gazipur in an area of approximately 110 hect. Spread on either side of the NH-24 Bypass near Gazipur village (key plan enclosed as Annxure-1).

3. R/W AND ALIGNMENT DETAILS:

As per MPD-2001 the R/W of NH-24 (Bye-pass) is 90M. The r/W of the intersecting roads within IFC Gazipur as indicated in the approved plan of IFC, Gazipur shall need modification as discussed in the meeting held on 2.8.2000 under the chairmanship of Comm (plg). The minutes of the meeting are placed at Annexure-II. Accordingly, the plan of IFC Gazipur after amendment of circulation will also required to be placed in the T.C.

4. EXISTING TRAFFIC CONDITIONS:

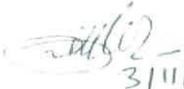
As per feasibility report submitted by the Consultant at present there is a three arm intersection functioning at the moment which is ultimately to be developed as four arm underpass. The details of the direction wise classified traffic volume are as under:

1	Straight Component of traffic along NH 24 Bypass (both direction) during peak hour(in pcu)	2680
2	Right turning traffic from Murga Mandi to NH-24 Bypass during peak hour (in pcu)	56
3.	Total right turning traffic at the intersection (PCU)	131
4.	Total left turning traffic at the intersection (pcu)	258

- vi) The consultant will submit traffic management/diversion plan during the course of construction of the fly over after getting the same approved by the D.C.P. (Traffic).
- vii) As per the proposal the consultant has proposed 4.0M raising of NH-24 (Bypass). This may be examined critically in relation to the desired head clearance for the IFC Gazipur to optimize minimum raising of the Bypass level. Therefore, a specific head clearance below the bypass may be spelled ^{cut} first before finalizing the top level of the Bypass.
- viii) Based on the proposed modification in the plan of IFC, Gazipur that may be got prepared either by the Area Planning Unit or their consultant, the same will be presented separately before the Technical Committee for their consideration.
- ix) The service plan and other engineering aspects are to be examined by the Engineering wing before execution of the proposal.
- x) The land scape plan shall be prepared by the consultant in due course.
- xi) Any other clearance required in connection with implementing the Project Manager should be obtained the proposal either from GNCTD or any other agency.

7. RECOMMENDATION:

The proposal is submitted for consideration of the T.C. subject to the planning observations.


3/11/2020

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


3/11/2020
PRAKASH NARAYAN
DIRECTOR(TT)

layout plan be supplied to the Manager, Flyover Project-II. Based on this layout plan the consultant will modify the proposal of the grade separator (underpass) at NH-24 Bye Pass by providing proper access and circulation. The modified proposal of the grade separator will be brought again for discussion alongwith modified I.F.C., Gazipur layout. Once the proposal is finalised then the proposal of the grade separator will be placed before the T.C. meeting alongwith the suggested modification in the layout plan of I.F.C. Gazipur.

Meeting ended with a vote of thanks to the Chair.

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

Copy to:-

1. P.S. to Commr. (Plg.), DDA.
2. Chief Engineer, Zone-II, PWD, GNCTD.
3. O.S.D. (T), Min. of U.D., Nirman Bhawan.
4. Project Manager, Gr.-II, Flyover Project, DDA.
5. Project Manager, Group-I.
6. O.S.D. (A.P.), DDA.
7. Sh. Saluja, Director (A.P.), DDA.
8. Director (TT), DDA.


21.8.2000
Jt. Director (TT).

MINUTES OF THE MEETING

Date: 21.8.2000

No. F. 5(13)99-MP/D-53

Subjects- Proposal of grade separator at NH-24
Bye Pass - Intersection of Freight
Complex Gazipur
File No. F. 5(13)/99-MP.

The meeting was held under the chairmanship of Comr. (Plg.) on 2.8.2000 at 4.00 P.M. in the Conference Hall, Vikas Minar. The list of officers attended the meeting is enclosed at Annexure-'A'. The proposal of grade separator was explained by the consultant a copy of alternative 2 which was discussed in the meeting has been retained in the office record. It was decided that in the first instance the layout plan of I.F.C. Gazipur may be modified. The salient points are as follows:-

1. In pocket A possibility of incorporating a road of 45m. R/W near Delhi U.P. Border may be explored.
2. In pocket B & C a 30M proposed road has been shown passing along Poultry Market and Bus Terminal. The R/W of this road be increased to 45M and this road be merged with the 45M road along the periphery of Union Territory near Motor Parts market. This 15M additional width will be compensated by taking out 15M width from the existing 45M R/W along the U.T. boundary in pocket-C.
3. The 45M R/W road crossing from pocket A to Pocket B in the layout plan be converted into an extended rotary below NH-24 Bye Pass. This be provided according to required turning radii for heavy vehicles.
4. This 45M R/W road from pocket A to Pocket C will act as the main feeder spine to the complex and the vehicles will enter I.F.C. Gazipur through an extended rotary below NH-24 Bye Pass.

Based on the above broad guidelines the layout plan shall be modified by OSD(A.P.). A copy of this modified

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE PROJECT MANAGER
FLYOVER PROJECT GROUP - II

NO.: P.M.R.C.P.E) Coordn/2000/Let.IT/DPH/219 DT.: 17/10/2000

MINUTES OF THE MEETING

SUBJECT :: REG. Proposed Grade Separators at

- A. Gazipur IFC and NH-24 by-pass.
- B. G.T. Shahdara and Road No. 66.

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- 2. Sh. D.K. Saluja, Director (Area Plan)
- 3. Sh. R.M. Lal, Jt. Director (TT)
- 4. Sh. O.P. Verma, E.E./F.D.-6
- 5. Sh. R.P. Goel, E.E./F.D.5
- 6. Sh. D.P. Singh, E.E./F.D.-7
- 7. Sh. Parvati Alam, Consultant/m/s [unclear]

A.

The matter pertaining to the Flyover Project of Gazipur Freight Complex, NH-24 was initiated and Director (Area Plan) explained the Integrated IFC Gazipur to revise the layout plan of the Freight Complex. The following were desired ::

2290/30 DGT)
17.10.2000

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...2..

Placed in the concerned file of
G.T. Shahdara Rd & Road no. 66.

[Signature]
20.10.2000

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V. The alignment plan indicated on the map will also give crosssectional dimensions to indicate the depth of drain the height of footpath etc.

VI. On account of various meetings and inputs from various agencies the draft proposal of the grade separators gets modified, whereas the technical report forming the part of the grade separator remain unchanged. To avoid such a situation the consultant will give a brief of number of pages which will required to be revised as part of the report. Once the proposal is approved by the technical committee then the consultant will submit final report incorporating all the amendments in the write up.

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- III. The loads indicated in the MRTS proposal are optimal and will take more time before they get stabilised and a new modal split gets established by MRTS system.
- IV. The consultants will send a report indicating basis of the said proposal.
- V. Necessary NOC from I&F Deptt. GNCTD pertaining to drain coming in the said proposal will be got obtained.
- VI. The overall circulation on account of closing of the medians of the G. Shahdara Road will be explained by the consultant.

3. **Salient Features of the Eastern Approach Road Project:**

a) Alignment

The proposed alignment of the approach road to Dwarka is from the eastern side of the project. It originates from Old NH- 8 near the Palam airport and ends at near the junction of Sector 1 & 2 (near Dwarka gate) in Dwarka thereby providing an excellent direct linkage from South Delhi. The proposed alignment passes through agriculture fields near the airport, Palam Sports Ground, near Thimmayya Marg 'T - Junction', the cantonment area including Army and Air Force etc. properties / land upto existing Delhi - Rewari railway line. Upto the railway line, the alignment runs parallel to the existing Palam road towards its north - east. The proposed road crosses the railway line in the form of ROB over the railway line near Palam Railway Station. Thereafter, it enters into the Dwarka Project in the form of elevated road over the existing Raj Nagar - Mangla Puri - Palam road. This elevated road passes through Pocket - 13 of Dwarka Project before descending at near Dwarka Gate.

b) Junction improvement at Thimmayya Marg 'T - Junction'

Taking into consideration future quantum of likely traffic to be generated to and from Dwarka, it was felt that the existing Thimmayya Marg 'T- Junction' may not have the capacity to handle such traffic. Furthermore, this junction caters to the VIP movement and requirements of Army, Air Force, AAI near Palam Technical area. In view of above, it was considered appropriate to plan for this junction improvement in order to have a completely separate road alignment for the proposed eastern approach road (i.e. project under reference) that could avoid conflict with VIP / Defence movement near the airport from security point of view. This segregation may be in the form of either Over Pass or Under Pass.

As regard, the improvement scheme for this junction, it is to be noted that a part of southern approach to the grade separator comes within the landing / take off funnel of the nearby airport runway. Height restrictions apply in this case. However, both over pass and under pass have been considered and plans prepared.

c) Road Over Bridge (ROB) & Elevated Road (near Palam Railway Station & towards Dwarka Project)

The alignment is to cross the railway tracks in the form of a 4 lane ROB. Beyond the railway tracks the new alignment would traverse as a 4 lane elevated road with a provision of 2 lane surface road. Access to adjacent properties will thus, not be affected. The elevated road will continue as a two tier road till it drops down at the intersection near Dwarka Gate. An additional climbing ramp has been proposed along the school boundary near Manglapuri intersection whereby the local traffic going towards Thimayya Marg could take to the elevated facility after negotiating the Manglapuri intersection. Bus bays have been proposed on the elevated corridor as well.

LAI D ON TABLE

S. No. 4 / ITEM No. 57/2000/7

- 45 -

Sub: Proposed Alignment Plan for Eastern Approach Road to Dwarka Sub - City through Cantonment Area

File No. F.5 (13)2000 - MP

Dwarka Project Brief:

a) Dwarka sub-city is a part of Urban Extension envisaged in Master Plan for Delhi - 2001. It is located in the South - West part of Union Territory of Delhi near the Janakpuri and Vikas Puri residential schemes. It is at a distance of about 16 Kms from Connaught Place and 5 Kms from Indira Gandhi International Airport. The sub - city is bounded by Najafgarh Road and Pankha Road in the North, Najafgarh Drain in the West, Bijawasan Road in the South and Delhi - Rewari railway line and Airport in the East.

b) The sub - city is planned for about 1 million population and covers an area of about 5648 hectare, spread over 2 phases namely I & II including the built up area. It is planned to be self contained city.

2. Proposed Eastern Approach Road Project Brief:

a) The Dwarka sub-city was planned to have four major approach roads from the main city i.e. Delhi. The Proposed eastern approach road (proposal under reference) through Cantonment area is one of these four approach roads. It is an important approach to the sub- city as it will connect the sub-city with the major activity areas in Delhi. Considering the importance and necessity of this approach road the alignment plan of the proposed road having 60 mt. R/W was earlier approved by Technical Committee of DDA in its meeting held on 11.3.93 vide item 35 / 93.

b) After the visit of Hon'ble L.G. of Delhi to the area on 3.10.95, the right of way of the road was decided to be 45 mt. instead of 60 mt. Subsequent to this, number of deliberations with Defence Authorities and Civil Authorities were held and the proposed 45 mt. wide road parallel to the existing Palam road was demarcated at site jointly with the concerned authorities. Since then various proposals emerged during the discussion with the Ministry of Defence, Ministry of Urban Development. Extensive correspondence and communication has taken place at various levels between DDA and the other concerned authorities namely Army, Airforce, MOD, AAI, VIP Security etc.

c) After intense deliberations, Army Authorities consented for the proposed alignment vide their letter no. 3747 / Dwarka / Q3L(i) dt. 24.7.99 (Annexure 'A') and Airforce Authority also consented for general alignment vide its letter 3W / 2148/1/221/WKS dt. 9.8.2000 (Annexure 'B').

d) For this approach road project, DDA appointed M/s Craphts Consultants (India) Private Limited as its consultant to work out the detailed alignment plan, technical details and survey of project affected structures etc. vide letter no F.81(48)EE/WD8/A/2000-2001/26 dt. 10.05.2000 by EE / WD - 8, DDA (Annexure 'C')

d) Area Traffic Circulation Scheme:

From planning point of view, the proposal envisages closure of the existing level crossing. The ROB at this location will have Foot Over Bridges (FOBs) alongside for safe movement of pedestrians. Traffic coming from Thimayya Marg side and destined towards areas like Rajnagar etc., will have to use the entire length of the elevated road and make use of the surface level intersection at the end of this for directional distribution. Traffic coming from Dwarka and destined towards Thimayya Marg will have to make use of the said intersection or the ramp near Manglapuri intersection.

e) Affected Structures etc.

The right of way of the approach road varies upto 45 meter as per site conditions. Total length of the approach road measures 6045m approximately between old Delhi - Gurgaon Road and the touch down point of the two tier road near Dwarka Gate. Out of this, 460m will be accounted for by the underpass at Thimayya Marg intersection (612m if it is an overpass) and 1964m by the ROB-two tier road and its approaches. Services to the extent of electrical, water supply, sewerage, telephone, etc may be affected. The existing drain will have to be realigned. The list of affected structures is given on each drawing also. ('Annexure - D'). The extent of affected services is yet to be worked out.

4. Modalities and Clearances Required

- a) As explained above, for the proposed road, land from Army and Air Force as well as structures and services affected in the alignment are to be quantified by the joint teams of the DDA and Army and Air Force and other concerned agencies etc. for appropriate exchange / compensation etc. These modalities need to be worked out jointly once the alignment is accepted by the Authority.
 - b) As this alignment passes through the closed proximity of Airport, clearance from AAI is mandatory, which needs to be taken before starting work on this alignment. Since this route is also used by VIPs, all the concerned agencies need to be apprised of the proposal for their observations and subsequent incorporation
 - c) The proposal as prepared by the Consultant was discussed with Army, Air Force, AAI, VIP / PM security, Estate officers from Defence in various meeting held in Dwarka site office and joint site inspection. Further it was also discussed with various local authorities in number of meetings under the chairmanship of Chief Engineer (Dwarka) / Director(Planning) Dwarka.
5. Based on above, the Consultant has prepared the proposed alignment plan for the eastern approach road to Dwarka Sub-City through Cantonment Area. The set of drawing is laid on the table for Technical Committee for its consideration.

Redi
6.11.2000

NP 6.11

3/3

[Signature]

ADC (Ply) DWOK

JDC (Ply) DWOK

Dir (Ply) DWOK

Tele : 5667657

Air Force Station
Palam
New Delhi - 110010

09 Aug 2000

3W/2148/1/221/Wks

Delhi Development Authority ✓
Asst Director (plg) Dwk
Mangla Puri, Palam
New Delhi - 110010

PROPOSED APPROACH TO DWARKA SUBCITY
THROUGH CANTONMENT AREA

1. Reference is made to your letter No.F.10(JD)/Dwk/92/Vol.III/706 dated 25 Jul 2000.
2. Refer minutes of conference - observations of Air Force Officials para 1. The alignment shown in the circulated Blue Print is agreed to without any changes.
3. Refer minutes of conference - observation Alternate route for trolley mounted aircraft. The requirement of alternate route plan discussed during meeting for taking trolley mounted aircraft from Palam Technical Area to Rajpath for Exhibitions etc., needs a Joint survey by Air Force authorities and DDA Officials. The dimensions required was handed over to your representatives. However, the same is subject to amendment after survey carried out by Air Headquarters and Command Headquarters team. The date and time for joint survey will be intimated in due course.

(AAM Sinha)
Wing Commander
By C Adm O
for Air Officer Commanding

Copy to : HQ WAC, IAF (C Wks O)

- 48 -

Tel: 3036036

Mukhyalaya Delhi Area,
HQ Delhi Area
Delhi Cantt.

3747/DWARKA/Q3L (1)

24-7-99

Delhi Development Authority,
Hangla Puri-Palam, CC-13
Near Delhi-45PROPOSED APPROACH ROAD TO DWARKA SUB CITY FROM
DELHI CANTONMENT AREA

1. Reference your letter No. F10(30)DWE/92/Vol.III/1533 dated Jun 99/21 Jun 99.
2. The proposal was discussed by Mrs. Gupta, Director (Planning) Dwarka with GOC Delhi Area on 15 July, 99. The proposed alignment of Dwarka Access road is workable subject to fulfilment of following at your end:-
 - (a) The move of military personnel and vehicles from cantonment over Maude Road, Sador Bazar Road, Road No. 1, 2 and 3 to Palam Road and vice versa will be adversely affected by construction of proposed Dwarka access road. Sketch showing the road connecting Palam Road is attached. Therefore, suitable under passage/connecting road will have to be constructed by Delhi Development Authority (DDA).
 - (b) The proposed Dwarka road should be raised above ground or alternative measures be taken to ensure that no civil ~~xxxxxxxxxxxx~~ traffic from this road spills over to the cantonment area.
 - (c) Since the alignment of proposed Dwarka access road has changed, there is a need to measure the defence land required to be transferred to DDA.
 - (d) The creation of assets in the area and land in lieu has to be provided by the DDA at a suitable location in Dwarka or nearby area as earlier agreed to by DDA.
3. You are requested to confirm the above at the earliest so that the case can be progressed further.

Sd/-
(Ranbir Singh)
Lt. Col.
AQ(L)
for Col Q

Contd.....pre page...

of contract shall be reckoned in accordance with the award letter No.F81(48)/EE/WDS/A/2000-2001/1541 dated 4/5/2000. However, the limitation period for 5th stage of payment shall be three year from the date of award.


Executive Engineer
WD:3:P.D.A.:

Copy to:

1. M/s.Craphts Consultants (India) Private Limited, 14/3 Mathura Road, Faridabad-12003 (RAD)
2. Chief Engineer (DWK)/DDA.
3. Suptg. Engineer/Circle.13/DDA.
4. All Executive Engineers/DDA.
5. F.O.to CE (DWK)/DDA.
6. A.O. (CAU) Dwarka/DDA.
7. Commissioner Works Contract Cell, Sale Tax, Department sale Tax Building, ITO, New Delhi.
8. DDA Contractors' Welfare Association, Vikas Kuteer.
9. DDA Contractor's Association, Vikas Kuteer, New Delhi.
10. & Indian Contractors Association, Regd, G-80/207 Main Bazar Laxmi Nagar, Delhi-110092.
11. Delhi Contractors Welfare Association Regd., 2018 Gali Dharamshalla Wali, Kalidasaji Turkman Gate, Delhi.
12. Work file.


Executive Engineer
WD:3:P.D.A.:

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DELHI DEVELOPMENT AUTHORITY
ENGINEERS
OFFICE OF THE E.E.; W.D.:8:
DWARKA PROJECT:MANGLAPURI::

No:F81(48)EE/WDS/A/2000-2001/26

Dated: 10-05-2000

C O R R I G E N D U M

SUBJECT: Appointment of Consultants for the feasibility for improvement of water sections and designing /planning of Fly Over grade separator/RUBS/ROB/ including their approval from DDA/IDS/DUAC etc...

This is in continuation to award letter No.F81(48)/EE/A/WDS/2000-2001/1541 dt.4/5/2000 issued by this office. After the deletion of scope of work in the agreement No.3/EE/FD-III/DDA/98-99 of Executive Engineer/FD-III/DDA, the following works are ~~also~~ awarded at the following terms and conditions at the lump-sum fee as stated hereunder:

Sl.No.	Lump-sum Fee
(1) (i) Planning and designing of grade separators at Thimaya Marg inter-section including development of corridor improvement plan upto old NH-8.	Rs.6.75 lacs
(ii) Planning and designing of grade separators at Delhi Rewari Railway line level crossing on Palam Road near IGI Airport at Dwarka.	Rs.5.00 lacs
	<u>Rs.11.75 lacs</u>

(Total amount of this agreement shall)
(now be read as 11.75 lacs in lieu of)
(Rs.6.75 lacs as per award letter No.F81)
(48)EE/WDS/A/2000-2001/1541 dt.4/5/2000)

Your letter dt.17/9/99 submitted to Director(Planning)/DDA/Dwarka Project letter dt.17/6/99 submitted to CE(DWK), letter dt.2/4/99 submitted during presentation regarding withdrawal of terms and conditions attached with the Technical and Financial bids and letter dt.19/4/99 committing time schedule as 4 (four) weeks, instead of 6 (six) weeks from the date of award i.e.4/5/2000 for completion of work upto the stage of submission of plans to T.C., DDA and previous award letter dt.4/5/2000 issued vide No.F81(48)/EE/WDS/A/2000-2001/1541 dt.4/5/2000 shall also form part of the agreement.

You are requested to attend this office on or before 22/5/2000 to sign the formal agreement on a non-judicial stamp paper worth Rs.2/- already submitted by you. The period

Contd...P.T.O.

		Area (m ²)	Building Use
		16.07	Toilet Block
		106.06	Staff Quarters
		106.06	Staff Quarters
		106.06	Staff Quarters
		29.61	Toilet Block
		39.06	Toilet Block
		39.06	Toilet Block
		138.75	Garrage
		391.68	Garrage
		----	Boundary Wall of DESU
		----	Boundary Wall of DESU
		----	Boundary wall of railway line
		6.00	Toilet Block
		4.25	Shop
		4.00	Shop
		4.00	Shop
		4.10	Shop
		4.00	Shop
		7.50	Shop
		2.50	Police chowki
		----	Water Pump house
		25.00	Office
		----	School Wall
		----	Mandir Wall
		35.00	Primary School
		----	Boundary Wall of DDA Flats
		20.00	Shop
		20.00	Shop
		22.00	Shop
		20.00	Shop
		20.00	Shop
		18.00	Shop
		18.00	Shop
		18.00	Shop
		20.00	Shop
		18.00	Shop
		20.00	Shop
		20.00	Shop
		20.00	Residence
		----	Boundary Wall
		----	Boundary Wall of Dispensary
		----	Well
		20.00	Pump House
		20.00	Store
		----	Boundary Wall of Dispensary
		----	Boundary Wall
		5681.58	Total Affected Area

* CRTS/DDA/CIP/PU.....

Details of affected structures within R O W

Drg. No.	S. No.	Type of Structure	No. of Storey	Area (m ²)	Building Use
* 201	1	Brick Wall	---	---	
202	2	Brick Wall	---	---	Play Ground Boundary Wall
"	3	Pucca	Single	4.61	Sports Complex Store
"	4	Pucca	Single	4.61	Sports Complex Store
203	5	Pucca	Double	52.16	Gymnasium
"	6	Pucca	Single	23.10	Guard Room
"	7	Pucca	Single	460.00	Sports Complex Building
"	8	Brick Wall	---	---	Sports Complex Boundary Wall
"	9	Pucca	Single	211.75	Servents Quarters
"	10	Pucca	Single	23.74	Garrage
"	11	Pucca	Single	242.00	Res. of Air Marshal
"	12	Pucca	Single	25.00	Guard Room
204	13	Brick Wall	---	---	Parking for Air Force Museum
"	14	Kutchha(Tin Shed)	Single	373.00	Logistic Centre
"	15	Semi Pucca	Single	853.34	Clothing Store(Logistic centre)
"	16	Brick Wall	---	---	Boundary Wall of the Officer of B&R
"	17	Semi Pucca	Single	84.78	Fresh Ration Store(Logistic Centre)
"	18	Semi Pucca	Single	57.24	Store of B&R(Tech. Area)
"	19	Pucca	Single	120.00	Office of AGB&R
"	20	Kutchha	Single	37.00	Store(Tech. Area)
"	21	Pucca	Single	30.00	Vacant Room
"	22	Pucca	Single	6.45	Rest Room(Tech. Area)
"	23	Brick Wall	---	---	Boundary Wall of Water Tank(Tech. Area)
"	24	Pucca	Single	11.55	R.P. Post
"	25	Pucca	Single	53.99	Guest Room
"	26	Brick Wall	---	---	Pump House Boundary
"	27	Pucca	Single	13.69	Office of AGEE Water Supply Office
"	28	Pucca	Single	42.70	Office of AGEE Water Supply Office
"	29	Semi Pucca	Single	62.80	Godown
"	30	Pucca	Single	20.18	Office of AGEE
"	31	Pucca	Single	222.00	Office of AGEE MO Water Supply Office
"	32	Semi Pucca	Single	61.08	Godown
"	33	Pucca	Single	33.61	Store
"	34	Pucca	Single	27.94	Store
"	35	Semi Pucca	Single	10.74	Toilet Block
"	36	Brick Wall	---	---	Toilet Block
205	37	Pucca	Single	448.96	Boundary Wall Off AGEE Water Supply Office
"	38	Pucca	Single	448.96	Staff Quarters
"	39	Semi Pucca	Single	38.94	Staff Quarters
"	40	Semi Pucca	Single	38.94	Toilet Block
"	41	Semi Pucca	Single	64.34	Toilet Block
"	42	Semi Pucca	Single	60.71	Shop & Canteen
"	43	Semi Pucca	Single	68.13	Staff Quarters

Continued.....