

# दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F1 (417)/89-MP

दिप्पणी

पत्र-व्यवहार

षय

Draft Minutes of Technical Committee Meeting  
Held on 29.9.88

पिछले संदर्भ

बाद के संदर्भ

आपूर्ति (संख्या) जारी किया  
संख्या ०० F-1110  
दिनांक १-१०-८९ VC  
१/१०

F-220

5-10-88



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Friday, the 29.9.89 at 9.30 A.M. in the Conference Room of Delhi Development Authority 5th, Floor, Vikas Minar I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>
1.	186	Installation of Lord Shiva Statue and Development of Public park on Gurgaon Road, NH-8 beyond the existing urban area limit M/s. Jayshree Charitable Trust, F.3(21)/89-MP.
2.	188	Review of Railway proposals in Delhi area relating to operational and non operational works, F.PA/JD/PPW/89/395
3.	193	Comprehensive Redevelopment scheme at Janpath Lane, F.16(89)/81-MP.
4.	194	Construction of Flyover at Aurbindo Marg outer Ring Road (I.I.T) crossing F.5(20)/89-MP.
5.	195	Improvement scheme for outer Ring Road and G.K. II Road intersection (near Savitri Cinema) F.85(19)/89-MP.
6.	196	Widening of Delhi Mathura Road from lanes of 8.3 to 12.00 km, F.5(31)/88-MP.
7.	197	Flyover proposal of outer Ring Road and Marshal Tito Marg intersection, F.5(19)/89-MP.
8.	199	Flyover proposal on Marshal Tito Marg and Lala Tajpat Rai Marg near Andrews Ganj Central School, F.5(18)/89-MP.
9.	201	Construction of grade separator near Ram Manohar Lohia Hospital. F.5(23)/89-MP.
10.	203	Tri junction design of road no. 50 and 45 & 59 including cloverleaf proposal, F.5(83)/79-MP.



Item No.186

Sub:-Installation of Lord Shiva Statue and Development of public park by M/s. Jayshree Charitable Trust on Gurgaon Road, NH-8 beyond the existing Urban area limit.

F.3(21)/89-MP.

M/s. Jayshree Charitable Trust has approached the Lt. Governor, Delhi for permission to erect a statue of Lord Shiva and develop about 5 acres of land around this statue as a public park with facilities like Naturopathy Treatment Centre, Meditation Centre, Yoga Centre and free medical service etc. Since the area belongs to Municipal Corporation of Delhi they have submitted their proposal to the Town Planning Department of MCD who have required a clearance from Delhi Development Authority with regards to change of land use. The height of the Shiva statue is proposed as 60.0' from the ground level.

2. The area under reference is Agricultural Green Belt as per MPD-1962 and Rural Use Zone as per PDP-2001. The proposed location under reference is very close to the existing urban limit and is adjoining the major entry/route to Delhi. It is abutting the Airport Boundaries also. As such following clearances will be required.

- i, No objection Certificate/clearance from Statue Committee constituted by the Ministry of Urban Development has been taken, and annexed at-A.
- ii. Clearance from Delhi Urban Art Commission being one of the likely major urban design project facing the NH-8 to Delhi.
- iii. The height etc. proposed is also required clearance from the Airport Authority.

It has further being opined that urban development in Delhi, presently is carried out on the basis of large

scale, acquisition of land, development and disposal of land policy only by the Government Agency. Moreover, the conversion of Agricultural land for such activities should be restricted.

3. In view of the above, the case is put up before the Technical Committee for its consideration.



No. 2013/89-W A1  
Government of India  
Ministry of Urban Development  
( WORKS DIVISION )

New Delhi dated 29th May 1989.

To,

Shri S.K. Chopra,  
Architect,  
Flat No.9, Shanker Market,  
Connaught Circus,  
New Delhi - 110001.

Subject:- Installation of statue of Lord Shiva  
at Delhi - Gurgaon Road, New Delhi.

.....

Sir,

I am directed to refer to your letter No. SMPP/  
89/336 dated the 15th May, 1989 on the subject  
mentioned above. As per the guidelines on the  
subject, no permission is required from this  
Ministry for installation of statues on private  
lands.

Yours faithfully,

-sd-

( S. RANGANATHAN )  
Deputy Secretary to the Govt. of  
India.



Sub-Review of Railway proposals in Delhi Area relating to operational & non-operational works.

PA/JD/PPW/89/395

The Chief Engineer construction, Northern Railways vide D.No.291-W/122/W-II dated 17th April, 1989 has forwarded the following two circulars regarding operational /non operational const. issued by the Ministry of Works and Housing.

1. Circular No.H-11041/1/73/DIVB/Vol. II dated 5.3.77
2. Circular No.K-10618/25/84/W IIIB dated 16.4.84.

As per the circular mentioned at Sl. No.1 above the definition of the operational construction is as under:

Operational construction means any construction whether temporary or permanent which is necessary for the operation, maintenance, development or execution of any of the following services namely:

- i. Railways
- ii. National Highways
- iii. National waterways
- iv. Major ports
- v. Airways and aerodromes
- vi. Post and telegraphs, telephones, wireless, broadcasting and other like forms of communications.
- vii. Regional grid for electricity.
- viii. Any other service which the state Govt. may, if it is of opinion that the operation, maintenance, development for execution of such service is essential to the life of the community by notification declare to be a service for the purpose of this clause.

Explanation- For the removal of doubts it is hereby declared that the construction of:

- (i) New residential buildings (other than gate lodges, quarters for limited essential operational staff and the roads and drains in railway colonies, hospitals, clubs institutions and schools in the case of railways and.



(ii) A new buildings, new structure or new installation or any extension there of, in the case of any other services, shall not be deemed to be constructed within the meaning of the clause.

The circular dated 16th April, 1984 further clarify that 'In order to ensure that the building plans conform to the National Building Code and also environmental impact of such operational construction is properly assessed, it is necessary that a certificate is recorded by the Architect/Town Planner employed by the Departments to the effect that the plans conform to the National Building Code and also would not have any adverse environmental impact. Our observations on the above definitions are as under:

1. The operational construction shall only mean the immediate improvements required at a very short notice for the operation, maintenance of the existing system. Under this heading no addition/major alternations which affects the capacity of the existing system/yard/station shall be included.

This is essential because the expansion of the activities of transport network have the repercussions on the surroundings road network and other infrastructure of the city and these needs to be examined very carefully by the authorities concerned with the plan development of the city.

2. The plans prepared by the agencies for the modernisation/minor improvements of the existing system without increasing the capacity should also be submitted to the competent authority with justifications for information.
3. These plans should also conform to the unified building bye-laws applicable in the city, zoning regulations and the Master Plan provisions of the city.

In general all the plans prepared by the concerned authority for the expansion of the railway stations and related infrastructures should be submitted to the agencies concerned with planned development of the city for their consideration and approval as per the provision of the Master Plan, zonal plans and area schemes etc.

4. The item is placed before the Technical Committee for its consideration.



(Laid on table)

Item No. 193

Sub:-Comprehensive Redevelopment Scheme at Janpath Lane.

F16(89)/81-MP

The erstwhile New Delhi Redevelopment Advisory Committee (NDRAC), earmarked Janpath Lane Area (as Redevelopment Area) recommending that a comprehensive Redevelopment Scheme will be formulated as part of the approved zonal plan of enlarged zone D-1 (Metropolitan City Centre of Delhi).

2. Accordingly, a Redevelopment Scheme was formulated in the office of the Authority which was approved by the Authority vide resolution no.50 dated 1.2.83 for inviting public objections/suggestions. The salient features of the scheme were as under:-

1. Stepped up development on modular basis had been proposed keeping in view the recommendations so far made by Archaeological survey of Delhi as well as the practical aspect of implementation of this scheme considering the types on land holding.
- ii. A set back of 30.5 mtrs. (100') was kept towards the eastern side of Jantar Mantar so that proposed buildings are apart from historical monuments of Jantar Mantar.
- iii. In the proposed scheme building blocks of 7 to 18 storeys were proposed in the form of stepped up development.
- iv. Ground coverage and FAR were kept within the prescribed limit i.e. 25% and 250 respectively
- v. Surface parking was proposed within the scheme area.
3. The Scheme envisaged 5 envelopees (p-1 to P-5)  
4 envelopees i.e. P-1 to P-4 were part of leased plots by the L&DO to different parties. Plot No. P-5 was owned by the Govt. of India plot no. P-1 was sub-divided by L&DO into 9 parts having different lessees. The scheme envisaged that all the 9 lessees of plot no.)P-1 shall combine together to construct one building and the floor space so constructed would be proportionately divided among themselves in proportion to the size of their holdings.



4. In response to the public notification dated 14.5.83 for inviting public objections/suggestions for the said scheme, 11 objections/suggestions were received.

One of the lessees of the smaller plots forming part of the plot P-1 filed a suit no. 1445/83 in the High Court against the proposed scheme. The main point of dispute was unequal distribution of FAR to different parties.

5. Screening Board heard the objections/suggestions for the said scheme and recommended in its meeting held on 24.4.84 that since the redevelopment scheme is sub-judiced the individual objections/suggestions be considered after the stay order of Court is vacated. During the proceedings court desired that an affidavit be filed stating that in the development scheme all the lessees will have maximum 250 FAR on the net area of their holdings forming part of redevelopment scheme. The Court vide order dt. 21.8.86 desired that DDA may proceed with the scheme by carving out of the resultant plot and to submit plan to the court within three months.

6. During this period extensive modifications in Delhi Master Plan for PDP-2001 were published on 6.4.85 for inviting objections/suggestions. According to the extensive modifications the maximum FAR for this area was prescribed as 150. Also on 16.10.85 the Govt. of India, Ministry of Urban Development imposed a ban on the constn. of highrise buildings/development in New Delhi & South Delhi Area. Therefore, the scheme could not be finalised.

7. Ministry of Urban Development vide letter K-13011/19/85-DDIIA dt. 18.7.86 removed the restriction on constn. of highrise buildings in zone D-I and subsequently issued the



revised guidelines for constn. of highrise buildings. According to these guidelines coverage and FAR were specified as 25% of the plot area and 250 respectively. However, with this stipulation that the parking requirement will have to be fulfilled and provided for in the basement(s), may be extended upto envelop line.

8. In order to discuss the progress, the formulation of the scheme keeping in view the Court's order and the revised guidelines issued by the Govt. of India, a meeting was held in the Ministry of Urban Development on 19.9.88 to sort out the different issues and it was decided that a small planning committee comprising of Engineer Officer/ L&DO, Chief Architect, NDMC, Director(DC&P), DDA, Sh. Jasbir Sachdev may assist in the formulation of the scheme. Accordingly, the draft modified scheme was formulated having the following features.

- i. 60' set back has been kept from the boundary wall of Jantar Mantar.
- ii. Parking has been provided in the basement.
- iii. Blocks have been proposed with 250 FAR on the basis of resultant plots having maximum coverage of 25%.
- iv. The height of the building blocks have been proposed varying between 8 storied to 12 storied. The area requirement for widening of roads have been taken from the proportionate of the land holdings. (Scheme laid on table).

9. The modified scheme was sent to NDMC, Chief Fire Officer, Delhi Fire Service Archaeological survey of India DCP(Traffic) , and Ministry of Urban Development L&DO for their comments. NDMC, L&DO and CFO has not raised any major issue. TCPO on behalf of Ministry of Urban Development has suggested that the following provisions also be included in the draft report.



1. Elevation of proposed building blocks to conform to architectural controls to be specified by competent Authority.
2. A Single agency is prescribed for management and maintenance of common provision like parking, open space and corridor.

Suggestion no.1 above of TCPO and suggestion of NDMC & CFO will be taken into consideration at the time of preparation of detailed design.

Suggestion no.2 above of TCPO, is a policy matter and it would be decided by the land owning agency i.e., L&DO and building sanctioning Authority i.e., NDMC appropriate time. As regards the comments of the Archeological survey of India is concerned they have indicated that 60' set back from the eastern boundary wall is inadequate. In this connection, it is mentioned that the scheme envisaged, the envelop of the blocks as far as possible on the holdings and therefore, set back could not provided more than 60 ft. Also they have suggested that the height of the blocks should be adhered according to the restrictions imposed in their letter dt.21.9.88. This has also been examined and it is observed that height of the two blocks near the Eastern boundary is more than the specified height of 60ft. which is due to the restriction to the ground coverage of 25%. It is also observed that in the adjacent plot of DLF a max. height of 116.8 ft. has been sanctioned for the buildings located in the same line.

Regarding this scheme the DCP(T) has observed that although the parking proposed in the basements is adequate, the dispersal of traffic via Indian Oil building and Tolstoy Marg is impossible as these areas are already over-congested and the proposal is impractical from the Traffic



5

point of view. They have therefore, objected to the proposal itself as the CBD is already overburdened with traffic problems created due to such development projects.

The meantime the High Court on 18th May, 1989, after hearing the arguments observed that in view of the affidavit dt. 12.5.89. (Annexure) the suit is liable to be disposed of. The court clarified that the DDA would prepare the entire controlled drawings at one point of time. The court further recorded consent of all the parties to the aforesaid affidavit and the case was disposed of.

10. In order to examine and sort out the issues raised by Archeological survey of India and DCP(T), meetings was called on 1.8.89, inviting the representative of the above mentioned organisation. Representative of Archeological Survey of India did not attend the meeting as he conveyed his inability to attend the meeting and suggested vide letter dt. 31.7.89 to consider points already communicated by them while finalising the scheme. The case was discussed with DCP(T) on the traffic point of view whose reaction to the scheme was as under:

1. The number of car space provided in the scheme i.e. 1089 is debateable.
2. The entry and exist point are not sufficient to catre to the volume of traffic generaged from the scheme.
3. The existing R/W of the parliament street and Janpath are not sufficient to take the load of traffic generated by the scheme and therefore, require traffic studies before the scheme is implemented.



6

DCP(T) was of the view that even if the parking provision is adequate which is desirable due to the type of development envisaged, dispersal of traffic via India Oil Corporation Bldg., and via Tolstoy Marg is an impossible task. Both these areas are already over-congested and the proposal is not practical from traffic point of view.

The case was referred to JP(T), DA on 2.8.89. The case was examined by Traffic, Unit of FPM and as per their observations the norms for car parking on the basis of two car for 100 sq.mtrs is as per MPD-2001. The proposed scheme envisaged for one way traffic movement, the entry and exist to the properties appear to be sufficient. It has been decided to hold a separate meeting with DCP(Traffic) under the Chairmanship of Director(DC&P).

11. The scheme was discussed in the meeting of the Technical Committee held on 28th August, 1989 in detail. In this meeting DCP(T) raised certain objections on the circulation pattern and pointed out that Jorpath, Tolstoy Marg and the Parliament Street are already congested and by the implementation of this scheme, the traffic would further increase and may become unmanageable. He was of the view that such scheme should be based on an overall comprehensive study of traffic and transportation of the zone. After discussion it was decided that the matter be re-submitted to TC with details of IOC building, floor-space, parking space and other details.
12. As per the information collected, the IOC building ( ground + 9 floors ) is having a built up space of 1,46,550 sq.ft. ( 13619.888 sq.mts). The adjacent 2 storey building of cottage emporium is having a built up space of 1,25,620 sq.ft(11674.72 sq.mt). In addition there are existing other buildings falling in the area proposed for redevelopment. The built up space in these buildings is approximately 40% of the proposed FAR for these blocks and are used for different activities such as commercial, offices, guest houses, lodging houses and for the residences. Thus, it would be seen that the total site is not vacant and presently used for various activities. Also the existing parking available on the site has been assessed and it is observed that in the plot of IOC about 250 car space parking is available in the Cottage Emporim Complex. By re-

.../-



Appendix 'A' to Item No. 193  
HEADQUARTERS: DELHI FIRE SERVICE: NEW DELHI

No. F.6DFS/PS/89/625

- A1 -

Dated: 13.4.89

To

Sh. S.C. Gupta,  
Director(DC&P),  
Delhi Development Authority,  
Vikas Minar, 5th floor,  
I.P. Estate,  
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane,  
Connaught Place, New Delhi.

Sir,

....

Please refer to your letter No. F.16(89)81-MP/  
dated 24.2.89 on the subject cited above. The scheme/  
modified proposal for redevelopment of Janpath Lane,  
Connaught Place, New Delhi has been examined from fire  
safety point of view.

As regards access way to approach the buildings and  
open areas all around the complex is concerned the proposal  
appears to be satisfactory. However the basement areas is  
much more and there is no compartmentation which is not  
permissible from fire spread point of view. Therefore  
suitable compartmentation be provided by erecting fire  
resisting walls of 4 hours rating and in case of any  
opening in the wall self closing automatic fire check door  
not less than 2 hours fire resistance rating must be provi-  
ded coupled with automatic fire detectors system so as to  
isolate the basement areas in the event of any out break  
of fire.

The report on comprehensive re-development scheme of  
Janpath Lane, New Delhi prepared by Sh. Jeet Malhotra,  
Chairman of the sub committee and Chief Architect, NDMC  
dated 6.5.87 had proposed 6 nos. of under ground static  
tanks around the complex for fire fighting purpose.

In view of the above, the redevelopment scheme can be  
considered subject to the conditions that individual  
buildings plan shall be submitted to the undersigned for  
scrutiny and issue of fire safety directives at the time of  
sanctioning of individual building.

Yours faithfully,

Sd/-

CHIEF FIRE OFFICER  
DELHI FIRE SERVICE



Appendix 'B' to Item No. 123

No. 13011/16/83-DDIIA/VA B1  
Government of India  
Ministry of Urban Development  
(Delhi Division)

... New Delhi, dated 18th May, 1989.

To

Shri S. C. Gupta,  
Director (DCP)  
Delhi Development Authority,  
Vikas Marg, I.P. Estate,  
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane,  
New Delhi.

Sir,

Kindly refer to your letter No. F.16(89)81-MP dated 24.2.1989. The proposed scheme was referred to the TCPO for their comments. While agreeing to the proposal in principle they have suggested that in addition to ground coverage, FAR, height control as well as guidelines for highrise buildings prescribed by the Ministry, the following provisions be also included in the draft report.

1. Elevations of building blocks to conform to architectural controls to be specified by competent authority.
2. A single agency be prescribed for management and maintenance of common portions like parking, open spaces and corridors.
2. It is understood that the Additional Secretary in this Ministry had spoken to you about this case and you had confirmed that no change of land use is involved. It is felt that L&DO, as owner of the land has to be fully involved in this proposal. It is further understood that DDA has already written to the L&DO in this regard.
3. It is requested that further action in this matter may kindly be expedited. The Ministry of Urban Development has also desired that the DDA should finalise the matter early.

Yours faithfully,

Sd/-  
(B.C. SYNGLE)  
DESK OFFICER



Appendix 'C' to Item No. 193  
NO. 24/6/89-M - C1 -  
GOVERNMENT OF INDIA  
ARCHAEOLOGICAL SURVEY OF INDIA

JANPATH, NEW DELHI, 11th May, 1989.

To

Shri S.C. Gupta,  
Director (DCP)  
Delhi Development Authority,  
Vikas Minar, 5th floor,  
I.P. Estate, New Delhi-22 2.

Sub: Proposal for redevelopment of Janpath Lane,  
Connaught Place, New Delhi.

....

Sir,

I am directed to refer to your letter F.16(89) 81-MP dated 24.2.89 on the above subject and to inform you that the draft of modified scheme for the redevelopment of Janpath Lane, Connaught Place, New Delhi enclosed therewith has been examined and the following observations have been made:-

- i) while there is no objection so far as horizontal development is concerned, it is felt that the height restriction as envisaged by the Archaeological Survey of India on the site plan a copy of which was sent to you earlier vide this office letter No. 32/5/79-M Vol.II dt. 21.9.88 is strictly adhered to. The construction of 10 to 12 storeys building adjacent to Jantar Mantar as included in the scheme would not be within the prescribed height limits and would affect the functioning of the Yantras. In order to ensure that the prescribed height restrictions are adhered to, building plans should be approved only after obtaining clearance from Archaeological Survey of India in individual cases as per the instructions of the then Ministry of Health & Family Planning and Works & Housing and Urban Development (Department of Works & Housing and Urban Development) contained in their letter No. 10-1(4) 69-UD dated 27.6.69 addressed to the

....2/-



New Delhi Municipal Committee and Delhi Development Authority a copy of which is enclosed. The intention was to ensure that no highrising building which might affect the monument is allowed to come up. The Hon'ble Minister had also assured the House of the same on 9.9.1981.

- ii) The set back about 18 mtrs. from the eastern boundary wall of the monument is considered inadequate.

In the light of the observation made above it is requested that the scheme may be suitably modified with a view to restricting the height of the buildings close to the Jantar Mantar to minimum and adequate set back from the eastern boundary from the Jantar Mantar is also provided.

Yours faithfully,

Sd/-

(C.MARGABANDHU)  
DIRECTOR(MONUMENTS)

Encl: As above.



Item No.194

(Laid on table)

Sub: Construction of Flyover at Aurbindo Marg  
outer Ring Road (I.I.T. crossing).  
F.5(20)89-MP.

\* \* \*

1. The Chairman, DTDC vide D.O No.BR/1200/89/DTDC/587 dated 29th August, 1989 addressed to Director(DC&P) D.D.A., has submitted the above noted revised proposal for Technical clearance the same from D.D.A. Prior to this, the proposal was discussed in the Technical Committee meeting held on 12.7.89 at 9.30 a.m. under the Chairmanship of V.C., DDA.
2. Technical Committee desired that the DTDC shall submit the revised flyover design with model after incorporating the following points.
  - i) V.C., DDA, mentioned that recently the proposal of 4 flyovers of DTDC were discussed in Urban Art Commission. The commission was of view that height of flyovers should be restricted to maximum 8 ft. above the ground level.
  - ii) The justification of raising the Ring Road and not the radial i.e. the Aurbindo Marg is required. The V.C. desired that a proper justification of raising the Ring Road may be submitted to the Technical Committee.
  - iii) The entry exist of adjacent property & circulation as suggested for left turning & right turning movement as surface needs further detailing by providing margining lane etc.
  - iv) It is also sought the proposal to be submitted to the scale of 1:500 indicating the improvement required upto the next intersection of Master Plan road.

..2/-



3. Chief Engineer(R) TNP Ministry of Surface Transport vide letter No.RW/MH-33054/36/89/D.II dated 17th July, 89 has forwarded the views of the Ministry of Surface Transport on the proposed flyover at I.I.T crossing (Annexure-I). Most of the points mentioned in PUC have been covered in the minutes. Through advance planning wherever feasible adequate right of way along with intersection may have to be favour for this purpose. The copy of the letter sent to Secretary, Transport (D.A.), accordingly.
4. In the present revised proposal, the DTDC have furnished the following modifications:
  - i) The revised DTDC proposal does not confirm the decision of last T/C meeting.
  - ii) Regarding the justification of raising the Ring Road is not given.
  - iii) In the revised plan, the three lane divided carriageway flyover proposal with three traffic movement at grade on either side have been envisaged with signalised intersection improvement through directional movement.
  - iv) Access to the adjacent roads have been shown in drawing i.e. direct access from Ring Road have been shown.
  - v) Some land & boundary wall of I.I.T. Delhi shall got effected due to this proposed flyover.

Other observations:

- a) The priority for selection of this particular intersection in comparison to other major intersection keeping in view the traffic problems as other busy intersection need to be reviewed.



- b) The grade separator proposal at this intersection shall need to be devetailed with the improvements required upto the next Master Plan road junction/ intersection on either sides. Feasibility study of the proposal along with details of the affected structures/properties/services/trees etc. also needs to be submitted.
- c) At grade phase wide traffic circulation need to be further study.
- d) As per the studies submitted by the consultants the peak hour traffic road at this intersection is 8875 pcus. It is also evident that only 3161 pcus i.e. 30% of the total traffic shall be using the proposed flyover. Consultant has projected the peak hour volume for 2001 at this intersection as about 12,600 pcus.
- e) The pedestrian subway etc. have not been indicated on the plan submitted by DTDC.
- f) In the last Technical Committee while considering the proposal of the four flyovers as envisaged by DTDC, it was agreed that the other intersections, if any shall be selected by DTDC on scientific basis. The basis for selecting this intersection not given in this revised proposal also.

This proposal may be placed for the Technical Committee meeting for consideration.



GOVERNMENT OF INDIA  
MINISTRY OF SURFACE TRANSPORT  
(ROADS WING)  
PARIVAHAN BHAVAN.  
No.1, SANAD MARG,

No. RW/NH-33054/36/89/D.O.II New Delhi-1 Dt. 17th July, 1989.

OFFICE MEMORANDUM

Sub:- Proposal of a Flyover at I.I.T. crossing  
(Aurbindo Marg and Outer Ring Road) by  
DTTDC, Delhi Adm. - Meeting held on 12.7.89  
under the Chairmanship of Vice-Chairman, DDA.

This refers your meeting Notice No. F.5(20)89-MP, dated the 10th July, 1989, on the above subject. The above noted meeting was attended by Shri M.K.Bhalla, Superintending Engineer (Traffic & Transportation), as this Ministry's representative. The views of this Ministry, as expressed by him, are as below:-

- i) The conceptual layouts and traffic circulation plans for such proposals may please be sent well in advance of the meeting for affording a meaningful inter-action/review of the envisaged improvement scheme. This may please be recorded as the Ministry's view;
- ii) Left turn lanes need larger turning radii and speed change lanes (to the extent possible) so as to improve turning movements and diverging/merging manoeuvres. As a result, the existing petrol pump on Ring Road-Aurbindo Marg crossing might have to shift.
- iii) Bus-bays should be located suitably away from the inter-section with proper signals and should have at least 2-lanes against one-lane. Length of bus-bays should be adequate for the parking needs of the bus routes served;

At least 3-lane pavement should be provided for the inter-section approach and beyond the merging point of bus-bays so that different movements are adequately catered to;

Access from any adjacent properties etc. would have to be regulated through service roads;

.....2/-



- vi) Considering the base year and the projected (2001) traffic volumes, assumed annual rates of growth (3% or so) seemed rather low. The growth projections needed to be carefully computed considering all growth indicators so that the intersection/fly-over components are adequately designed; and
- vii) The proposals for flyovers in Delhi, as being received, generally provide for segregation of through movements along one of the intersecting roads only. Considering the heavy traffic volume along the other intersecting road, as also the magnitude of right turning movements, at ground junctions may lead to saturated traffic flows in the future horizon. As such, advance planning for segregating the right turning movements through suitably designed loop connections should also desirably be carried out. Wherever feasible, adequate right-of-way along the intersection quadrants may, therefore, have to be frozen for this purpose. In cases where this is not possible due to retrofit situation, a 3-tier crossing might be the alternative option.

Sd/-  
(P.Banerjee)  
Chief Engineer (R) T & E.

The Deputy Director (MP),  
Delhi Development Authority,  
(Development Control & Planning),  
Vikas Minar, I.P.Estate,  
New Delhi.



Item No. 195 (Laid on table)  
Sub:- Improvement scheme for outer Ring Road  
and G.K.II Road intersection (near Savitri  
Cinema).  
File No. 85(19)89-MP.

---

The flyover proposal at the Outer Ring Road and G.K.II road intersection has been receipt from the Chairman, DTDC vide D.O. letter No. BR/1200/89/DTDC/589 dated 29th Aug., 1989. In which the Chairman forwarded a new proposal alongwith the traffic volume figures shown in drawing. In this regard no write up report with justification is furnished. The right of way of the outer Ring Road is 45 mts. as per Master Plan and right of way of the road leading to G.K.II is only 18 mtrs. as per zonal plan/layout plan.

2. The total traffic volume as shown in the drawing is about 5500 pcu's in morning peak period. It reveals from the drawings that the straight movement which account only 4764 pcu's during morning peak hours. By construction of the said flyover the surface traffic will be around 1200 pcu's.

From the above figures it is observed that the construction of grade separator on these junction does not warrant the justification for the proposal of flyover.

3. The grade separator at this intersection appears to be a piecemeal planning and without a proper study.

The proposal at this intersection needs to be adequate study. Before conceiving such scheme need proper comprehensive traffic study alongwith similar kind of intersection/junction study.

4. In our view such intersection improvement scheme should be incorporated. A feasibility study of the proposal alongwith the details of the affected structures/properties/services/trees etc. should also be submitted.

5. This kind of intersection/junction improvement scheme should come under the scheme of urban traffic management programme.

The proposal may be placed before the Technical Committee meeting for consideration.



Item No.196

Sub:-Widening of Delhi Mathura Road from 4 to 6 lanes of 8.3 to 12.00 km.

F.5(31)/88-MP.

1. This reference has come from the PWD(DA) for widening of Mathura Road from Ashram Chowk to beyond Okhla Treatment plant (8.3 to 12.00). Presently the existing carriage way is divided four (4) lanes. Since the road is heavily used for widening from 4 lanes to 6 lanes carriageway.
2. Vide letter no.23(49)/88/PWD-XXI(DA)/1239 dated 24.9.88 the Executive Engineer PWD, Div. XXI (DA) formed that the amount of Rs.98.70/- lakhs already been sanctioned by M/O Transport for the said work. Necessary approval for cutting of trees coming on carriage way were obtained from Horticulture Department Dev. Div.II, PWD(DA).
3. On the basis of survey supplied by PWD (DA) vide letter no.23(49)/87-PWD-XXI(DA)/1239 dated 24.9.88 the composite alignment plan for the above stretch have been prepared for final phase of R/W. As per MPD-1962 and Draft PDP-2001 the R/W of the above road is 45 mts. However, at the time of preparation of the composite alignment plan the R/W has been retained as available on site, it varies from 48 mts. to 55 mts. 55 mts. to 60 mts/ to 65 mts. in different stretches.  
/60 mts.
4. As per the proposed crosssection of the road 11 mts. carriageways on either sides of the verge and service roads at the end has been provided.
5. Executive Engineer(PWD -DA) vide office letter no. 236(49)/89-PWD-XXI(DA)89 dated 24.7.89 (Annexure-I) has submitted the feasibility report with sets of photographs for the entire stretch finding of in brief the feasibility are as under.
6. Silent point of Feasibility report.
  - (i) Bus bay to be developed at Ashram, instead of bus bay at 240 mts. away from xing.



- ii. Right of way of PWD land may be corrected at Ashram Chowk.
  - iii. Ashram xing may be redesign.
  - iv. width of main road must be more than normal carriageway near bus bay.
  - v. The road in front of C.R.R.I Main Gate, crossing may be corrected as shown.
  - vi. Obstructions & encroachments are to be taken care of.
7. On the basis of the feasibility report the necessary modifications in the prepared alignment plan has been made.

The following are the salient points:

- i. Average of 4 mt. wide control verge is maintained to protect maximum number of trees. No fully grown trees in control verge is effected in this proposed alignment.
- ii. The approach road to new Friends Colony is proposed to be cattered by service road. For one approach in front of bus stop the approach road from the carriageway is suggested to be closed and the opening have been created in a suitable position in between bus stop and the next 'T' junction crossing.
- iii. Slip road has been provided at the inter - section for the road leading to Holly Family Hospital road and a medium opening have been suggested opposite to C.R.R.I. entrance through a slip road to give excess for bus-bays on either side of the road.
- iv. Bus-bays/lay-bays have been provided in such a way that it would not disturb the through traffic. The other major intersections with Mathura Road has been integrated so that major through traffic will not disturbed.

Moreover, the bus-bays at Kalka More will be relocated as per intersection improvement plan of RUB-22.

- v. The improvements of the intersection of Ring Road and Mathura Road shall be examined on the basis of the recommendations of the study on Ring Road presently under progress.

The alignment plan of Mathura Road from 4 to 6 lanes for 9.3 km. to 12 km. is placed before T/C meeting for consideration.



Item No.197

Sub:-Flyover proposal of Outer Ring Road and Marshal Tito Marg Intersection.

F.5(19)/89-MP.

This case was discussed in the Technical Committee meeting held on 27th June, 89. Chairman DTDC vide letter dated 29.8.89 has submitted a revised proposal in pursuance of the decisions taken in the Technical Committee.

2. The revised proposal has been examined with regard to the decisions taken in the Technical Committee the same are as follows:

Decisions of the Technical Committee

Observations

i. The location of this grade separator was agreed in principle.

ii. DTDC shall also examine the possibility of providing an under bridge on Marshal Tito Marg below the intersection, if the future projections and the road geometrics permits.

DTDC has not furnished any specific clarifications for an under bridge on Marshal Tito Marg. However, based on the traffic volumes indicated on the plan, it is seen that the peak hour traffic volume along Marshal Tito Marg is around 5000 pcu's as compared to about 6000pcu's on Outer Ring Road. Marshal Tito Marg is a radial road connecting C.B.D. areas, commercial, residential and institutional areas with the colonies of South Delhi upto Mehrauli Badarpur Road. Outer Ring Road is a peripheral road, the assessments on this road as compared traffic volume are marginally higher as on today. However these are likely to increase after it becomes a free way by constructing grade separator on important intersections. As the developments along Marshal Tito Marg/Road no.13 for almost complete, only marginal increase in traffic may be anticipated on this corridor. It may therefore, be desirable to have a flyover at outer ring road.



- iii. As per the PDP-2001 along the Nallah, the North West has been detailed upto the South LRT corridor has nallah. The starting point of the flyover is about 100 mts. from the edge of the Nallah. Clearance of the grade separate proposal from rites may be taken up separately.
- iv. The revised drawings integrating important inter. sections and the road widening etc. upto the first intersection of Master Plan roads on all the 4 diversions shall be resubmitted for consideration of the Technical Committee
- The revised flyover proposal has been detailed out upto Nallah on the western side. upto the Savitri Cinema junction in the East and the Chitrag Delhi junction in the south. The gape in verge at Chirag Delhi Road intersection should be closed and may be treated only as 'T' junctions. On the Savitri Cinema junction the straight movement on outer ring road is around for nearly 5000 pcu's. The straight movement from Chirag Delhi side to Nehru Place can be taken through exclusive carriageway by providing a verge. With this the total traffic volume at this junction will be around 3000 pcu's only which can be controlled by signalisation.
3. (a) The R/W line of 4 arms on intersection have not been defined.
- (b) The location of bus bays have not been integrated
- (c) The pedestrian crossings are proposed at the intersection through the zebra crossing.
- (d) Right turning traffic from Masjid Moth houses on the Northern side is not provided in the plan
- (e) The slope of 1:30 is recommended (1:35 as per the standard I.R.C. norms.
4. The ground level at the intersection is 99.70 and on the flyover is 107.20, a total height of 7.50 mts. is proposed above the road level. A clear height of 5.50 mts. shall be available leaving 2-50 mts. for the beams and the slab.
5. The feasibility of the proposal with regard to the affected structures, properties, services (underground, over-



- 3 -

head) trees etc. has not been submitted. A letter in this regard has already been written to DTDC.

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

Item No.199

Sub:- Flyover proposal on Marshal Tito Marg &  
Lala Lajpat Rai Marg near Andrews Ganj  
Central School.  
(File No.F.5(18)89-MP.

1. This case was discussed in the Technical Committee meeting held on 27th June, 89. In pursuance of the decision of the Technical Committee, Chairman DTDC vide letter dated 29th August, 89 has submitted a revised proposal for consideration of the Technical Committee.

2. The revised proposal has been examined with regard to the decision taken in the Technical Committee, observations on the same are as follows:-

Decision of the Technical Committee

Observations

i) The proposal may be detailed upto the next Master Plan road junction/intersection on either sides.

The proposal has been detailed upto the starting point of Moolchand Flyover on the North and 30 mt. r/w road at the periphery of Siri Fort area in the South.

ii) Feasibility of the proposal alongwith the affected structures/properties/services/trees will also be submitted.

This has not been submitted. A letter has been written in this regard to DTDC.

3. Salient features of the proposal

Observations

i) A trumpet shaped flyover is proposed on Marshal Tito Marg and Lala Lajpat Rai Marg. The straight movements on Marshal Tito Marg flyover from Moolchand side are taken on the ground level. The traffic going to Nehru Place shall take the left slip road. The traffic going towards Greater Kailash shall have to take 'U' turn near Nandivithi Marg or take right turn from the gap in verge at the junction of the market road.

The straight traffic on Lala Marshal Tito Marg is 2774 pcu's. The right turning from Lala Lajpat Rai Marg side to Moolchand flyover side is 2965 pcu's. The right turning from Marshal Tito Marg (Chirag Delhi side) to Nehru Place side is 334 pcu's. The trumpet shaped flyover has thus been proposed on the Marshal Tito Marg-Lala Lajpat Rai Marg axis. Marshal Tito Marg is a trunk radial road connecting central C.B.D,



institutional, residential areas with the high density residential colonies upto the Mehrauli-Badarpur Road. The flyover proposal as envisaged does not allow the flow of traffic on Marshal Tito Marg because a junction has been created hardly at a distance of about 80 mts. or so with the zonal road. R/W of Lala Lajpat Rai Marg varies between 30 mts. to 36 mts. The road is already being used to its fullest capacity during peak hours. With the proposal of the flyover on this axis. It will attract more traffic going towards Nehru Place. If, the straight axis on Marshal Tito Marg is made free, the traffic can use the Outer Ring Road to reach Nehru Place. The right turning traffic to Greater Kailash shown is 285 pcu's, which appears to be from lower side. For the construction of the slip road for left turning, some area of the Andrews Ganj Central School has to be taken. The ingress/egress of the school will have to be taken from one point only as it is just on the junction itself. Feasibility of allowing right turning movement on Archana Cinema road may be considered/studies for slow and right vehicular traffic i.e. cycle, scooter and cars only. The Starting point of the flyover may thus be adjusted to get a clear height of about 2.70 mts. in front of Archana Cinema road.



ii) The traffic from Chirag Delhi side and going to Connaught Place side will use the Moolchand flyover. The right turning traffic going to Nehru Place from this side will use the trumpet as indicated in the plan.

The turning radii on the trumpet is very less and is likely to become an accident prone area.

iii) From Lala Lajpat Rai Marg the left turning on Marshal Tito Marg has been proposed through slip road. The right turning traffic will use the trumpet. On the 24 mts. R/W Archana Cinema road in Greater Kailash, only left turning movements shall be allowed by proposing an island. Right turning from Archana Cinema road on Lala Lajpat Rai Marg shall not be allowed.

The right turning traffic from Marshal Tito Marg towards Nehru Place is 334 pcu's which is quite less. This traffic will have to take a sharp 'U' turning to enter on to the trumpet.

iv) A separate service road is proposed for the right turning traffic from Ring Road going towards Nehru Place at the ground level.

Apart of the land of Andrews Ganj Kendriya Vidhyala will have to be taken for this purpose.

4. The total height of the flyover on Marshal Tito Marg is shown as 7.50 mts., a clear height of 5.50 mts. shall be possible after leaving 2.50 mts. for the beams and the slab.

5. The proposal envisages acquisition of the land of playfields from the Andrews Ganj, Kendriya Vidhyala, land outside the R/W on the western side of Tito Marg, apart of the developed park of Greater Kailash and adjustments in the ingress/egress of the existing petrol pump on Marshal Tito Marg. Bus-bays and a pedestrian subway have been integrated in the overall proposal.

This case is put up<sup>to</sup> the Technical Committee for consideration.



Item No.201

Sub: Construction of Grade Separator near  
Ram Manohar Lohia Hospital.  
F.5(23)/89-MP.

Initially the proposal was submitted by NDMC on 8.3.89. This proposal was considered in the Special Committee Meeting held on 8.3.89. The recommendations of the Special Committee meeting are as under:

- i) A complete report giving the volume count peak hour traffic, projections etc. need to be submitted.
- ii) To study this intersection improvement it will be desirable to study the existing circulation system and changes on account of this proposal at least upto the next intersection.
- iii) Feasibility of the proposal has to be also provided to DDA indicating the properties affected, shifting of underground/overhead services, pedestrian counts, proposal of subway if any, affected trees etc.

The NDMC now has submitted the revised proposal vide letter no. EE(RI)D/945 dated 21.7.89. This proposal has been examined and the observations are as under:

2. In respect to the Item No. i & ii the NDMC has forwarded a Technical Report on "Economic Evolution of the proposed improvement Scheme for park street to Baba Kharag Singh Marg Intersection alongwith the plans of improvement schemes prepared by the consultant NATPAC". The present peak hour traffic volume movement pattern at Willingdon Hospital Intersection is as under:

Contd...2

From	To	North Avenue	Willingdon Crescent	Park Street	Baba Kharag Singh Marg	Talkatora Road	Total
North Avenue	*M	-	197	666 (49.2%)	252	128	1243 (14.17%)
	**E	-	292	734 (28.3%)	257	105	1388 (17.59%)
Willingdon Crescent	M	159	-	115	834	487	1595 (18.95%)
	E	43	-	67	743	104	957 (12.13%)
Park Street	M	388	153	41	731	2202 (62.6%)	3515 (14.77%)
	E	163	180	86	468	602	1499 (19.00%)
Baba Kharag Singh Marg	M	434	725	169	71	52	1451 (17.24%)
	E	97	1083	547	69	34	1830 (23.20%)
Talkatora Road	M	96	70	361 (26.7%)	85	-	612 (7.27%)
	E	115	491	1153 (44.5%)	457	-	2216 (28.08%)
Total	M	1077	1145	1352	1973	2869	8416 (100.00%)
	E	418 (5.30%)	2046 (25.93%)	2587 (32.79%)	1994 (25.27%)	845 (10.71%)	7890 (100.00%)

\*M - Morning  
\*\*E - Evening

3. From the above movement characteristics it rewwels that in the morning peak hour the park street carries 3515 pcu's which accounts 62.6% of total discharge volume from park street arm(3515 pcu's) in combination of all flows generating from the

Contd...3



same arm whereas Talkatora Road bears the burden of 2202 pcu's in the same hour. Similarly, in the evening peak hour from park street to Talkatora carries 620 pcu's, whereas Talkatora to park street handle the traffic volume 1153 pcu's which is 44.5% of the total discharge volume from the same arm in combination of total flow of 2216 pcu's.

4. For the quantification of the cost benefit study the consultant in the report envisaged that after commissioning of the proposed subway it is expected that the speed will go upto 40 to 50 kms. per hour instead of 20 kmts. as observed in present day.

5. Observations:

R/W as per Master Plan

As envisaged in proposal

(a)

1. Park Street - 60 mts.	60 mts.
2. Talkatora Rd.- 45 mts.	60 mts.
3. Willington - 45 mts. cresent	45 mts.
4. North Avenue - 65 mts.	65 mts.
5. Baba Kharag - 45 mts. Singh Marg	45 mts.

(b) For increasing R/W of the Talkatora Rd. the boundary wall of the corner plot (nurses hostel) would be affected. In the revised plan due to the geometric improvement in between the arms of Talkatora and Baba Kharag Singh Marg properties of Ram Manohar Lohia Hospital would be affected.

(c) For the geometric improvement of rotary function at grade the following traffic engineering improvement are required.

(i) For diverging and merging flow from and to different arms provision of traffic is-lands should be indicated to the final proposal.

Contd...4

- ii) Other traffic engineering improvement like direction flows/pedestrian crossing markings and other signs and symbols along with the improvement required upto next important intersection on all the five arms need to be integrated with the proposal.
- iii) The provision of pedestrian subways in specific on Talkatora Rd. & other roads if required should be indicated in this proposal.
- (d) Feasibility report with respect to the details of the affected structures/properties/trees/infrastructure are yet to submit by NDMC.

This proposal may be placed in the Technical Committee Meeting for consideration.



Sub:- Tri junction design of road no.50,45 & 59  
including cloverlead proposal.

F.5(83)79-MP

1. A draft tri junction design proposal with clover-  
leafs was discussed in the Technical Committee meeting held  
on 31/7/89(Annexure 'I') in which the following decision  
was taken:-

- a) The location of 4 lane bridge on supplementary  
drain (proposed for left turning movement from  
Wazirabad to Ring Road) was approved as immediate  
improvement scheme of the tri junction.
- b) The grade separator at this location shall be  
redesigned to provide sufficient weaving  
lengths. The revised grade separator shall be  
submitted to Technical Committee for consideration.

2. The tri junction design proposal has been modified  
with a trumpet type cloverleaf to segregate the turning  
traffic and to provide adequate weaving lengths.

3. The case is put up to the Technical Committee for:-

- i) Approval of the tri junction design with  
cloverleaf.
- ii) Resettlement of the affected properties to be  
taken up by the PWD(DA) with the Lands Deptt.  
of DDA.

circulation from the adjoining Gokulpur Colony have not been indicated on the plan. Roads from Panchvati and Jyoti Bagh Colony have been shown. The bus bays have been integrated on all the four arms of the intersection. The pedestrian cross movement is proposed through the zebra crossings at the intersection below the flyover. All the right turning movements between road no. 66 junction and Loni Road intersection are proposed through the junction only as no gap in verge is proposed in between in a distance of nearly 700 mt. Slope on the flyover is taken as 1:30 (1:35 as per IRC norms). The distance between starting point of the flyover and the junction of road no. 66 is nearly 475 mt. Use of space between the inner footpath and the R/W line has not been defined.

The existing junction of road no. 66 is controlled by a three phase signalised system at present. In the plan, it is proposed to construct an elliptical rotory to avoid signalisation to allow free flow of traffic. The traffic volume at this intersection is 4706 PCUs as shown on the plan, out of these straight

Contd....3/-



movement account for nearly 80% of the total movement. Construction of rotory as proposed may not be desirable in view of the very heavy straight movement and inadequate weaving distance. It is suggested that the straight movement from Wazirabad Barrage towards Ghaziabad may be taken non stop by extending on exclusive cattiageway northwards, the other movements may be controlled by traffic signals.

- iv) A model shall also be submitted by DTTDC. Model of the scheme has been submitted.

3. As per the letter dated 3/8/89 from Staff Officer, DTTDC, a total of 226 trees are affected in the proposal. Out of these 150 are euclyptus trees, 2 neam, 3 shisham, 2 Jamun, 62 kiker and the remaining of are other miscellaneous categories.

4. The feasibility of the proposal with regard to the affected structures, properties, services (underground/overhead) etc. is still awaited. A letter in this regard has been written to DTTDC.

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

45/50 for straight movements and clover leaf for right running movements has been prepared. A four lane slip road utilising a part of the existing road from Wazirabad barrage is proposed to meet road no.50 in a 'T' junction in the immediate phase. The bridge over the supplementary drain may be constructed in the alignment of this slip road in the immediate phase and proper signalisation be done at this junction. In the final phase, the above said road will be used as a slip road for left turning traffic only, a six lane carriageway joining road no.50 perpendicularly will have only right turning traffic from Wazirabad Road towards road no.50. An island shall thus created in which the existing monument will be retained and developed. A six lane flyover is proposed on road no.50/45 which will serve to the through straight traffic. Clover leafs for right turning traffic from ISBT and from Wazirabad side have been proposed to allow free flow of traffic without any signalisation. A separte loop for 'U' turn below the flyover has been proposed from the ISBT side to serve the right turning movement from the Timarpur Road. In the above said proposal, the existing drain passing by the side of the minument will be filled up with earth and joined to the main supplementary drain. The area thus reclaimed will be used for the construction of final phase carriageways, Left over area made available between the proposed carriageway of road no.50 and the supplementary drain while smoothening the curve will be developed as green and will form part of the R/W.

5. The details of affected structures as per the feasibility received from PWD(DA) is placed at annexure -I.

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

The tri junction proposal was discussed in detail and following decisions were taken:-

- a) The location of 4 and bridge on supplementary drain (Proposed for left turning movement from Wazirabad to Ring Road) was approved as immediate

Contd....3/-



improvement scheme of the tri junction.

b)

The grade seperator at this location shall be redesigned to provide sufficient wieving lengths. The revised grade separator shall be submitted to TC for consideration.

Appendix 'F' to Item No.203.

Details of affected properties as received from Ex.Engineer, PWD(DA) vide his letter dated 28.4.89 & 12.6.89 are explained below:-

1. Part of the open land of Hot mix plant of MCD.
2. Part of the open land of DEDA compost plant.
3. One temple and the surrounding structures. areas of which works out 70.66 sq.mt.
4. Flood Deptt. store having abuilt up area of 497.40 sq.mt.
5. Houses and huts near primary school Gopalpur. Area under huts works out to 448 sq.mt. and under house 145.35 sq.mt.
6. One hut and a hours e with areas of 47 sq.mt. and 37.84 sq.mt. respectively near octroi post are affected.
7. Some houses near Wazirabad water works having an area of about 923.34 sq.mt.
8. About 7 hect. of land will have to be acquired for the road R/W and the clover leafs.
9. Additional bridge will have to be constructed on Najafgarh drain apart from the one already existing.
10. Additional bridge will have to be constructed on the supplementary drain.
11. A number of trunk water supply and electricity lines are passing through this area which have been indicated on the plans and the same will be integrated/shifted with the tri junction design.