Planning P

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अनुभाग Masty Plan:

निस्ति संख्या F1 (53) 90-11P

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पत्र-व्यवहार

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Drafte Minutes of Tech. Committee Meeting Reldon 17.09.90.

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DELHI DEVELOPMENT AUTHORITY MASTER PLAN SECTION

Draft minutes of the 10th(1990) Technical committee meeting held on 17th September, 1990 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY.

- Sh. C. Noronha, Vice-Chairman(in the chair)
 Sh. V.S. Mutri, Engineer Member
 Sh. J.C. Ghambir, Commissioner (Planning)
 Sh. R.G. Gupta, Director(TYA)
 Sh. P.C. Jain, Director(AP&B)

- 6. Sh. Santosh Auluck, Chief Architect

- 7. Sh. U.S. Jolly, Director(IM)
 8. Sh. P.N. Dongre, Jt. Director(TYA)
 9. Sh. A.K. Jain, Jt. Director(ZP)
 10. Sh. Chander Ballab, Jt. Director(Plg.)
 11. Sh. N.K. Aggarwal, Jt. Director(Plg.)
 12. Sh. Vijay Riasbud, Jt. Director(Narela)
 13. Sh. Prakash Narain, Jt. Director(T)
- 13. Sh. Prakash Narain, Jt. Director(T)
- 14. Sh. C.P. Rastogi, Jt. Director(SA)

 15. Sh. Bandupodhyay, Project Planaer(Rohini)

 16. Sh. Chakar warty, Dy. Director(T)

 17. Sh. H.S. Sikka, Dy. Director(ZP)

 18. Sh. Anil Barai, Dy. Director (D&J)

 19. Sh. S. P. Bansal, Dy. Director (NCPSUE)

- 19. Sh. S. P. Bansal, Dy. Director(NCR&UE)
 20. Sh. Phatak, Dy. Director(M)
 21. Sh. C.P. Sharma, Dy. Director(S)
 22. Sh. Surendra Srivastava, Dy. Director(MP) (Convenor)

M. C. D.

- 23. Sh. Arjun Dev. Chief Architect 24. Sh. M.L. Nandwar

- N.D.M.C. 25. Sh. S.V. Gupta, Ex. Engineer(R.I) P.W.D., DELHI ADMINISTRATION
- 26. Sh. Hari Ram, Ex. Engineer(PWD XV)

POLICE DEPARTMENT:

27. Sh. A.S. Cheema, Asstt. Commr. of Police

LAND & DEVELOPMENT OFFICE:

- 28. Sh. L.D. Ganotra, E.O.
 - D.E.S.U.

- 29. D.K. Suri, Ex. Engineer(Plg.) I 30. Sh. S.C. Chattupadhyay, Ex. Engineer(Plg.) I 31. Sh. S.P. Chopra, Supdt. Engineer. D.T.D.C.

- 32. Sh. Ragunattan, Chairman 33. Sh. P.B. Ujaya, Chief Engineer 34. Sh. S.S. Manda, Supdtg. Engineer

TRAFFIC

35. Sh. D. Sanya, Consultant

DRAFT MINUTES OF THE TECHNICAL COMMITTEE MEETING HELD ON 17.09.90 AT 9.30 A.M. IN THE CONFERENCE HALL OF VIKAS MINAR AT 5th FLOOR, DELHI DEVELOPMENT AUTHORITY, I.P. ESTATE, NEW DELHI

ITEM NO.1:

Subject: Erection of statue of Maharani Laxmi Bai (Rani of Jhansi) F.20(1)86-MP

on the plan including the one suggested by DUAC in the DDA park opposite Idgah. Chief Architect, MCD pointed out that the statue should be located in such a manner so that gathering/functions could be held on occasions of concern the personality for whom the statue is to be erected. VC, DDA desired that you would like to inspect the area, before a final decision is taken, on the 27th Sept., 1990.

ITEM NO.2 :

Subject: Regarding identification of sanitary landfill sites for dumping garbage

DD/PP/UE/89/F-107

by MCD at various locations as given in the agenda item were not found feasible for the purpose of sanitary landfill because of various plan considerations. The Committee decided that initially two sites as given below may be proposed for sanitary landfill sites.

by disused brick kilns.

One more site should be identified in Rohini
Ph.III which is also has a number of ditches caused by disused brick kilns. This site would be identified by Project Planner (Rohini) which could eventually be developed as green

as per the land use plan of Rohini, Ph.III.

ITEM NO.3:

Subject: Norms for the Telephone Exchange in Minto Road Area - Relaxation in height thereof F.13(70)88-Bldg.

The Chairman desired that this case should be brought before the Technical Committee along with the

Oriethert donephing trappex plan of Civic Centre, MCD. He further desired that representatives of MTNL and MCD should also be invited when this case is discussed.

ITEM NO.4 :

Subject: Alignment Plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malkaganj Road near Dina Ka Talab integrating the junctions/intersection designs of 24mt. and above R/W Roads.

File Nos. F.5(26)86-MP F.5(41)84-MP

After detailed discussion, Ph.I&II were recommended for approval. It is also desired that transport booking offices and godown located in Roshanara Road should be shifted to Sanjay Transport Nagar where they have already been allotted sufficient sites.

TRANSPORT The Committee further desired that Delhi Traffic Police should work out some traffic management scheme for Ph.III between Clock Tower and Dina-Ka-Talab. The Chairman also desired that Ph.III should be brought before the Technical Committee with the traffic management scheme for a fresh look.

ITEM NO.5 :

Subject: Issue of No Objection Centificate for Taxi Stands

ACP(Traffic) pointed out that there should be clear cut definition between result to the clear cut definition between results.

be provided in commercial centres and the land to be allotted by land owning agency to individuals on licence free basis and the second category of general taxi stands where parking bays could be earmarked by R/W of longer of taxis for short-duration and no services should be provided in the sweet backs are to be used for parking of taxis for short-duration and no services should be provided in the sweet backs are to be used for parking of taxis for short-duration and no services should

Project Planner (Dawarka) submitted before
the Technical Committee that plans for the area Would
be ready in about two three months' time and site for
the permanent taxi service would be earmarked. The item
was deferred in a comprehensive note should be prepared
be the facility of the contd. 37-P.

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Oreginny farthern bentung spore in Tur De reliponent Confort conj A for discussion in the Technical Committee meeting. for disposed policy to be included in the most law redept may be Capalled. Subject: Change of land use of MOR pockets No.49, 58 & 104 Kalkaji Extension, Zone F-9

FIC22)86-30/pt.

After detailed discussion and the complexity of the issues involved, VC, DDA desired that he would like to see the Lands Branch file on the basis of which the advertisement for auction of plots was published the

be sought

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and MPD-2001. ITEM NO.7 & 8:

meeting:

Subject : Construction of Grade Separator at the intersection of outer ring road and Aurobindo Marg (I.I.T. CROSSING)

to whether in 1954 over rides the provisions of NEB 1982

Subject : Construction of Fly-over at Outer Ring Road and Marshal Tito Marg (Chirag Delhi Crossing)

It was decided by the Committee that Commr.(Plg.) would take a meeting with the representatives of DTTDC to sought out issues arising out of guidelines provided The meeting has been fixed for 19.7.90 at by DDA. 3 PM. It was also agreed by Chairman, DTTDC that he would send the necessary details today i.e. on 17.9.90 for discussion in the meeting on 19.9.90.

DELHI DEVELOPMAN AUTOR Y MASTER PLAN SECTION

aganda for the meeting of Technical Committee to be held on 17.9.90 at 9.30 A.M. in the Content of Tikes Minar at 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

Tren No	Subject	Page
1.	Erection of statue of Maharani Laxami Bai (Rani of Jhansi).	1-2
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3.	Norms for the Telephone Exchange in Minto Road Area- relaxation in height there of	5
	F.13(70)/88-Building	
4.	Alignment plan of Roshanara Road from its junction with Rani Jhansi Road up to its crossing with Malka Ganj Road near Dima ka Talab integrating the junctions/intersection designs of 24 mt. and above R/W Roads.	6-9
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5.	Issue of No Objection Certificate for Taxi Stands.	10-11
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6.	Change of land use of MOR pockets No.49, 58 & 104 Kalkaji Extension Zone F-9.	
7.	Construction of Fly-over at the Intersection of Aurobindo Marg & Outer Ring Road (I.I. Crossing)	
	F.5(20)/89-MP.	
8.	Construction of flyover at Guter Ring Road Marshal Tito Marg(Chirag Delhi Crossing).	and
	F.5(19)/89-MP	

Sub: Erection of statue of Maharani Laxmi Bai (Rani of Jhansi) F.20(1)/86-MP

A reference was received from Chief Architect, MCD No. D/1881/MW/Arch./88 dated 29.4.88 intimating that the MCD vide its regolution No.784 dt. 27.12.77 has resolved that the statue of Maharani Laxmi Bai (Rani of Jhansi) be erected on the portion of land abuting the intersection of Rani Jhansi Road and New Rohtak Road. The matter has been examined in detail in DDA and VC has observed that the site proposed for installation of the statue is not very suitable. He has also desired that the statue should be installed in the park across the Rani Jhansi Road. He also desired that the site be inspected and the comprehensive proposal be put up. Accordingly, the site was inspected by Deputy Director (MP) and Senior Landscape Architect, DDA, the open site at the intersection of Rani Jhansi Road and road leading to Sadar Bazar is very suitable.

- 2. The corner of the plot shown, in the plan laid on the table, is at a higher level than the rest of the park which has got thick tree plantation. This piece of land at a higher level is lying vacant at present. Both the sides, one proposed by the MCD and the other by DDA are marked on the plan laid on the table.
- 3. The guidelines for installation of statutes in Delhi received from CPWD vide their L.O.No.SA/CPWD/23/85/791-91 dated 29.11.85 are re-produced as under:-
- i) Cost of the work relating to the statue, including cost of fabrication transportation and installation should be borne by the organisation.
- ii) The organisation should obtain clearance of the Delhi Urban Art Commission and Chief Architect Central PWD regarding the size of the statue, metal used and design of the pedestal for the statues and landscaping of the area.

- iii) It will be the responsiblity of the organisation to have proper landscaping of the area in consultation with the local authorities i.e. NDMC/MCD.
- iv) The organisation shall take up and settle with the local bodies concerned the question of the maintenance of the statue after the installation of the statue and its landscaping.
- v) The organisation will have no claim on land on which it is permitted to instal the statue and the ownership of the land will continue to/vest in the Government.
- vi) The statue shall be installed in accordance with the site plan to be obtained by the organisation from the Chief Architect, Central PWD.

As regards the location/site for the statues, normally the Lelhi Urban Art Commission and the Chief Architect, CPWD are not in favour of allotting a traffic round-about in the city for installation of statues.

4. The matterx is now placed before the Technical Committee for its consideration of one of the site marked in the plan.

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DD/PP/UE/89/F-107.

- 1. MCD vide letter no. 480/Dir. /CSE/89 dated 29.8.89 requested DDA to provide four sites for salitary landfill for dumping garbage. After joint site inspection of these sites (indicated on the map laid on table); a meeting was organised on 9.2.90 under the chairmanship of Commr. (Plg.) In view of decisions taken during the meeting a case is put up for consideration of the technical committee for further action.
- 2. Each of the four sites identified by MCD for sanitary landfill have been examined and our observations are as given below:
- a. Sarai Kale Khan (20 ha)

This site is loated on the ring road near village Sarai Kale Khan. According to draft MPD perspective 2001, the land use of this site is 'recreational'. An ISBT is proposed to be developed on this site by Delhi Administration.

Decision/Action: The site can only be considered for sanitary landfilling if the same is approved by Director (Transport), Delhi Administration

b. Near Purani Chandrawal Basti: (2 ha)

This is also a low lying area bounded by the megazine road, the road adjacent to chandrawal water works and Mall Road. The site ws per draft MPD pers ective 2001 is proposed for truck terminal/parking. The site is partly encroached by Jhuggi Jhompri dwellers.

Decision Action: It is a low lying area for landfilling it requires approval from Chief Architect/Lands Department/RITES

c. Rohini: (58.5 ha)

As per draft MPD perspective 2001 landuse of the site is residential.

At present it is being developed under Rohini Residential Scheme.

Decision/Action: With a view to explore an appropriate site for sanitary landfill for Robini a site along the Rithala Sewage Treatment Plantwas seen.

MCD is requested to make a proposal in this regard, if it is agreed by Delhi Water Supply & Sewage Disposal Undertaking.

d. Newr Jahangirpuri Outer Ring Road: (12 ha)

This site is located at the intersection of roadno. 50 and NH-I. As per draft MPD perspective 2001 the landuse proposed for this site is residential.

Some unauthorised development have come up upto village Bhalsawa.

Decision/Action: This site could be temporarily given to MCD for sanitory landfilling provided strict vigilance is kept to prevent unauthorised encroachment on this land.

- e. Other Potential Sites are:
- i. Near Bawana Village, along Putli Khurd Bawana Rodd
 (Plan laid on table for reference)
- ii. Along the road no. 50 (low lying area) It was proposed that senior landscape Architecture may provide slopes and contours to facilitate landfilling and prepare scheme for beautification of foad side.
- 3. The case is put up to the technical committee for consideration and decision on para 2 (a) to (e).

Sub: Norms for the Telephone Exchange in Minto Podd Trea relaxation in height thereof. F13770) 88-B1 0.

Mahanagar Telephone Nigam Ltd. has been allotted a piece of land measuring 8214 sqm (2:09 acres) on Jawaharalal Nehra Marg adjacent to proposed MCD's Civic centre. The allotment wasmade by 1300 on 6.12.84 and handed over to MTNL on 29.1.85.

The norms for Telephone Exchange Building at Minto Road were discussed in the meeting of the Technical Committee held on 2nd March, 1990. Attention is invited to the decisions of the Pechnical committee which is reproduced hereunder:

"Technical committee examine the festivability of having FAR to the extent of 200 for this plot at this location. After detailed discussion, it was decided that as there is no other plot available, the Department may be allowed maximum FAR off 200 to accommodate their proposals for 1,60,000 lines at this site. It was further decided that the proper parking norms as discussed under item no. 9 should be applied".

The MTNL have submitted their building plans to the Bl°g. Section of DDA. According to the proposals the groundcoverage proposed is 23.1% FAR 189.77 and the maximum height 38.45M.

Farlier DD(MP), DDA vide letter no. F3(90)84-MP dt. 13.7.89 had communicated to Sr. Architect, CPWD that in this plot FAR of 150, ground coverage 25% and height 26 M isallowed. The norms stipulated in MPD-2001 for public semi public buildings/premises use ground coverage 25% FAR100 and height 26 M.

Dy. General Manager, Mahanagar Telephone Nigam Ltd. vide letter no. Bldg.Const./BD-3153/30 dt. 29.5.90

(p-66&68/C) has requested that total height of the building should be allowed about 40M. This requirement has been worked, out on the basis of the technical reasons. The height from ground floor to 4th floor has been taken as 5M and for 5th and 6th floor the height has been taken as 35 M and 7th floor the height is 3.0 M.

In view of the requirement of the floor height due to technical reasons, the proposed relaxation in height is submitted for consideration of the Technical committee.

Sub: Alignment Blan of Roshanara koad from its junction with Rani Jhansi Road upto its crossing with Malkaganj Road near Dina Ka Talab integrating the junctions/intersection designs of 24mt. and above R/W Roads.

File Nos.: F.5(26)86MP F.5(41)84MP.

1. Location :

Roshanara Road is a major collector load in the old city starting from Rani Jhansi Road Junction to Clock Tower and meeting Malka Ganj Road at Dina Ka Talab as shown in the location plan placed at Annexure-I. This road forms an important link for the densely populated colonies of Shakti Nagar, Kamla Nagar, Old Subzi Mandi, Malkaganj and Delhi University Area.

2. Back-ground & problems

- a) Roshanara road is a zonal road. R/W of Roshanara Road as per zonal plan is 24mts., the available R/W varies from 12mt. to 39.6mt. Existing width ofthe C/W varies from 5.5mt to 14.3mt in each direction with a central verge of 1.5mt in a small stretch.
- b) The road passes through the thickly built up residential/commercial areas and workshops which attract lot of heavy traffic. Most of the properties have direct access on the main C/W's. It therefore becomes very congested during peak hours.
- c) The stretch between Rani Jhansi Road & Roshanara Gærden has become problematic due to the functioning of a large number of motor workshops. Nearly 5-6mt. of carriageway space is occupied by the parked vehicles leaving hardly 5mt. for the traffic to flow.
- d) The 'Y' junction at the roads leading to Roshanara / Garden rotary & Old Subzi Mandi Railway Station is causing bottleneck due to improper design.
- e) The intersection at Clock Tower & Bina-Ka-Talab also need improvements in term of geometrics and design.

..contd...2/-p.

STO, MCD vide letter No.886/STO/86/AE(P)S/D(28) dt. 3.6.86 and letter No.996/STO/86/AE(P)S/D(293) dt. 23.7.86 submitted the P.T. Survey for the preparation of the alignment plan of this road.

3. Salient features of the plan proposal :

- Based on the P.T. Survey on alignment plan of (5 this road was propored in three parts. Part I&II are from Rani Jhansi Road to Clock Tower. Part III is from Clock Tower to Malkaganj, Dina-Ka-Talab intersection. From Rani Jhansi Road upto the road leading to Old Subzi Mandi Railway Station, the available R/W between the existing properties varies between 29mt. to 39.6 mts.which has been retained, 13.6.mts. wide C/W are proposed on either side of the central verge of 1.5mts. & 4.0mts. footpaths. Wider carriageways are being proposed on either sides to allow smooth flow of traffic with on street parking. From the junction of road leading to Old Subzi Mandi Rly. Station upto Roshanara Garden, about 19mt. R/W is available and it is proposed to acquire about 5mt. strip of Roshanara Garden to maintain 24mts. R/W. Four lane divided C/W oneither side of C/W are proposed with 4.0mt. wide footpath. Between Roshanara Park to Dina-Ka-Talab the available R/W varies between 12mt. to 19 mt., equal widening is proposed on either sides to achieve 24 mts. R/W after acquiring the properties.
 - b) Following junction/intersection design/suggesting improvements in geometrics have been integrated in the alignment:
 - i) Junction of Roshanara road with the road leading to Old Subzi Mandi Station.
 - ii) Rotary at the intersection of Roshanara Road and road leading to Clock Tower.
 - iii) Intersection of G.T. Road and Roshanara Road, Clock Tower Subzi Mandi.

4. LOSC Decision :

Layout Sub-Committee (LOSC) of MCD in its meeting held on 24.3.87 approved the alignment plan from Rani Jhamsi Road to Clock Tower (Part I & II). The LOSC decision and the feasibility drawing details of affected structures are placed as Annexure 1(Page 1-3) Feasibility for part III had not been received.

5. Technical Committee Decision :

The alignment plan was placed before Technical Committee meeting held on 22.9.88 where the following decisions were taken (Annexure-II).

"Technical Committee noted that the proposed alignment is passing through the area identified as Special Area in PDP-2001 (Modified). In the proposed alignment, specially in the part III from G.T. Road intersection at Clock Tower at Malka Ganj Road, the comments of the MCD have not been obtained. Therefore, it was desired that a copy of the plan be sent to MCD for getting their comments.

- 2. Technical Committee also desired that the MCD should work out the area to be acquired and they should formulate rehabilitation scheme of the persons affected. Number of trees which are likely to be affected if any be worked out. The scheme may also be seen with a view whether there is any alternative to avoid acquisition and demolition of properties by means of traffic management.
- 6. On the decision of the Technical Committee the case was again discussed in the LOSC meeting dt. 12.9.89 and 16.1.90.

Decision of LOSC meeting dated 12.9.89 (Annexure-III) Page-1-2

"The proposed alignment is approved from the Planning point of view. It was however, observed that DDA be requested to examine the proposal of an alivated road so that acquisition of properties affected in the alignment could be saved.

Decision of LOSC meeting dt. 16.1.90

In view of the position explained by SE(I) in the note, feasibility report regarding the proposed alignment of the road be sent to DDA for taking further/hecessary action. The matter regarding rehabilitation of plots/house owners/shop-keepers whose property/land/house shop is affected in the DDA. The Engineering Deptt., shall take up the matter with the concerned officers of the DDA accordingly.

- 9 7

The feasibility of Part III is placed at Annexure-IV. Decision of the LOSC decision is silent on the alternative schemes to avoid acquisition and demolition of properties by means of traffic management.

7. DDA's observation on LOSC Decision regarding 2 level road

The Delhi Admn. has awarded a study 'Priorities for Road Development Delhi-2001' to C.R.R.I. This study is likely to identify the critical road section which may need improvements. In general, it is felt that 2 level roads in congested area of the city may be desimable as they are likely to create environmental problems for the surrounding residential areas as such it may be desirable to solve the traffic problems with Traffic Management Techniques. However, this aspect could be examined in detail when the C.R.R.I. study is made available.

- 8. The alignment plan of Roshanara Road from its junction with Kani Jhansi Road to its crossing with Malka Ganj Road (near Dina-Ka-Talab) integrating the junctions/intersections designs is placed before the T/C forthe consideration of:
 - i) As resolved by TC in its meeting dated 22.9.89.
 MCD shall prepare the traffic management plan.
 - ii) MCD may take up the road widening (Part I) of the stretch between Rani Jhansi Road and road leading to Old Subzi MandiStn. and also remove the workshops to whom the alternative allotments have already been made.
 - iii) The widening to the extent possible after removing encroachments and unauthorised construction in Part-II&III may be taken up by MCD.

Item No. 10:

Sub: Issue of No Objection Certificate for Taxi Stands F12(11) 78-MP

The 'No objection' certificate for Taxi stands are issued by DDA, MCD and NDMC in their respective areas of jurisdiction. The taxi stands are being located since 1978 on thebasis of recommendations of a committee which includes representatives of Traffic Police, DTC, DDA MCD and Directorate of transport Delhi Admn.

- 2. In 1989, the City Planning Wing of the DDA prepared a prepared note on allotment/location of taxi stand sites which was examined by Traffic & Transportation Unit of the prospective planning wing (appended)
- 3. The present procedure for issue of NOC and allotment of land by DDA is as under:-
- The DCP Traffic refers the taxi stand cases to the Master Plan Section of the DDA. Since the recommendations given in the appendix suggest location of taxi stand mostly in commercial centres, these are referred to the Housing & Urban Design Wing of DDA. After concurrence/approval of location from HUPW Master Plan Section issues 'no objection certificate' to DCP traffic under intimation to Commissioner (Lands) for necessary action by his Department for allocation and charges collection.
- b. The DCP traffic refers the taxi stand cases to the Master Plan Section of DDA for areas other development area of DDA. Some of these taxi stands are proposed within the right of way of road. These such cases are examined from Traffic and Transportation Wing of Planning Department DDA since most road alignment and intersection design are prepared by Jt.Dir.(T)DDA
- 4. This matter was discussed in the Technical committee.

 held on 23.3.90 and the following decision were taken:

 "The issue of provisions of taxi stands/TSR stands as part of planned development of Delhi was discussed in great depth. Various issues relating to Tehbazari, provisions of permanent structure, stands in road R/W

 Taxi stands in parking lots, telephone, water connecting etc were discussed and decided that:

- i. In new developments Taxi Stand/TSR stands site should be clearly earmarked as per requirement and guide lines given in appendix.
- ii. No sturucture whatsoever should be allowed for Taxi stands within the R/W of roads.
- iii. No permanent structure shall be allowed on sites allotted on temporary basis.
- iv. Various local bodies would strictly enforce the above conditions and other conditions as stipulated in the notification of the general taxi stands/TSR stands

 As per comments by the Dy. Director (Plg.) DWK as under:
- 1. The Taxi stand/three wheeler stand should not be located within the right of way of Master Plan Road.
- No permanent structure shall be allowed at site on temporary basis.
- 5. The proposed taxi stand is located in front of site office of Dwarka Project and also does not fall within the Master Plan Road R/W. Therefore, we may allow them on temporary basis for one year as there is no other taxi stand at present in the vicinity. This location is recommended by the Project Planner (Dwarka)
- 6. The proposal is placed before Technical committee for its consideration and approval.

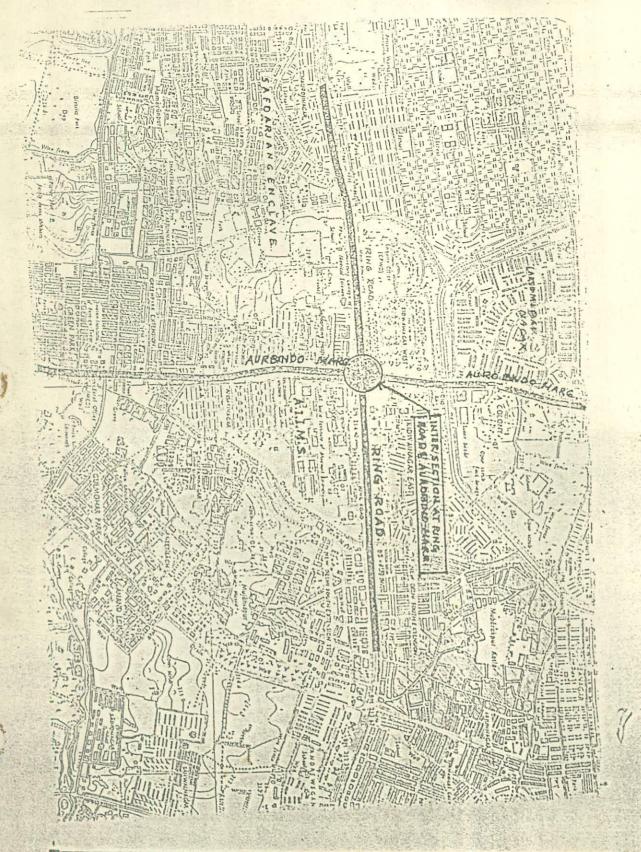
- 1. In general taxi/three wheeler stand should be located within all the commercial areas like local shopping centre, community centre, disctric centre and centre business district centre etc. However, in case of conveyance shopping centres, it would be optional depending upon the site area etc.
- 2. Taxies/three wheeler stand could also be provided in service centre/facility centre.
- 3. The taxi stand/three wheeler stand could also be provided in major parking lots. These may be on surface or within multi-storeyed structures.
- 4. Taxi stand/three wheeler stand should not be located within the right of way of the Master Plan Roads.
- 5. The location of Taxi stands if located near the near the intersection of Master Plan roads should be least be in confirmity with IRC norms.
- 5. In general attempt should be made to locate the taxi stand while preparing the scheme even if, the scheme state is less than 15,000 persons and no taxi stad is existing in the catchment area.
- 7. All the large hospitals, hotels and other institutionals area should make the provision of Taxi/
 Three wheeler stands within their premises.
- 8. The special area as identified in Draft MPD-2001 may need some adjustments in the above suggestedment guide lines. This may be examined from location to location.

LAID ON TABLE
ITEM NO.6

Sub :- Change of land-use of MOR Pockets No.49,58&104 Kalkaji Extension, Zone F-9

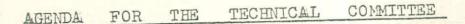
Reference to number of representations received from Advocate Sh. R.M. Aggarwal to the Prime Minister, L.G., VC and others regarding the non-implementation of the approved schemes for plotted development in MOR pocket No.49,58 & 104 Kalkaji Extension. According to him the non-implementation of the scheme requiring change of land use involves crores of public money.

- After the transfer of MOR lands, based on the land use pattern indicated in the Kalkaji township plan of the year 1954, DDA formulated plotted development scheme for these pockets No.49,58 & 104, Kalkaji Extension, covering a total of 181 residential plots and other facilities and 6.1 ha. area.
- The DDA carried some development on these sites (the details are being asked from Engineering Department) and auction of plots was undertaken in the year 1985 (the details are being asked from Lands Section). Though some of the plots were auctioned, it had to be stopped because of a stay granted by the Hon'ble High Court, till the time the 'Land use' of the area is processed U/S-11-A.
- 4. The land use of these pockets, is predominantly Recreational (District Park) in MPD-62 and draft zonal plan of Zone F-9. In the MPD-2001, however, the entire land covered in these pockets has been shown as 'District Park'.
- 5. With a view to process the change of land use in Zone F-9, the x issue was discussed in the an Ist internal Coordination Committee of Commissioner (Plg.) wherein was opined that all, pockets, involving change of land use as per MPD-62 and MPD-2001 be included for processing. As this may take time processing of above referred pockets may be taken up on priority, considering the advanced site developments, expenditures incurred the commitments made. During the discussion with S.E. (SEZ), indicated that the stay order is perhaps vacated though no such intimation is available in the Planning Department.
- 6. These 3 pockets covered an area of 6.10 ha. and earmarked for "District Park" and required to be change to residential (Plan laid on the table).
- 7. The matter is submitted in the Technical Committee for consideration and approval.



CONSTRUCTION OF GRADE SEPERATOR AT THE INTERSECTION OF OUTER RING ROAD AND AUROBINDO MARG (I.I.T. CROSSING).

DELHI DEVELOPMENT AUTHORITY



Item No.7 Construction of Fly-over at the intersection of Aurobindo Marg & Outer Ring Road (I.I.T.Crossing) File No.F-5(20)/89-MP:

A Grade Separator for this Fly-over was discussed in the Technical Committee Meeting held on 15.1.90 (Copy of the Agenda enclosed at Annexture-I).

(2) The recommendation of the Technical Committee as given below:

DECISION

In this case, D.T.D.C. submitted the three level grade separator proposal at this intersection with a flyover on the Outer Ring Road and Underpass on Aurbindo Marg. The structural requirements for the third level are to be considered while designing the structure for the immediate phase.

The observations of the Technical Committee are as under:-

- i) Consultant informed that the separate slip Road could not be provided due to the non-availability
- has been increased at the junction to allow left turning traffic to pass smoothly.
- ii) The circulation of Hauz Khas, I.I.T. and Bus Terminal area be intergrated with the proposed circulation in and around the proposed interchange.
- iii) Feasibility report of the proposed flyover to be submitted to DDA by DTDC.

With the above observations, the proposal was agreed in principle. (The DTDC shall submit the modified proposal with DUAC's approval, model and 'feasibility,' report and 9 copies of the drawing for the consideration of the Authority.)

- (3) The Authority vide Resolution No.54, dated 13.8.90 approved guidelines for the preparation of designs for the Grade Seperators on Ring Road and Outer Ring Road (Copy of the Resolution enclosed at Amexbure-II).
- (4) The Chief Engineer, DTTDC vide letter Dated: 30-7-90 has submitted the D.U.A.C's Observations on 3 Level Grade Seperator. The same are placed at Annexture-III.
- (5) Now DTDC have submitted the revised proposal vide letter dated: 10.9.90 for this Fly-over. The scrutiny Report is as given on the proforma enclosed at Annexture-IV to Annexture-VIII).

The Observations marked as 'X' in the Scrutiny Report require special consideration of the Technical.

(6) The Item is placed before Technical Committee for its consideration.

Annexture-I T/c item-7/17-9.90 (Laid on table) Item No.259 - 'j -Sub:-Construction of Fly-over at the Intersection of Aurobindo Marg in Outer Ring Road crossing (I.I.T. crossing.) F.1(20)/89-MF. The staff officer, Delhi Tourism Development Corporation vide letter No. BR/12001/89/DTDC/670, dated 28:11.89 has submitted the revised proposal of the Fly over at this intersection. The Technical Committee in its meeting held on 29.9.89 has discussed the proposal of Grade Separator at this intersection as submitted Delhi Development Tourism Corporation on 29.9.89. The observations of the Technical Committee are as under:-The proposal was discussed in detail. It was desired that an alternative proposal with three level grade separator be worked out. However, in the immediate phase a two level grade separator shall be constructed . The structural requirements for the third level to be constructed in future if required shall be considered while designing the structure for the immediate phase. DTDC shall submit the detailed proposal with the modal and feasibility report in the light of the said decisions for the final phase. The reviseed scheme shall also include the imporvements required on all the nrms of the intersection for the effective utilisation of the proposal flyover. The revised proposals as submitted by DTDC vide letter

dated 28.11.1989. The proposal in brief is as under:

(i) A flyover on the outer ring road and a under pass on the Aurobindo Harg.

(II) The projected traffic at this intersection for the year 2001 are as under:

Straight Traffic along Outer - 4500 P.C.U. Ring Road.

Straight Traffic along 4000 Aurobindo Marg.

Right Turing Traffic 3200 Left Turning Traffic 1200 "

(iii) The consultant has stated that the priority the grade separation along the Outer Ring Road in the first phase is not only because of the single heaviest direction of traffic flow, but also keeping in view the expected traffic of which is being developed by DDA in South-West. An additional traffic volume (about 3000 p.u.c.) is expected during the peak hour on the Outer Ring Road due to this development.

- (iv) The proposal of providing on over-bridge on Outer Ring Road has been dictated by the existing telephone cables running accress the Outer Ring Road (West.)
- (v) The consultant has resonanted that any provision of an under rass on the Juratindo Marg is likely to become counter productive if the problems existing at Aurobindo Marg neary Musuf Sarni Market are not looked into an priority basis.
- (vi) The problem of under-pass on Aurobindo Marg will certainly necessitate the removal of existing fully grown t-rees on central verge specially on Aurobindo Marg (South).
- (vii) The consultants has also stated that the proposed bridge bridge along the Outer Ring Road has been planned in such a manner that the phased development of this intersection is becomes possible.

D.D.A.'s Obervations:

- i. As resolved in the last Technical Committee's meeting the Road Improvement Plan upto the next important inter-section the four arms of the imtersection has not been submitted by DTDC.
- ii. The feasibility report on the prof. orm.a already sent to DTDC has not been submitted.
- iii. The provisions for service roads on the Outer
 Ring Road head as well as on Aurobindo Marg have
 not been made. The provision of service roads
 at this intersection has also been recommended by
 MOT vide letter dated 17.7.89.
- (iv) Location of pedestrian sub ways have not been indicated on the plan.
- (v) The circulation plan for the inner approach roads likely to be affected due to the construction of this fly over need detailing.

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

Decision of the Technical Committee Meeting held on 15.1.90:-

In this case, D.T.D.C. submitted the three level grade separator proposal at this intersection with a flyover on the Outer Ring doad and Underpass on Aurbindo Marg. The structural requirements for the third level are to be considered while designing the structure for the immediate phase.

The observations of the Technical Committee are as under:

- i) Consultant informed that the separate slip Road could not be provided due to the non-availability
- of space, however, the width of the carriageway has been increased at the junction to allow left turning traffic to pass smoothly.
- ii) The circulation of Hauz Khas, I.I.T. and Bus Terminal area be intergrated with the proposed circulation in and around the proposed interchange.
- iii) Feasibility report of the proposed flyover to be submitted to DDA by DTDC.

With the above observations, the proposal was agreed in principle. The DTDC shall submit the modified proposal with DUAC's approval, model and 'feasibility report and 9 copies of the drawing for the consideration of the Authority.

No. Sub: - Grade Seperators in Delhi-Planning and Design Guidelines.

File No. PA/DD/TT_I/PPW/89/112

Annexure II (T. C. Mem 7/17. 9.90)

PRECIS

1. BACKGROUND

The Master Plan for Delhi-2001 has envisaged the following 5 priority grade separators on important intersections on Ring Road, with their present status as given below:-

- i. Aurobindo marg; 3 level proposal made by PVD is approved by Technical Committee of the DDA and presently under consideration of DUAC.
- ii. Najafgarh road; 3 level proposal made by PWD approved by Technical Committee of the DDA; considered by DUAC and referred back to PWD for working out an integrated design alongwith Shivaji Palace Districted the PWD is being designed by the Slum Deptt. of the DDA through Consultants. This exercise is being done in consultation with the planning Deptt. of the DDA.
 - iii. Rohtak road (by PVD); 3 level grade seperator on this intersection stands approved by the Technical Committee of the DDA and by DUAC. Final proposal is being putup to the Authority seperately.
 - iv. Extension of Cld Jamuna Bridge(by PVID); This stands approved by Technical Committee and the DUAC. Final proposal is being putup to the Authority separately.
 - v. Mathura read tetr Ashrem (by FHL); This prepesal has not been were out by the PWD so far.

Besides the abo , the PWD(DA) and LTLC have wor'ed out proposals grade for separa-tors on 5 other intersections for which the present status is given below:-

 Dhaula Kuan on ring road (by PWD) :- Three level grade separator on hispoint has been approved by the Technical Committee of the DDA and is under consideration of the DUAC.

- ii. Cuter ring word and Marshal Tito marg (by DTDC):The proposal is for a 2 level grade separator in the first phase and 3 level in the final phase. This has been approved by the Technical Committee of the DDA and is unit reconsideration of DUAC.
- iii. Cuter ring read and Aurbindo marg (by DTDC):The proposal is for a 2 level grade separator in the
 first phase and 3 level in the final phase. This stands
 approved by the T/Committee of the DLA and is under
 consideration of the DUAC.
- iv. Wezirabad read and Leni read (by DTDC): This has been approved by the Technical Committee of the DDA. The DUAC approved the same with the condition that an additional trumpet would be provided on Wazirabad read and read No. 66 simultaneously. As seen as the plan indicating the above additions is received from DTDC the same will be put up to both the Technical Committee and Authority.
- v. Marshal Tite marg and Lajpat Rai Marg (by DTDC):
 The design of the grade separator at this point included seme land belonging to the L & DC proposed for Grvt.

 housing. As this land is not available, now, DTDC have submitted a revised proposal for the grade separator within the R/way of Marshal tito marg. This would be discussed in the next Technical Committee.

2. DUAC CESERVATIONS:

The Lelhi Urban Art Commission have made the following important observations while considering the above mentioned grade seperators.

- i. The RCE should not be too high and at the most it could be 8' above road lovel. This is because 8' height is likely to cause least possible infringement to urbon balues and was least obsertructive visually. Upto this height it can well be planned on earth embarnkment where adequate landscaping is also possible which will make it look like a raised road without ruining the city scape.
- ii. The movement of padestrians and cyclists requires to be very carefully planned while planning any grade separators.

It must be ensured that continuity of pavement is maintained all around the intersections it is experienced that pedestrians and cyclists suffer the worst when such intersections are planned.

- iii. Provision of service lanes is essential to cater to the movement in adjoining area. It is generally seen that account width is not available, However, it is observed that it is not always necessary to go in for a three lane flyover and one lane could be sacrificed to have a proper service lane which would also make the road available. (FCB) more economical and the over speeding on the RCB will remain checked.
- iv. Utilisation of space under the bridge was an important aspect and needs to be through/out in the very beginning. It was pointed out that landscaping with plants etc. was not really feasible as the greenery does not grow underneath the over-bridge.
- The Union Territory of Delhi should have traffic master plan, identifying the main problem and priority areas.

 The proposals under consideration appear to be piece meal solution and are unlikely solve the increasing traffic problems:
- vi. It is essential to have a statement of the whole city network and a detailed study of mad network 1.0K.m. around the intersection so that each solution is examined in the proper larger context so that the flyover does not become a disruptive element and created havoo. It is essential to go in for a technical solution with a proper increment planning and arrive at an environmentally desirable solution within the above parameters.

MINISTRY OF URBAN DEVELOPMENT'S (BSERVATIONS:

In this connection an item on the subject was brought before the Authority's on 9th July, 1990 (Appendix 'B' page 13) the same was postponed with the remarks that a coverhansive agenda item should be brought

has been received by V.C., DDA, from Sh. S.P.Singhal, Ddrector, Min. of Urban Development that comprehensive planning be done to indicate the concept of traffic systems envisaged along with the number and nature of grades seperators proposed in relation to both the traffic and urban designs characteristics of the individual locations ("... Appendix __'C'____pages __14_____)

4. ISSUE FOR CONSIDERATION

Considering the above observations of the DUAC and of the Ministry of Urban Development the following issues emerges:

- (1) Whother the grade seperator should be 3 level or 2 level.
- (2) Whether the grade seperator should be an over bridge (r under bridge.
- (3) Whether the grade separator should be coatial with the ring road or on radials or on both the roads.
- (4) What should be the width of carriageways provided at different grades.
- (5) Whether the pedestrians subways are required at the intersections or near the bus-stops.
- (6) Whether a service mad mear grade seperator is required or m.t.
- (7) Need for comprehensive transport studies for locations and priorities (f grade separators.

5. GUIDELINES

I. On the basis of these indepth discussions following guidelines have emerged for the planning of Grade seperators on ring mad & Outer ring mad.

-- (i) Pricrity should be given to the traffic, on the ring mad & Outer ring mad and the grade separators should be provided on ring mad/outer ring mad so that the flow of traffic on these made is made free.

designed & fit in with the environment. Considering the pitblems of storm water drainage and the cost, the grade separators should be over-ground as two level.

Flyover, provision could be made for 3rd level below ground which could be taken up later on when found necessary, the pecularities of location and economic of the scheme should also be taken into consideration in each individual case.

The comparative details of cost (for ROB & RUB), workedout by PWD(Eclhi Acmn.) are as given below:-

Grade seperator Cost per met	ter length	
Shift pertien	Sclid portion	n
A. FLYOVER (ROB)		
(i) 3 lane (11 mtr.) each	0.30	
(ii) 3 lane (9 mtr.) each	0.26	
(iii) 2 lane (7.5 mtr.) each ,0.95	0.22	
B. UNDERPLISS (RUB) Central Cov	vered Approache	s ·
(i) 3 lane (11 mtr.) eachway	2.90 2.10	30
(iii) 2 line (7.5mtr.) each	2.50 1.85	

Note: - Costs are approx., basedon preliminary estimates & design of Punjabi Bagh Intersection

(III)A On the ring read (60 mtr. R/W) and a parts of the cuter ring read (width 60 Mtr. R/W) the flyover shall consist of 3 lanes (of 3 mtr. each) in each direction and 3 lanes of 3 meters each in each directions shall be on at surface. In case additional space is available the carriageway at surface would be increased.

In case of part of the outer ring mad where the R/M is 45 mtr.) the above section is not possible.

In such cases effort should be made to increase the right of Cay of Cuter Ringh Road in 300 mtr. length on & both sides of the centre of inter section to 50 mtr. to provide a flyover of 2 lanes (7.5 mtr. width) on each side and similar width should be provided for carriageways on surface. Where service road

is not required this could be adjusted in 45 mtr.R/W.

A service read of about 6 mtr. carriageway should be provided which could be reduced to 4.5 mtr. in case of 45.0 mtr. PA.. In specific cases where service mad'is not required, the space could be used to increases the surface carriageways.

Fre tpath on both sides to the minimum width of 2.5 mtr. should be provided. The padestrian subways should be

- The clear height of the grade seperator shall be 5.5 mtr. above read surface below.
- 3.5 mtr. wide strip (as base on one side) shall be reserved for H.T. Tower Lines. The approved standard section for 60 mtr. and 45 mtr. R/N reads has provision (f two H.T. Tower Lines on each side.
- The Longitudinal Section of flyover can be aligned at G. 1 tc 30./ 43.
- The grade seperator design should provide for smooth mrvement of cyclists desending upon the volume by design H . or by traffic management.

Ornsidering the above points the conceptual section for 60 mtr. and 45 mtr. My.'s have been prepared which would be laid on the table. Depending on site conditions these sections could suitabily modified.

- (IV) A To emtimise the use of grade separators, the road improvement upto the next major intersection on each and on *12 the arms shall form part of a grade
- The circulation of the surrounding area covered in IV (in) shall be properly integrated with grade seperater scheme so that grade seperator does not become (B) a obstruction for the surrounding areas.
 - (V) 1. proper landscape plan shall be prepared for the
 - The grade seperators presently under consideration by PND & shall be reviewed in the light of the above (VI) quidelines before further processing/approval.
 - Specific c nditions and environment at each crossing shall be given due consideration.

VIII. Regarding the issue of the preparation of trafficMaster Plan for Delhi, it is submitted that Delhi Admn.
has already awarded a study entitled 'Priorities for
Road Development Delhi 2001' to C.R.R.I. This study
was to be in a in collect ration with LDA. The planning
inputs for 1981 & 2001 have already been supplied by
DDA to CRRI. The CRRI is likely to complete the study
by Sep. 1990. It is therefore suggested that any new
proposals for grade separators should be taken up on
the basis of the priorities identified in this
comprehensive study.

APPECVAL SCUGHT

The item is placed before the Authority for its consideration and approval of the guidelines given in para 5 above to achieve a formal uniformity in the design approach for all grade separator on king Roads.

RESOLUTION

Item No. SUB:

Grade separators in Delhi Planning and design guidelines. (F.No.PA/DD/TT-I/PPW/89/112)

Resolved that the guidelines be approved with the following modifications:

- (i) The three lane grade separators should be 11 meters wide in either direction, wherever space permits on both Ring Road and Outer Ring Road.
- (ii) The minimum width of the footpath should be specified as 2 meters.
- (iii) The slope of the bridge should be at 1:30.



Delhi Tourism & Transportation 18A, DDA, SCO COMPPLEX Development Corporation Limited New Delki-1/100/24

20, COMMUNITY CENTRE, EAST OF KAILASH, N. DELHI, PHONE: 6422274

(A Government Undertaking)

F.BR/12003/89/DTDC/RR. 6 Dated 30th July, 90.

Shri Prakash Narayan, Joint Director(T) Delhi Development Authority, Vikas Minar, I.T.O. NEW DELHI.

Proposals for construction of grade separators at SUB:-

- J.B. Tito Marg-Outer Ring Road intersection and
- (ii) Aurbindo Marg-Outer Ring road intersection.

The above cited proposals were approved by the Technical Committee of DDA with certain observations in the meeting on 15.1.90. These proposals duly incorporating the observations of the Technical Committee, were thereafter submitted to the D.U.A.C., which considered them in the meetings on 8.5.90 and The observations of the D.U.A.C. have been communicated vide letter Nos.21(2)/90-DUAC dated 25.5.90 and dated 7.6.90, copies of which are enclosed Basically, the observations are same as those contained in letter No.21(2)/90-DUAC dated 17.7.90 of the D.U.A.C. addressed to the Engineer Member, D.D.A.

- Observations of the D.U.A.C. have been carefully considered and (2) Icomments on the same have been made by Shri D. Sanyal, Consultant in a note, at various technical forums in the D.D.A. and M.O.S.T. Accordingly, a note on "Constructions of Flyover in Delhi - Policy on various parameters" was prepared by the Chief Engineer(I), Delhi P.W.D. and circulated vide his letter No.5(7)i/89-W/DA dated 19.7.90, which was considered in a m-eeting convened by the Lt. Governor on 20.7.90.
 - Based on the guidelines approved in the meeting with the Lt. Governor, the proposals have been modified. Salient points on which the modifications have been done in consideration of the observations of the D.U.A.C. and subsequent discussions, are given below.
 - (i) The proposals have basically been conceived as three level grade separators with Outer Ring Road flying over and radial roads i.e. J.B. Tito Marg/Aurbindo Marg as under pass. However, in the 1st stage only the flyover along outer ring road will be constructed with requisite structural provisions so that it is possible to provide underpass at a later date. The drawings indicate improvement of the intersection with two level grade separator (1st stage) as well as with three level grade separator (2nd stage).

pl. prtup ir bite



दिल्ली नगर कला DELHI URBAN ART COMMISSION नायक भवन (दितीय BHAWAN (2ND LOK NAYAK FLOOR) पथ्वी राज लेन, नई दिल्ली-११०००३ PRITHVIRAJ LANE, NEW DELHI-110003 द्रभाष PHONES : 611948, 619593, 618607 & 690821

June 7, 1990

No.21(2)/90-DUAC No.21(1)/90-DUAC

The Secretary,
Delhi Tourism & Transportation
Development Corporation I.td.,
18-4, DDA SCO Complex,
Defence Colony,
New Delhi.

Clairman John Sont

787 MEN

Sub: Improvement of Road Intersections in Delhi
Outer Ring Road - J.B. Tito Marg intersection
(Chirag Delhi) (Conceptual Stage)

Improvement of Road Intersections in Delhi
Outer Ring Road - Aurobindo Marg intersection
near IIT Gate (Conceptual Stage).

Sir,

In continuation of Commission's letter of even number, dated May 25, 1990 wherein the Commission's observations made in its meeting held on May 8, 1990 were conveyed to you, The above proposals were subsequently considered in the Commission's meeting held on May 16, 1990 and the observations made therein are reproduced below for further appropriate action at your end:-

"The Commission in its meeting held on May 8, 1990 had decided to have an exchange of views in respect of above proposals, with the members of technical committee of D.D.A. some of the members who had accordingly been invited were present during the meeting. The discussion started with certain fundamental issues like need for identification of requirements, site studies, preparation of imaginative sketches keeping in view the past experience, alternatives in view of financial implications, achieving of the urban form and the land scape scheme. It was felt that the design solutions suggested by the Commission have not been attempted to be translated in the proposed design concept and repeatedly the 'text book approach' has been adopted whereas this should have been dealt with more as an environmental problem. Shri Sarat Dass, Member briefly explained the basic concept of the design solution suggested earlier by the Commission, for working out a grade separator viz. surface level to be exclusively retained for free pedestrian movement, with rotary

Strate Continue



at + 3 m. level, one of the roads at -4 m. level and another at -8 m. level. He highlighted that the main advantage of this kind of design would be substantial reduction in noise pollution as well as visual pollution. The proposals were examined and discussed further with the members of technical committee of DDA as well as the Secretary D.T.T.D.C. and the following observations were made:-

- 1) Proper study of the existing level has not been done to achieve a solution, more appropriate for the situation
- ii) Both the roads forming the intersection have a right of way close to 25 m. (6 lanes) and it is colossal financial wastage to build a 12 lane intersection.
- iii) The junctions near the flyover are not integrated with the proposal and on either side of major roads there are no definite service roads to provide approaches to various buildings, institutions, etc. which would result into traffic chaos. While providing the service roads the entry and exit to such roads should not be perpendicular to the main road but should be parallel.
- iv) While all the lanes meant for loft turning generate from the junction itself, thereby not providing any segregation and adequate weaving length, the central vergo where U turn is allowed is too narrow to facilitate proper turning.
- v) Cycle and pedestrian track is missing at the junction.
- vi) Bus stops for public transport buses plying on ring road, have been proposed away from the existing location stops which will not be operationally befitting.
- vii) The proposals do not indicate location of underground services. On an informal discussion with the Dy. General Manager (MTNL) (who was present in connection with some other proposal by the Commission) it emerged that shifting of telephone cables was possible.
- viii) In case of I.I.T. crossing proposal, the petrol pump was considered to be a traffic bazard which would need to be shifted.
- ix) The large spans chosen for the flyover except for the middle span were considered unduly expensive.
- x) The signal phase diagram needs reconsideration.

. 3



The Commission felt that even if intersections were rationally designed in the context of environment and economics and in the interest of community at large then also the solutions would appear futile in the absence of traffic Master Plan, particularly when the attempt appeared to find piecemeal solution to comparatively lighter problems, not extending due consideration to the real chaotic situations being experienced at the major cross roads in the city.

For creating some life in the flyovers certain market etc. could be developed and a comprehensive landscape scheme of the proposals be prepared.

It was further emphasised that in all future arterial intersections 200 m. radii be left for proper clover leaf etc.

After deliberations it was decided to convey the above observations of the Commission to all concerned. Pelhi Administration was advised to incorporate these observations of the Commission for submission of the schemes to the Technical Committee of DDA as per the usual procedure.

It was also decided to constitute a committee to prepare certain strategic guidelines for the improvement scheme of intersections for the guidance of sponsorers/promoters."

Yours faithfully,

ythymuso (M.B. SAXENA) SECRETARY

Copy to Shri P.B. Vijay, Chief Engineer, Delhi Tourism and Transportation Development Corporation Ltd., 18-A, DDA SCO Complex, Defence Colony, New Delhi.

Dated 13/6/90...

(M.B. SAXENA)

Copy to Sh. D. Sanyal. He may blease furnish para-vise comments alongwith a draft reply for taking up the matter suitably with the competent authority.

Ju 19 2



विल्ली नगर काला छ्या व DELMI URBAN ART COMMISS : कोकनायक भवन - (वितीय उप ' LOK NAYAK BHAWAN (2ND FLCCT) पृथ्वीराज लेन. नई दिल्ली - 1 0000 PRITHVIRAJ LANE. NEW DELHI - 110000 दूरभाव PHONES : 611848, 619593 618607 6 03000

Nacy 25, 1210

No. 50(3)/80-DUAC

The Secretary,
Delhi Tourism & Transportation,
Development Corporation Limited,
18-A, DOA, SCO Complex,
Defence Colony,
New Deshi.

Sub 1. Improvement of Road Intersections in California Outer Ring Road = 3.8. Tito Marg intersection (Chirag Delhi) (Conceptual Stage)

Improvement of Road Intersections in Dale.
Outer Ring Road - Aurobindo Marg Interasection near IIT Gate. (Conceptual Stage).

Sin,

In continuation of Commission's letters are even number dated program, 1990. The above proposals were again considered by the Commission in its mosting held on May 8, 1990 and the observations made therein are reproduced below for appropriate action at your and:-

"The Commission recalled its earlier observations when a number of proposals of flyovers were considered. It was found that proposals for Raja Gardon, Safdarjang etc. were returned with specific observations and so far the same have not come back to the Commission and it was wondered as to why the Delhi Administration has not reacted to Commission a observations.

Now, it was noticed that three mere new proposals have come to the Commission as promoted by DTTDC at Chirag Delhi, I.I.T. Gate and one some time ago, by the Delhi Administration at Dhada Kuan ; these proposals do not incorporate the earlier general observations of the Commission,

Views were expressed by some that the past experience with the seven fly-overs constructed during Asiad had not been encouragingsince these road over bridges had ruined the city-scape and the scale, adversely affecting the traffic movement of the adscining areas and the pedestrian movement because of physical barriers created and overspeeding generated, and that this overbridge concept will only result in converting the whole city into an urban motorway system. It was felt that a traffic-plan, identifying the main problems and priority areas and explaining accompany every such proposal. A piecemeal solution was unlikely to solve the increasing traffic problem.

As advised earlier, the Administration may routes, the following important aspects must be locked

(1)

- The ROB should not be too high and at the most it could be B. "" above road level since this will cause least possible infringement to urban values and would be less obstructive visually. This height could he planned on earth embankment where adequate like a raised road, without ruining the city—

 (2)
- The movement of padestrians and cylists requires to be very carefully planned in any grada of pavements is maintained all around the trains & cylists suffer the worst when such inter-sections are planned.
- to the movement in the adjoining area. It is generally seen that this aspect is being ignored under the plea that adequate width is not available necessary to go in for a three lane flyover and che lane could be sacrified to have a speeding on the ROB.

 (4)
- Utilisation of space under the bridge was an

important aspect and need to be thought out in the very beginning. It was pointed out that landscaping with plants atc. was not really feasible as the preents does not arew underneath the bridge.

It was well amphasised that the 'text book ap reach' would not sove the problem. It is essential to have a statement of the whole city network and a do ailed study of road natwork upto 1.8 K.M. around the intersection so that each solution is examined in the promer larger context and the flyower down not become a dispuptive element in the social environment. It is season that to see in fer a technical colution with a proper coverent planning and arrive at an envirormentally desirable solution within the above paracters. The Secretary Transport, herever, expressed the ir abstract of the simple clanning one exaction metically for error out the Administration corner wait in the bedeated details have been discovered in the it winight Committee! of DD4 and they have glored the name of mery after detailed secutiony for nearly

It was fait that institle of the borrestions of flyows a bout conveyed several times in the pant times and the contract of the series of the planning spreading of the configuration of the compared naccessory to have a first in with the of the compare of the Tochnical tradition of DCA at the explicat.

Yours railbfully,

(Ir.G. DAGELA)

term in the

E. T. ans, attation, Development Corporation Limited, 18-A, 18-A, Development Colony, New Delhi.

21491

edit as analysis or Comments on observations made by the Dalhi Urban Art Counistion on proposed factors ands and Outer Ring Road-Aurobindo Mary intercretion the man partable lar secretarion in the secretarion of the secretarion is the secretarion of the secretarion in the secretarion

The comments as communicated cby bthe (DUAC) through its letter No. 21(2)/90-DUAC and 21(1)/90-DUAC dt. 7.6.90 are more or less a repeatition of comments offered by the Commission for all the other proposed grade separators in Delhi. The technical lacunse present in the suggestions made by either DUAC thave been clearly brought out on various occasions both during the discussions at the Commission, as also in the form of written replies wine proposal of going two lecols below ground has been examined in detail by all squareles and it has been observed that besides being payvery costly proposition, such a solution would be rather hezerdous on important arterial areads, Question of longer approach longths arising out of such proposals has been put forward to the DUAC saveral times. Buch long approach lengths have their obvious idisadvantages. Parawise comments on the observations ands by the buscher as follows for sagregation of party of fig at a continue of the attention bethe are continue of other are continued as attention.

- 1) the existing levels at ather interestion locations have been studied carefully and ittis only on the besid of such analygie that the grade separator form has been arrived at;
- 9 11) the intersecting roads at Chirug Dalhi and at I.I.T. crossing ame are very aimportanti traffic anterials of othe city and by the very virtue of their being so; their deserve to be developed to full six lane divided carriageway widths. The master plan of colog thi recommended orightboft way widths wfor these roads keeping in visa such development oneeds a Time flyover section, under our in also the vite conditions, thould Chestalde beleveloped as a six lane tolvided of hi Mott. However, with 1210 configuration. This aspect has now discussed several this itost may asubt times in the Technical Committee to the In and the considered am instead of Har opinion obtained was other orallo the major largerials mile be as a subshoulded service god to efull cross sections in width in fact, theread 61 as a subshoulded service god tultimate development working Road into carracylans the lane bestion divided perriagoney cross section. Even the traffic volumes Oh U/S Law directions the major arterials across these intereactions warrant this subject min year. It is true that presently such a facility will have some the ADG(R), HOST reserve capacity which will indeed come into use only by the design year; Considering the Mack that it would be far costlier and more difficult to add one lame such on addier side along these bridges at a subsequent point. I time for converting such facility from four land to six lane, it is considered desiration to have the full cross sectional width developed at the

in a ser the observations made on the the rice the com.

beginning itself;

- service roads, as opposed to the contention of the DUAC, have been provided wherever these have been considered necessary. Utmost care has been taken to ensure that the local traffic does not have to experience any additional difficulty with regard to accessibility an directional distribution. The question of making perpendic lar entry/exit to from service road is an elementary issue in traffic engineering and sufficient care has been taken to ensure that such points are laid out in a manner in which these should be done:
- iv) the turning radii for all su i locations were U turns are visualised have been checked for adequacy;
- it has been mentioned time and again that cycle traffic at 77) these locations has extremely 100 intensity and provision of separate track has not been insidered essential at these locations. In any case, a cycle track, however well segregated at the approaches, is an extremely hazardous proposition to handle at the intersection. The undersigned as the Member Secretary of the Traffic Engineering Committee of the IRC had got this aspect examined by professionals from all over the country and, it is only after such deliberations that an observation was made on the difficulties of segregating tha cycle track at an intersection. Provision of cycle subways. very frequently, is not warranted with the result that cycle movements can be effectively seggregated only in time (through traffic signals) as indicated in the plan. Such provisions have been made for segregation of cycle traffic at the intersection. Pedestrian paths are continuous on either side of each carriageway. With regard to cross pedestrian traffic it is observed that a pedestrian subway has been provided for at Chirag Delhi intersection at a location where it was found to be most desirable:
- vi) it is no wonder that bus stops will have to be shifted suitably when a flyover proposal is introduced at an intersection. This is so because the bus stops must be located at least 60 mts, eway from the intersection on the upstream side. Also straight going buses can stop only about 60 mts, away from the start of slopes. Locating a bus stop close to the intersection as thought fit by the DUAC, would be an example of a patently poor design;
- that the MTNL was in no position to shift any of its underground cables as existing within the intersection area. The statement quoted by the Commission to the contrary misleading;
- viii) shifting of petrol pump as suggested will be desirable;
 - ix) the guestion of span arrangement will have to be answered by the Structural Engineering Consultant;
 - x) the remark on signal phase made by the DUAC is totally vague and it will be only premature to provide any clarification on this.

The question of developing a master plan for Delhi's transportation system is perhaps of great topical interest but, such an exercise would consume a time period of at least two years. It is visualised that if prepared with some degree of ingenuity, imagination and scientific understanding of the traffic problems of Delhi, most of the locations now being considered for improvement will qualify for similar improvements even when the master plan is published. The situation of Delhi roads being what it is, it may only be considered wise to initiate such improvement schemes at the earliest possible opportunity so that the Administration could save on time and cost overrun for such projects. In any event such schemes will automatically get integrated in the master plan if and when it is developed. Provision of markets under flyovers is a matter of dubious choice. Each case will have to be examined separately on merit before any decision could be taken in this regard.

A cloverleaf with 200 mts. radius curves could be considered as a very wasteful proposition for solving urban area traffic problems. This configuration has been discarded by all the developing countries except for rural/open areas where the cost of land is not as prohibitive as in urban area. In any case, such provisions cannot be made for already existing arterials and for the future ones, the grade separator form could be developed only on consideration of safe, efficient, economic and environmentally acceptable operation of traffic at intersections of urban arterials.

(D. SANYAL)

BASIC INFORMATION/DRAWINGS REQUIRED FOR PROCESSING OF GRADE SEFERATOR PROPOSALS

GENERAL INFORMATION:

- Location of the Grade Seperator. The Grade Seperator is located at the crossing of Cuter-Ring Road, Aurbindo Marg on South of Delhi. (i)
- (ii) Implementing Agency. DELHI TRANSPORT TOURISM DEVELOPMENT CORPORATION LTD.
- (lii)Contact Officers:

lame Maria	Designation		Office Address	Phone Off.	Res
Mr. P.B. BIJAY	CHIEF ENGINEER		18_A, DDA SCO Complex Defence Colony, N. Delhi- 110024.	697250 618026 624354	
		÷			
- 15				4	

(iv) Type of Grade Seperation ROB/RUB

Phase-I -ROB/RUB.

Phase-II -ROB/RUB. (IIIrd Level

Estimated Project Cost (including improvements at (0) surface Level).

Not Available.

Proposal)

- 2. RIGHT-OF-WAY & ALIGNMENT DETAILS
- (i) Right-of-way Details (all Arma)

S. Name of the	Existing		R/W in	meters.
No. Arm.			As per Master Plan-2001.	
Aurbindo Marg (N)	41.00 MTS	8 LI I J	60.00 MTS	58.00 MTS.
2. Aurbindo Marg (S)	35.00 MTS		60.00 MTS	45.00 MTS.
5. Outer-Ring Road (E)	46.00 MTS.		45.00 MTS	48.00 MTS.
Lie Outer-Ring Road(W)	41.00 MTS	8 4	45.00 MTS	348,00 MTS

	(ii)	Spproved alignment I	lan available	for 4
		S. Name of the Arm.		R/W in meters. 1st Phase A/P DDA 2nd Phase As per approved A/P DDA
	-	- Aurbindo Marg(N)	Yes	60.00 MTS
		2. Aurhindo Marg(S)		60.00 NTS
		3. Outer Ring Road		45.00 MTS
	,	Outer Ring Road	Yes	45.00 NTS.
7		5.		
(50)		20		ě,
	30	TECHNICAL DATA:		
	ήL)	Details of Volume Su Survey (Table at An		ta of Table I (Annexure-II)
	(j.j.)	Projected Volumes of Horizon Year (Annex		Projected volume also indicated in Table-I (Annexure-II)
	À,	PHYSICAL SURVEY DET	<u> AILS</u> :	
	(j)	P.T. Survey Scale f The detains to be i survey plans are pl	ndicated on t	has been indicated in the Grade Seprator proposal only.

	5.	CROSS SECTIONAL DET	Alls:	Cross-sectional details have been given in the scale of horizontally 1:200 & vartically 1:100.
		along with the exis	sting property the arms at 1: old be at (i) existing.	ons the following elements line to be indicated in 250 Scale (Preferable). Grade, (ii) With Grade
		S.No. Cross Sect	tional Elemen	ts
		(i) Drain alon (ii) Foot Path (ill) Service R (iv) Footpath.	oad	As per Annexure-III
		A Company of the Comp	on for H.T. T ay (i) On s (11) On 5	ewer Line. urface rade Seperator
		(vli) Varac -	(i) On s	

	ARTERIOR STATE	
	(vi.i	11) Parapat en Grade Seperator
	(ix)	
	(x)	Location of Trees.
	(xi)	
6.	DRAW	WING REQUIRED:
(1)	(wit	rawing indicating integration of the 2nd phase proposal th full justification) with its 1st phase proposal (preable at 1:1000 Scale). Proposal submitted for the both 1st Phase & Long Term in the scale of 1:500
(11)	A eli	rawing (preferable at 1:2000 Scale) indicating: Not submitted
X	(a)	Improvements required upto next important intersection.
X	(b)	Integration of circulation of serrounding areas. Covered in a above this may be prrepared in consultation with Traffic Polce & Read Owning authority.
X	(c)	Improvements required in the serrounging read network and intersections.
(iii))(a)	The improvement suggested for the sorrounding inter- sections shall be prepared at a scale of 1:500 preferabl (but not less than 1:1000 in any case). Not submitted
	(b)	Location of Bus stops (to be identified in consultation Bus Stop indicated in the Drawing.
	(c)	Location of pedestrian subways (whenver required with proper justification). Indicated in the Drawing.
X	(d)	Signal Phasing (preferable with Cycle Timings). :
X	(e)	Integration of Cyclist movement (proposal with proper justification).
7.	A dr effe	rawing indicating the proposal in red lines and ected properties/structures in yellow lines.
8.	THE	OBSERVATIONS OF THE IMPLEMENTING AGENCY.
	4	×

Cross Sectional Elements

S. No.

Projected peak hour traffic volumes at the intersection of Outer Ring Road and Aurobindo Marg intersection

Total intersection volume ·	On bridge	At lower level	On bridge	At lower leve
4				
8875	-	-		-
9186	-	-		-
9497	3411	6086	3033	6464
9808	3523	6285	3132	6676
10119	3635	6484	3231	6888
10430	3747	6683	3330	7100
10341	3859	6882	3429	7312
11052	3971	7081	3528	7524
	4083	7280	3627	7736
11363	4195	7479	3726	7948
11674	4207	7778	3825	8160
11985	4319	7977	3924	8372
12296 12607	4313	8186	4023	8584

PROPOSED IMPROVEMENT PLAN FOR OUTER RING ROAD - SRI AUROBINDO MARG. INTER-SECTION.

1							
.NG	CROSS- SECTION ELEMENTS	MIN. DIMENSIONS	S AS/CUIDE	OUTER EING EDAD (RIW45M.)	AUROBINDO MARG (R/W-GOM)	ARG (R/W-GOM)	REMARKS.
		CINES APPROVED BY AVIHORII	BT AVIHONIT	EAST WEST	NORTH	SOUTH .	
'n		CALL DIM. IN.	. METRES)	1 2 1 2	2 2	L R.	
		45 M. E/W	GOM. E/W.			-	
1,	DRAIN ALONG PROPERTY LINE	7		1	1	1	Ī
2	FOOT PATH	2.4	6.0	2.0 2.0	1	2.0	
774	SERVICE - ROAD			4.4 NOT PROVIDED HET PROVI. 4.4	NOT PROVID. 7.5	NOT PROVIDED	NEED TO BE PROVIDED
4.	FOOT - PATH	2.0	2.0	2.0 - 2.0	2.0 2.0	2.0	TOWARDS HAUZ KHAS
VN.	RESERVATION FOR H.T. TOWER LINE	4.0	4.0	NO RESERVATION HAS BEEN MADE PROPOSED TO BE UNDERGROUND.	1	1	
. 83	CARRIAGE - WAY - 9) ON SURFACE	7.5	9.0	9.0 9.0 9.0 9.0	11.0 11.0	11.0 11.0	
200	6) ON CRADE SEPARATOR	4	9.0	9.0 9.0 9.0 9.0	N.A. N.A.	N.A. N.A.	
7.	CENTRAL VERGE - a) ON SURFACE	1.0	1.0	1.2 1.2	2.5	7.5	
	b) ON GRADE SEPARATOR	1.0	1.0	1.2 1.2	N. A.	N.A.	
00	PARAPET ON GRADE - SEPARATOR	0.5	0.5	0.6 0.6 0.6 0.6	N.A. N.A.	N.A. N.A.	dam
9.	143		,	PEDESTEIAN SUB-		PAVED AREA FOR	
	COCATION OF IKEES			HMOHS LON HMOHS LON	9номи	NMOHS	2
***	CHAMBER AND BOTTOM OF THE BEAM.	5.5	5.5	5.5	N. A.		
						i eris	



(A Government Undertaking)

18-A, Shopping Cum Office Complex, Defence Colony,

F. NO. F. BR/12005/89/DTDC/ 769 Dated the 9th April, 1990

. By Post

Shri Prakash Narayan Jt. Director(T) Delhi Development Authority 11th Floor, Vikas Minar NEW DELHI

SUB: - Improvement or Road intersection in Delhi-Outer Ring Road-Aurbindo Marg Intersection.

sir,

As desired in the meeting of the Technical Committee held on 15.1.90, Please find enclosed herewith Feasibility Report of the subject flyover in the prescribed proforma.

Thanking you.

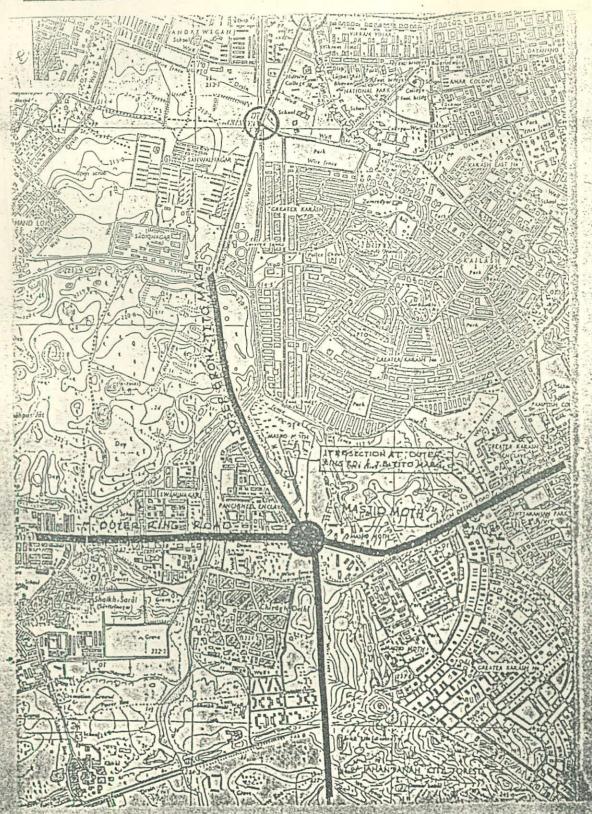
Yours faithfully,

(JAGAT SINGH) STAFF OFFICER

खपनिवेत्तम (दी) II शावणी संख्या.. (......

दिनां .. । त्राप्ता ... Encl: As above.

TO BEST TO THE PROPERTY OF THE Sin Aurobindo Mang - outer ring Road intersection at, IIT Gali 1. Details of a ffected structures/armenties in the resu a/ 7, Seni Bucca Rutcha Pucca Total no. of strucutres/prope ties NIL affactse in the everall sligment. Bounday wall of 11T campus 200 M length No. of properties with boundary wall and setbacks only affected in the alignment. NIL Ha. of single storeyes Structures affected. NIL Ha. af double stareyed structures - 00 ---NIL No. of three storeyed atmomines eliested. It may be clarified whether the structures form part 'af the regularised callanies or not. The existing and the mnal/waster plan landuse may also be given. 20 Details of offected services Length in mi 220X7 lines Overhead high tension lines: 6cm lines VJET lines 500M 11XY lines 22CXT lines Underground lines: 66A7 lines 35A7 lines 11 N7 lines, No. 0-Length Underground water supply lines sluice in mt. valve 6" & A.C. Water Main . Somaprox chambers affectes Legth No. of Undergraund seworage lines. NIL à depth menhales of the affected lines. In a Time Storm water drainage lines. As at electric seles ___ 18 Nos street light poles Ho. of talephone pales NIL 50 underground wiskes on rung record. 3. Details of affected trees 171 Nos . 61-270-40-50 cmdia 30. Tetal nes. · 6MOI · 50 M Girth Specias 4. Other miscell means afferted structures Be. Tample/Heaque/Church/Corveyers __ NIL MITE Boath NIL Burs stand 2 2000 mart S tand NIL Devalaged part with ar - NIL without railing. Pala Bountad 1/stie 44X7 3CS. SNOO Gas exymust pipe.



Construction of Fly-over at Outer Ring Road & Marshal Tito Marg (Chirag Delhi Crossing).

DELHI DEVELOPMENT AUTHORITY

AGENDA FOR THE TECHNICAL COMMITTEE

9.90

Construction of flyover at Outer Ring Read & Marshal Tite Marg (Chirag Delhi Crossing)

(F.5(19)/89-MP).

A grade separator for this flyover was discussed in the Technical Committee meeting held on 15.1.90 (copy of the agenda enclosed) at Annexure I.

2. The recommendation of the Technical Committee as as given below:-

The D.T.D.C. submitted the three level grade separater proposal at this intersection. Flyover is proposed on Outer Ring Road. Under bridge is proposed on Marshal Tito Marg. Right turning has been taken on surface through singalised intersection.

The case was discussed in detail. Following observations were there:-

- i) In the immediate phase flyover on Outer Ring Road shall be constructed taking into consideration the structural requirement for the construction of RUB on Tito Marg in future.
- ii) The road geometrics need to be improved in general separate slip road be provided on the South-Eastern corner at the equate angle arms.
- iii) The circulation in the layout plans of DDA Group Housing on the North-East and South-East side shall be studied in relation to the circulation in an around the interchange. Similarly, the circulation on Panchsheel Enclave be studied in relation to the proposed circulation.
 - iv) The Censultant of D.T.D.C. informed that separate cycle track shall not be provided due to site constraint and also informed that the volume of cycle traffic is not adequate to warrant to separate cycle track.
 - v) D.T.D.C. shall submit the feasibility report of the

proposed flyover to DDA.

vi) The 'T' junction design with only surface improvement of Savitri Cinema Road with Outer Ring Road was also considered and approved as an immediate phase.

With the above said observation, the Technical Committee approved the proposal in principle and the D.T.D.C. shall submit the modified proposal with D.U.A.C.'s approval, model and feasibility report for the consideration of Authority.

- 3. The Authority vide Resolution No. 54 dated 13.8.90 approved guidelines for the preparation of designs for the grade separators on Ring Road and Outer Ring Road. The resolution is enclosed with item No.7 at annexure II.
- 4. C.E., DTTDC vide letter dated 30.7.90 had submitted DUAC observations on the 3 level grade separator proposal at this intersection. The same are placed at Annexure III of item No.7
- 5. Now DTDC have submitted their revised proposal vide letter dated 10.9.89 for this flyover. The scrutiny report is as given on the proforma enclosed at annexure IV to VIII.

The observations marked as 'X' require special consideration of the Technical Committee.

The item is placed before Technical Committee for its consideration.

DELHI DEVELOPMENT AUTHORITY

AGENDA FOR THE TECHNICAL COMMITTEE

m 8

Construction of flyover at Outer Ring Read & Marshal Tito Marg (Chirag Delhi Cressing)

(F.5(19)/89-MP).

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The case was discussed in detail. Following observations were there:-

- i) In the immediate phase flyover on Outer Ring Road shall be constructed taking into consideration the structural requirement for the construction of RUB on Tito Marg in future.
- ii) The read geometrics need to be improved in general separate slip road be provided on the South-Eastern corner at the equate angle arms.
- iii) The circulation in the layout plans of DDA Group Housing on the North-East and South-East side shall be studied in relation to the circulation in an around the interchange. Similarly, the circulation on Panchsheel Enclave be studied in relation to the proposed circulation.
 - iv) The Censultant of D.T.D.C. informed that separate cycle track shall not be provided due to site constraint and also informed that the volume of cycle traffic is not adequate to warrant to separate cycle track.
 - v) D.T.D.C. shall submit the feasibility report of the

proposed flyover to DDA.

vi) The 'T' junction design with only surface improvement of Savitri Cinema Road with Outer Ring Road was also considered and approved as an immediate phase.

With the above said observation, the Technical Committee approved the proposal in principle and the D.T.D.C. shall submit the modified proposal with D.U.A.C.'s approval, model and feasibility report for the consideration of Authority.

- 3. The Authority vide Resolution No. 54 dated 13.8.90 approved guidelines for the preparation of designs for the grade separaters on Ring Road and Outer Ring Road. The resolution is enclosed with item No.7 at annexure II.
- 4. C.E., DTTDC vide letter dated 30.7.90 had submitted DUAC observations on the 3 level grade separator proposal at this intersection. The same are placed at Annexure III of item No.7
- 5. Now DTDC have submitted their revised proposal vide letter dated 10.9.89 for this flyover. The scrutiny report is as given on the proforma enclosed at annexure IV to VIII.

The observations marked as 'X' require special consideration of the Technical Committee.

The item is placed before Technical Committee for its consideration.

(T. C Hen 8/17.9.90)

Sub: Constitution of fly-over at the Inter-Second of Outer Ring Rord on J.B. Tito Marg.

The Staff Officer, Delhi Tourism Davelopment Corporation, vid. letter dt. 28.11.89 has submitted the revised proposal of the fly-over at this Inter-Section.

The Technical Committee in its meeting held on 29.9.89 discussed the grade separators at this inter-section as submitted by Delhi Tourism Development Corporation on 29.8.89. The observations of the Technical Committee are as under:

The proposal was discussed in detail. There is a considerable right turning movement at this intersection which is proposed to be handled by signals at the ground level. It was decided that an alternative the proposal be worked out to allow free flow of the right turning traffic without signalisation. A subway for cyclists may also be integrated on the intersection for effective utilisation of the proposed flyover.

The detailed of the improvements required on all the arms up to the next important intersection shall be integrated with the revised proposal alongwith the feasibility report.

The brief of the ravised proposal submitted by the DTDC vida letter dt. 28.11.89 is as under :-

- 1) The proposed grade separator has the provision of three levels :
 - i) By depressing the Marshal Tito Marg.
 - ii) By raising the Outer Ring Road.
 - iii) Signals at ground level.

As per the studies made by the Consultants, 5. a separate loop for right turning traffic is not required. The reasons given are :-16 hour counts at this intersection justify (i) provision of grade separator facilities along straight axis only. Even when the intersection is developed as a (ii) three level grade separator, provision of a right turning loop will greatly jeoparadise the movement of other turning traffic (unless the right turn ramp goes at a height of (+-14.00 mtr) in which case appreach length will not be easily available). For two level grade separators one single/right (iii) turning loop does not improve the efficiency unless it is provided at an exclusive level (+1400m) - any other arrangement will result into clubbing of this right turn movement

with a straight movement at a level of the at grade inter-section. . .

The studies the consultants indicate that 6. single underpass may also not be feasible. The reasons as indicated m in the report are as under :-

Lycle traffic is significant along Road No. (i) 13-J.B. Tito Marg axis and as such the need to segregate movement of cyclists would be relevant only for the movement along J.B. Tito Marg (across Outer Ring Road) ..

(ii)Keeping in view the invert level of the drain, it could be seen that the underpass must go down to a level of at least 6.00 m. in which event the approach lengths would vary between 250-300 m. on each side-the effort required to negotiate such long grades will be quite enormous and as such, an underpass of this type will not be desireable at this locationsuch gradients will also foul the access roads on either side of Road No. 13 disrupting the movement of buses and totally unsetting accessibility to Masjid Moth houses;

The culvert over the drain, when widened, will allow efficient movement of cyclbsts at the (iiii) existing road level itself;

7. The studies have indicated that total turning traffic volume worked out to be 5600 p.c.u. by the design year which could be very comfortably handle through signalisation.

D.D.A. S MOJERY- 110NS

- 1. As resulved in the last Technical Committee mosting the R ad Improvement Plan up to the next important intersection on all the 4 arms of the intersection has not been submitted by the DTDC.
- 2. The feasibility report on the proforma already sent to DTDC has not been submitted.
- 3. The provision for the service roads on the Outer Ring Road has not been made.
- 4. The location of the pedestrian sub-ways have not been indicated on the plan.
- 5. The Geometrics for left turning traffe from Ring Road to Tito Marg needs modifications.
- 6. The bus-steps have not been indicated on the plan.
- 7. The provisions for free flow of the traffic to Nehru placean! also sub-way for cyclist have not been provided for which the consultants have given the various reasons as explained in the Agenda above.

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

DECISION OF THE TECHNICAL COMMITTEE MEETING HELD ON 15.1,90

The D.T.D.C. submitted the three level grade separator proposal at this intersection. Flyover is proposed on Outer Ring Road. Under bridge is proposed on Marshal Tito Marg. Right turning has been taken on surface through singalised intersection.

The case was discussed in detail. Following observations were there:-

i) In the immediate phase flyover on Outer Ring Road shall be constructed taking into consideration the structural requirement for the construction of RUB on Tito Marg in future.

- ii) The road geometrics need to be improved in general Separate slip road be provided on the South -Eastern corner at the equate angle arms.
- iii) The circulation in the layout plans of DDA Group Housing on the North-East and South-East side shall be studied in relation to the circulation in an around the interchange. Similarly, the circulation on Panchsheel Enclave be studied in relation to the proposed circulation.
 - iv) The Censultant of D.T.D.C. informed that separate cycle track shall not be provided due to site constraint and also informed that the volume of cycle traffic is not adequate to warrant to separate cycle track.
 - v) D.T.D.C. shall submit the feasibility report of the proposed flyover to DDA.
 - vi) The 'T' junction design with only surface improvement of Savitri Cinema Road with Outer Ring Road was also considered and approved as an immediate phase.

With the above said observations, the Technical Committee approved the proposal in principle and the D.T.D.C. shall submit the modified proposal with D.U.A.C.'s approval, model and feasibility report for the consideration of Authority.

BASIC INFORMATION/DRAWINGS REQUIRED FOR PROCESSING OF GRADE SEPERATOR PROPOSALS

1. GENERAL INFORMATION:

- (i) Location of the Grade Seperator. The Grade Separator is located The crossing of Outer Ring Road & Marshal Tito Marg.
- (ii) Implementing Agency. Delhi Tourisum & Transport Development Corporation Ltd.

(iii) Contact Officers:

Vame	Designation	Office Address Phones Off. Res
Nm.P.B. BIJAY	CHIEP ENGINEER	18-A DDA, SCO Complex, 697250 618026 Defence Colony, New Delbi-110024, 624354

(iv) Type of Grade Seperation ROB/RUB

Phase-I - ROB/RUB.

R/W in meters.

Phase-II - ROB/RUB. (IIIID.Level proposal)

- (w) Estimated Project Cost (including improvements at surface level).

 Not available
- 2. RIGHT-OF-WAY & ALIGNMENT DETAILS
- (i) Right-of-way Details (all Arma)

S. Name of the Existing

Ne	. Arm.		As per Master Plan-2001.	the scheme under censi-deration.
*1.	J.B. TITO Marg(N)	35.00 HTS	45.00 MTS	45.00 MTS.
2.	J.BTITO Marg(S)	35.00 MTS	45.00 HTS	45.00 MTS.
3.	OUTER Ring Road(E)	45,00 HTS.	45.00 MTS.	56.00 HTS.
4	OUTER Ring Road(W)	581.00MTS	45.00 MTS.	58.00 MTS.

		SOUR BUILD
(ii)	poroved alignment Plan available for :	ν.
	. Name of the Arm. Yes/No. R/W in meters. 2nd P. 2nd P.	Ose.
	J.B. TITO HARG (N) YES 45.72 MTS.	
	J.B. TITO HARG (S) YES 45.72 MIS.	
	OUTER RING ROAD (E) TES 45.72 MTS.	
	OUTER RINGROAD (W) YES 45.72 NTS.	
3.	FECHNICAL DATA:	
(10	Details of Volume Survey with Data of Table I (America - II) Survey (Table at Annexure-I).	
(ii)	Projected Velumes on each arm for Projected Volume also indicated Velume also indicated	sted in
4 ,	PHYSICAL SURVEY DETAILS:	
(i)	P.T. Survey Scale for the main drawing. The existing Physical survey The details to be indicated on these been indicated in the Grasurvey plans are placed at Annexure-II. Separator only.	
5.	CROSS SECTIONAL DETAILS: The cros-sectional details have been given in the scale herizontally 1:200 Vertically 1:100	
	Existing - Proposed cross sections the following element along with the existing property line to be indicated in a Drawing for all the arms at 1:250 Scale (Preferable). These sections should be at (i) Brade, (ii) With Grade, Separator & (iii) Existing. The authority resolution No. 54 dated 13.8.90 is enclosed for reference. (Annexure-Timeselection of the section	0 .
	S.No. Cross Sectional Elements	
	(i) Drain along property line (ii) Foot Path (iii) Service Road As per Annexore III	

(i)	Drain along p	ropert	y l	ine	9
(ii)	Foot Path				
(iii)	Service Road			As per Annexure	111
(iv)	Footpath.				
(v)	Reservation f	er H.T	r. T	lower Line.	
(vi)	Carriageway	(i) (ii) (On s	surface Irade Seperator	
(vii)	Verge -	(1) (11)	On s On G	surface rade Seperator	

S. No.	Cress Sectional Elements
(viii) (ix) (x)	Parapat on Grade Seperator Any other use within R/W. Location of Trees.
(xi)	The clear Headway between read chamber and bettem of the Beam.

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). Proposal submitted for both 1st Phase & for long term in the scale of 1:500.
- (ii) A drawing (preferable at 1:2000 Scale) indicating:
 - (a) Improvements required upto next important intersection.
 - (b) Integration of circulation of serrounding areas. X

 Covered in a above this may be prrepared in consultation with Traffic Polce & Road Owning authority. X
 - (c) Improvements required in the serrounging read network and intersections.
- (iii)(a) The improvement suggested for the serrounding intersections shall be prepared at a scale of 1:500 preferable (but not less than 1:1000 in any case). Not submitted.
 - (b) Location of Bus stops (to be identified in consultation Bus stop indicated in the drawing.

is the to

- (c) Location of pedestrian subways (whenver required with proper justification). Indicated in the drawing.
- (d) Signal Phasing (preferable with Cycle Timings). X
- (e) Integration of Cyclist movement (proposal with X 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. X

1.

Flyover proposal for Outer Ring Road and Marshal Tito Marg intersection

The basic improvement plan for this intersection relates to the provision of a grade separator in the form of a road over bridge along Outer Ring Road. The total peak hour volume at this intersection during the base year is approximately 11000 p.c.u. which is expected to increase to nearly 15000 p.c.u. by 2001 A.D. The straight components of traffic along Outer Ring Road and along J.B. Tito Marg are 4500 p.c.u., 3400 p.c.u. respectively. These could be expected to increase to 6300 p.c.u. and 4600 p.c.u. respectively by the year 2001 A.D. The total right turning traffic at the intersection is of the order of 2700 p.c.u. of which 1200 p.c.u. turn right from Nehru Place side to Moolchand side and 1150 p.c.u. turn right from Khanpur side to Nehru Place side. Trend analysis indicates that turning right traffic would increase to 1650 p.c.u. from Nehru Place side to Moolchand side and 1500 p.c.u. from Khanpur side to Nehru Place side by the year 2001 A.D. The total right turning traffic at the intersection is expected to be of the order of 3700 p.c.u. by the year 2001 A.D. The total left turning traffic at this intersection is of the order of 1200 p.c.u. during the base year and it could be expected to increase to 1650 p.c.u. by 2001 A.D. Thus the total turning traffic (right + left) at this intersection by the year 2001 could be expected to be 5300 p.c.u. during the critical peak hour. By the design year, the distribution of traffic during peak hour at this intersection could be:

straight traffic along Outer Ring Road - 6300 p.c.u.

straight traffic along J.B. Tito Marg - 4600 p.c.u.

traffic turning right from Nehru Place
side to Moolchand side - 1650 p.c.u.

traffic turning right from Khanpur side
to Nehru Place side - 1500 p.c.u.

other right turns and left turns put - 2150 p.c.u.

PROPOSED IMPROVEMENT PLAN FOR OUTER RING RD. - J.B. TITO MARG INTERSECTION

	57	X	AIIL	2.5 m.	0.9	2.5	1	0 11	9.0	h	1.2	9.0	Nor Syonn.	Not Stown	DIMENSION NOT GIVEN
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	57	X	EXSTING NALA NALA TO BE BE CO	t	PROVIDED	5.2	S.4m FORH	0.11	0	2.0	1,7	9.0	PEDESTRIAN SUBWAY, BUSBAY	Moral .	DIMENSION NOT GIVEN
OUTER	EAST	7	NIL	1	0.9	25	1	0.11	9.0			9.0		SHOWN	0/O W0/
()	H	R	NIL	1	NOTA	2.5	CR STRIP PROVIDED	13.0	1	1.2		1	GREN ALONG PROPERTY UNG	SHOWN	1
MARG	50 UTH	7	אור	1	PROVIDED	5.2	PROVIDED PROVIDED	130	1			.1	F CK. ALONG PROPERTY LINE	SHOW	1
J. B. 7170	TH	a	NIF	t		2.5	1	12.5	1	2		1	GREEN ALONG PROPERTY PROPERTY LINE	SHOWN	1
, i	NORTH	7	NIC	,	EXISTING RD NOT	2.5		12.5	1	1.2		1	r	SHOOTS	1
As/quipe	PROVED	IN MTS)		4.5		2.0	4.0	7.5	7.5	0 -	0 1	0.5	1		5.5
MIN. DIM. AS/GUIDE	LINES APPROVED BY ALLTHORITY	(ALL DIM. IN MTS)		45		5.0	0 7	7.5	7.5	0 1	01	ts 0	t		5.5
CROSS SECTION	7		DRAIN ALONG PROPERTY LINE	FOOTPATH	SERVICE ROAD	FOOT PATH	RESERVATION FOR H.T TOWER LINE	CARRIAGE - WAY a) ON SURPACE	b) ON GRADE SEPARATOR	VERGE a) ON SURPACE	b) ON GRADE SEPERATOR	PARAPET ON GRADE SEPARATOR	ANY OTHER USS NITHIN RIN	LOCATION OF TREES	CLEAR HEADWAY BETWEEN ROAD CHAMPLE AND POTTOM OF THE BEAM
8.20.			1.	7	'n	4.	Ġ	9		7.		80	9	. 01	11.5

By Post

101115111 18-A, Shopping Cum Office Complex, Defence Colony, Development Corporation New Delhi-110024 * Phones 697250, 618026, 618374

(A Government Undertaking) | P. NO. F. BRAZOGZ (89 (OTT)) (7)

F.NO.F. BR/12003/89/DTDC/269 Dated the 9th April, 1990

Shri Prakash Narayan, Jt. Director(T) Delhi Development Authority, 11th Floor, Vikas Minar NEW DELHI

Sub: - Construction of Chirag Delhi Flyover-Outer Ring Road.

sir,

As desired in the meeting of the Technical Committee held on 15.1.90, please find enclosed herewith feasibility report of the subject flyover in the prescribed proforma.

Thanking you.

Yours faithfully,

(JAGAT SINGH) STAFF OFFICER

eq Encle As above.

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	In the resa Ny.	Prenties \	
124	and the second s		eal pucca Butcha
	Total no. of strucutres/prope ti affectoe in the everall alignmen	it.	
	No. of preperties with boundary	Chinag Nu	sery Boundry Wall
	wall and setbacks only affected in the alignment.	to be shi	r ād
	No. of single stareged structure affected.	NIL.	
	Ne. ei dauble stereyed structure	NIL.	
	No. of three storeyed structures affected.	NIL	
	It may be clarified wheth	at. The existi	res form part.
0/1	zonal/master plan landuse may al	so be gived.	
de	Details of offected services	U .	Length
÷	Overhead high tension lines:	220KV lines 66KV lines	in mt.
		3FRY lines 11AY lines	NIL
	Undergraund lines:	220KV lines 66KV lines 35KV lines 11 KV lines.	NIL
	that manual amban surally lines	11 71 7777639	Length Ne. of
	Underground water supply lines	A 100 10 A	in mt. Ballace
	90cm	p - INO Valve	chambers chambers
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	Underground soverage lines. 45cm Sewer line	- length - 400M	Longth No. of & depth manhalas
		- length - 400M depth 16'depth.	Length Ne. of
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3.	Sterm water drainage lines. Sterm water drainage lines. To BE of telephone poles.	depth 16 depth. tovm water Nallah CONVERTED INTO	affected length Ne. of à depth manhales of the affected lines. Length 400M COVERED DRAIN.
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34	Sterm water drainage lines. Me. of cloutric peles	depth 16 depth. tovm water Nallah LONVERTED INTO 24 NO NI 11 40 CM dia	affected length Ne. of à depth manhales of the affected lines. Length 400M COVERED DRAIN.
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	Starm water drainage lines. Me. of electric pelas	torm water Nallah LONVERTED INTO 24 No NI 1-3 M girih	affected Length Ne. of & depth manhales of the affected lines. Length 400M COVERED DRAIN. Street light poles L
	Sterm water drainage lines. Me. of cleatric peles To BE of the set talephene peles Petails of affected trees Total nes. 68 Nos Cir Species Other piscellspeaus effected structure of the set talephene peles Milk Beeth Bus stand Taxi Stand	torm water Nallah LONVERTED INTO 24 No NI 1-3 M girih	Affected Length Ne. of A depth manhales of the affected Lines. Length 400M COVERED DRAIN. Street light poles L No. in front of Mas ha Moth
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