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योजना
Planning

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F1 (65) 190-MP

2332
11-12-90

2332
12/12

टिप्पणी

पत्र-व्यवहार

विषय

Ref. Draft Minutes of T-Committee Meeting held on 26.11.90.

री सं०	तिथि	किस को भेजी	हस्ताक्षर	डायरी सं०	तिथि	किस को भेजी	हस्ताक्षर
कार्यालय	आने की / जाने की			कार्यालय	आने की / जाने की		

2332
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1769/F
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F169/L

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DRAFT MINUTES OF THE TECHNICAL COMMITTEE MEETING TO
BE HELD ON 26.11.90 AT 9.30 A.M. IN THE CONFERENCE
ROOM OF VIKAS MINAR AT 5TH FLOOR, DELHI DEVELOPMENT
AUTHORITY

ITEM NO.1

Sub : Guidelines for utilisation of Community service
personal units in the group housing societies
scheme/CGHS/DDA's Scheme, Pool Housing Scheme
of various department of Government and Semi-
Government
PA/DD(L)/Bldg./89/14

Deferred.

✓ ITEM NO.2

Sub : Comprehensive circulation study of Shadara Ring
Road to Trans Yamuna Area
F.5(36)75-MP Pt.III

✓ Deferred.

ITEM NO.3

Sub : Proposed flyovers by DTTDC
PA/JD/T/90/263

This case was discussed in detail and it was
resolved that first priority for the provision of fly
overs/grade separator be given to Ring Road and Outer
Ring Road. The observations on various flyovers as
placed before the Technical Committee may also be
considered by making the details for the approval of
Technical Committee/Delhi Urban Arts Commission/
Authority.

Does not make
sense to me
Please recheck

✓
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ITEM NO.4

Sub : Request of Transport Department (DA) for obtaining their clearance of sites required for 'MRTS' Depots, Yards, Inter change etc. when they are committed to other uses.
F.3(15)/90-MP

✓ Deferred.

ITEM NO.5

Sub : Allotment of land for gas godowns site to Indian Oil Corporation Ltd. in Vasant Kunj Area
F.13(17)/90/CRC/DDA

✓ Deferred.

ITEM NO.6

Sub : Allotment of land for under ground reservoir and booster pumping station at Shabtri Nagar
F.23(3)/81-Instl.

In the first instance, EM ^{may} ~~has to~~ discuss with the ^{other} ~~sewerage and~~ ^{water supply} department organisation ^{and} ~~under taking~~ ^{of} ~~water supply~~ ^{department} organisation.

ITEM NO.7

Sub : Regarding provision of additional FAR in Industrial sheds constructed by D.S.I.D.C. at various locations under the scheme of 'Half a Million Jobs Programme' Government of India.
F.20(14)/89-MP

✓ Deferred.

ITEM NO.8

Sub : Electrification of sub district centre at Hari Nagar, and Community Centre at Block-J, Rajouri Garden
PA/JD(Plg.)-II/90/20

This case was discussed in detail. Site proposed by Chief Architect for electric sub station in Hari Nagar Community Centre was approved in principle. However based on the letter survey, ^a ~~detail~~ ^{may} plan be prepared in consultation with Chief Architect ^{before} ~~for~~ handing over the site to DESU.

What does this mean?

ITEM NO.9

Sub : Approval of 220 KV Tower line between park street sub station and Delhi Cantt. 220 KV S/Stn. (Naraina)
F.6(3)/90-MP

After detailed discussion, ^{the proposed alignment of} it was decided that

^{the} 220 KV tower line connecting Park Street sub station ^{way} to Delhi Cantt. 220 KV Electric Sub Station site approved as per the details given below ^{subject to the following}:

(a) ^{the segment} ~~portion~~ of the route alignment between Park Street and ^{may} Shanker Road crossing, be taken as underground, as per the alignment shown on the plan.

(b) ^{the segment} ~~portion~~ between Shanker Road crossing to the proposed electric sub station in cantonment area, be taken as ^{over} overhead line, ^{the} skirting the ^{side} rich area, in which ^{the} location of specific power lines ^{towers} be submitted by DESU.

falling on the proposed route alignment, shall however

(c) All other ^{permits} ~~permises~~ required from the concerned departments including the Ministry of Environment be obtained by DESU, ^{before implementing the project.}

ITEM NO.10

Sub : Approval of route alignment for erection of D/C Tower Line with ACSR, 'GOAT' conductor between Wazirabad II and proposed 33 KV Sub-Station at Ashok Vihar.
F.6(4)/90-MP

This was discussed in detail and the route alignment ^{the} for 33 KV lines to be erected on the towers as per the plan laid on the table ^{was} is approved.

ITEM NO.11

Sub : Shifting of stone crushers from Lal Kuan, Badarpur New Delhi
F.3(970)/69-MP

Deferred.

ITEM NO.12

Sub : Acquisition of land 15 Bighas 9 Biswas in village Baglabad and 5 bighas in village Sabhapur for construction of left forward bund
F.14(1)/88/CRC/DDA

This case was discussed in detail and ^{the Committee decided} as far as ^{that} land use ^{is} concerned, there ^{is} no objection.

ITEM NO.13

Sub : Allotment of land for the construction of underground reservoir and booster pumping station at Lawrence Road
F.23(4)/80-Inst.L.Pt.I

In the first instance, EM ^{may} ~~has to~~ discuss with the ^{giving} ~~sewerage undertaking of water supply department organisation~~ ^{DWSBx and}

ITEM NO.14

Sub : Construction of Flyover at the intersection of Aurbindo Marg in ~~Outer Ring Road~~ crossing (IIT crossing)
F.5(20)/89-MP

The ^{proposed} fly over at IIT crossing (outer ring road and Aurbindo Marg) was discussed in detail and was recommended for the approval by the DUAC/Authority.

Chief Engineer, Ministry of Surface & Transport desired that the projections for such ^a cost intensive scheme should be made for atleast for 20 to 30 years. The Chief Engineer (DTTDC) agreed to make the traffic projections upto 2010 and submitted ^{accordingly} to DDA/Ministry of Transport.

The DTTDC ~~will~~ ^{may} ~~shall~~ submit 9 copies of the drawings duly authenticated after the approval of the DUAC ^{along} and ^{with} the model of the scheme, for the approval of the Authority.

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ITEM NO.15

Sub : Construction of flyover at the intersection of outer ring road on J.B. Tito Marg
F.5(19)/89-MP

The flyover scheme at Chirag Delhi crossing ~~xx~~ (outer ring road - J.B. Tito Marg) was discussed in detail and ~~was~~ recommended for the approval of the DUAC/Authority. It was also resolved that the circulation of surroundings areas, ^{and} movement of cycle traffic ^{may} ~~shall~~ be discussed in detail by the sub-committee under the Chairmanship of E.M., DDA.

ITEM NO.16

Sub : Proposal for grade separator at Ring Road/Aurbindo Marg Intersection - A.I.M.S. Crossing
F.5(7)/87-MP

Deferred.

ITEM NO.17

Sub : Handing over of HSS plot at Shri Guru Singh Sabha in Rajouri Garden (G-8 area)
F.18(4)/81-Instl.

The land allotment ^{for the} higher secondary school ^{of} (Shri Guru Singh Sabha) was discussed in detail. It was observed that in G-8 area, a plot ^{has} ~~is~~ earmarked for a college site ^{while} ~~and~~ there is a plot of land earmarked for higher secondary school in Zone G-17. ^{Therefore,} ~~It was~~ decided that if Shri Guru Singh Sabha ^{may therefore} ~~desired~~ ^{a college of its own} ~~to get~~ ^{obtaining} ~~allotted of the college plot, after bringing~~ the sponsorship from Delhi Administration, they may be allotted the college plot in G-8 area. ^{On the other hand,} ~~Further,~~ if Shri Guru Singh Sabha desires to have ^{to it only for a} ~~the~~ land allotted ^{for higher} ~~for~~ secondary school, they may be allotted the ^{site} ~~site~~ falling in Zone G-17. ^{to set up} ~~to set up~~

Signature

Item NO. 17

26-11-90

LAND IN CIVIL ENGINEERING COLLEGE

SUB : Handing over of HSS plot to Shri Guru Singh Sabha in Rajouri Garden (G-8 area)

1. Shri Guru Singh Sabha was allotted a plot of land measuring 3.8 acres for the construction of Hr. Sec. School in Rajouri Garden, G-8 area @ 8 lakhs per acre vide this office letter dt. 31.12.85. Society deposited a sum of Rs. 8 lakhs against the demand of Rs. 16,40,001 in the month of March & April - 1986.
2. The area proposed to be allotted was encroached upon and DDA made efforts to get the encroachments cleared and 2 acres of land could be cleared off encroachments. The Cambridge foundation school claimed for handing over of the land so vacated for the purpose of playground since they were temporarily using the playground across the road and a writ petition was filed in the High Court.
3. The Hon'ble Court was pleased to direct the DDA to hand over the possession of remaining land measuring 2 acres to the Cambridge foundations school, before the possession is handed over to Shri Guru Singh Sabha but left it to DDA, which area is to be handed over to Cambridge foundation school.
4. L.G., Delhi vide his orders dt. 29.1.1990 decided that the land vacated off encroachments adjacent to Cambridge foundations school may be allotted to for playground and the allotment to Guru Nanak Public School be made on a suitable school site elsewhere.
5. The case was referred to Planning Cell and a site measuring 4 acres was proposed to be considered for alternate allotment in G-17 area.
6. Somehow the Lands Section have issued allotment cum demand letter dt. 8.5.90 for alternate site measuring 4 acs. near Paryog Vihar G-8 area in lieu of 3.8 acres of plot of land earlier allotted near to Cambridge foundations school. The sabha is reported to have made the payment of land allotted to them but is yet to make the payment on account of interest on belated payments of the land allotted to them.

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The case is referred to Planning Cell for attaching 5 copies of the site plan so that possession of the land could be handed over after receipt of the demanded interest.

7. From the perusal of the file it is noted that the site allotted is out of the college site which measured about 10.08 acres with a break up of 5.20 acres of land and 4.88 acres for playground purposes. A detail survey of the area reveals that the total area of the college site measures 8.889 acres with a break up of 5.237 acres for building purposes and 3.652 acres for playground purposes.

8. The site under reference is inspected by the Commr. (Plg.) along with other officers of Planning Cell and it was suggested that some other suitable site in G-8 area be located.

9. The Sabha is not ready to take possession of the land in the area other than G-8 area since they are already running a school with a strength of more than 1200 students near the Gurudwara in Rajouri Garden itself and it would be inconvenient for the students of the locality to go to G-17 area (site suggested by the Planning Cell).

10. No other approved Hr. Sec. School site is available in this G-8 as well as near by area which could be handed over in the present case.

11. As the allotment is already made the case is planned before the Technical Committee for its consideration.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

PA/DD/MP/90/

Dated: 8.11.90

Agenda for the meeting of Technical Committee
to be held on ^{26.11.90}~~12.11.90~~ At 9.30 A.M. in the Conference
Room of Vikas Minar at 5th Floor, Delhi Development
Authority, I.P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page</u>
1.	Guidelines for utilisation of community service personal units in the group housing societies scheme/CGHS/DDA's scheme Pool housing scheme of various department of Government and Semi Government. (Deferred) PA/DD(L) Bldg./89/14	1-4
2.	Comprehensive circulation study of shadara, Ring Road to Trans Yamunna Area. F.5(36)/75-MP Pt-II.	5
3.	Proposed flyovers by DTTDC. PA/JT/T/90/263	6-10
4.	Request of Transport department (DA) for obtaining their clearance of sites required for 'MRTS' Depots, Yards, interchange etc. when they are committed to other uses. F.3(15)/90-MP.	11-14
5.	Allotment of land for gasgodowns site to Ind an Oil Corporation Ltd. in Vasant Kunj Area. F.13(17)/90/CRC/DDA.	15
6.	Allotment of land for under ground reservoir and booster pumping station at Shastri Nagar. F.23(3)/81-Instl.	16
7.	Regarding provision of additional FAR in Industrial sheds constructed by D.S.I.D.C at various locations under the scheme of 'Half a Million Jobs programme' Government of India. F.20(14)/89-MP.	17
8.	Electrification of sub district centre at HariNagar, and community centre at Block 'J' Rahouri Garden. PA/JD/(PLG)-II/90/20	18
9.	Approval of 220 KV tower line between park street sub-station and Delhi cantt. 220 KV S/Stn. (Naraina). F.6(3)/90-MP.	19-20

10. Approval of route alignment for erection of D/C Tower Line with ACSR, 'GOAT' conductor between Wazirabad II and proposed 33 KV sub-station at Ashok Vihar. 21
F. 6(4)/90-MP.
11. Shifting of stone crushers from Lal Kuan, Badarpur, New Delhi. 22-24
F. 3(97)/69-MP.
12. Acquisition of land '15 Bighas 9 Biswas in village Bagiabad and 5 bighas in village sabhapur for construction of left forward bund. 25
F. 14(1)/88/CRC/DDA.

Item No. 1

Sub : Guidelines for utilisation of Community Service Personnel units in the group Housing Societies Scheme/GHBS/DDA's Scheme/Pool Housing Schemes of various Deptt. of Govt. & Semi-Government.

PA/DD(L)/Bldg./89/14

The provision of Service Personnel Units in Cooperative Group Housing Schemes is based on the stipulations made in the Master Plan of Delhi. Accordingly, 5% of the total number of dwelling units is required to be provided for S.P. Units in the Cooperative Group Housing Schemes. The societies having area less than 2 acres are not insisted upon for the provision of S.P. Units in their schemes.

2. The provision of service personnel units @ 2% of the total land to accommodate 5% of the total population under the service personnel housing scheme is also made on the plots earmarked in co-operative House Building Societies areas, DDA's scheme and the Pool Housing Schemes constructed by various departments of Government and Semi-Government. These pockets revert back to the Authority from the House Building Societies along with other areas earmarked for community facilities etc.

3. The then Lt. Governor, Delhi has approved following policy for lands/pockets revert back to the Authority from the house building societies along with other areas earmarked for community facilities etc.

a. As these pockets revert back to the Authority, it would be feasible to construct the service personnel housing schemes in each pocket by the Authority as the housing scheme for this category of the people.

b. After the identification of the sites, as the services are already available, the layout plan and the building plan should be taken up immediately to construct these schemes and the houses so constructed should be offered to the identified group of the people under the service personnel housing such as washerman, chowkidar, gardner, barber, sweeper, electrician, plumber, etc. to serve to various pockets/colonies, by the housing department on easy terms.

..contd...2/-p.

c. There is no need to have a separate/independent registration scheme for such people but the people already registered with the Authority under the Janta category falling in these classified categories could be asked to apply for these houses, once constructed.

d. The size of the DU for service personnel housing would be designed keeping in view the size already decided equivalent to a built space on 26 sq.mt. size of plot area. While formulating the scheme possibility may also be explored to prepare the layout plan of such pockets, wherever feasible, to provide small size plots (26 sq.mts.) with a standard design which may be offered and can be adopted by the individual to build a flat with his own resources.

4. The policy about the utilisation of the service personnel units in Cooperative Group Housing Societies has also been approved by the then Lt. Governor, as follows :-

a. 2% of the land to accommodate 5% of the DUS, is provided in each layout plan of more than 2 acres in size. The layout plan of group housing societies have been approved on the basis of 60 DUs per acre, thus the number of service personnel units wherever provided would be minimum 8.

b. In each group housing society, the design of DUs/flats, elevational treatment architectural control are different, therefore, it is important that the service personnel housing should be designed so as to merge with the concept of individual group housing/society. Therefore, each society should be asked to prepare and get the service personnel housing scheme approved under the building bye-laws on the basis of the norms of 5% of service personnel housing.

c. After the approval of the service personnel housing each society may be given an option to build these flats with their own funds for the persons covered under the service personnel category to serve their society.

d. The society would be allowed to allot these service personnel housing flats to the persons of this category either on cash down basis rental basis, licence basis or on higher purchase basis. The guidelines to be prescribed by DDA and asked the societies to keep informed of the action taken by societies in accordance with the guidelines.

5. Further the utilisation of the service personnel units was deliberated at length. The proposal made in agenda was agreed to in principle and the following recommendations were made:

- i) The service personnel units will be constructed by the society out of its common funds. These units will be treated under 'common area' and facilities' as per Delhi Apartment Ownership Act, 1986 clause-3 (j) (iv) of Chapter-I and will not be disposed of by transfer or on sale basis. These units/buildings will be utilised for lodging of persons employed for the management, administration, maintenance and safety of the property including offices and residences for care takers, watchman, janitors and of other persons engaged and employed in the management, administration, maintenance and safety of the property as per Appendix-III, Bye-Laws of Apartment Owners Association, Clause-2(viii) (d). The licence fee for the lodging of such persons mentioned above will be governed with Government of India rules for allotment of staff quarters.
- ii. The societies which are having area less than 2 acres and do not provide S.P. Units, the deficiency charges on 2% of the area of the total land will be charged at pre-determined rate.
- iii. The societies which are having area more than 2 acres and do not provide S.P. Units, the deficiency charges on 2% of the area of the total land will be charged at 3 times the pre-determined rate.
- iv. The utilisation of the S.P. Units area for regular DUs will be charged on equivalent land component i.e. 67.45 sqm. as share of an individual member at 3 times the pre-determined rate.
- v. The utilisation of S.P. Units area for commercial purposes other than cooperative stores, bank extension counter, community hall/centre, club and society office will not be allowed. The conversion of S.P. Units area into cooperative stores, bank extension counter, club, community hall/centre and society office being facility to the society as a whole will not be charged. The area for these uses will be @ 2 sqm. per DU or 300 sqm. whichever is more and will be counted in the FAR and ground coverage calculations. This has been derived from a number of references being received from the bigger societies to increase

the area of community hall/centre from existing norms of 300 sqm. irrespective to the size of the society.

6. The matter is placed before the Technical Committee for its consideration.

Item No. 2

(Laid on table)

Sub: Comprehensive circulation study of Shahdara Ring Road to Trans Yamuna Area. F5(36) 75-MP-Pt.II

1. The Shahdara Ring Road in Trans Yamuna Consists of:

	Length in Km. R/W as per MPD-2001.
a. Marginal Bundth Road from NH-24 to Vikas Marg to GT Road to Wazirabad Road (Road No. 59/63)	12 Km. 61 mts.
b. Wazirabad Road from its junction with Marginal Bundh Road to the junction of proposed road no. 70	10 km 61 mts.
c. Proposed road no. 70 from its junction with Wazirabad road to proposed road no. 62	1.85 km 45 mts.
d. Proposed road no. 62 from road no. 70 to its intersection with GT road/Road no. 56	1.25 km 61 mts.
e. Road no. 56 from its intersection with GT Road/Road no. 62 to NH-24	5.5 km 61 mts.
f. NH-24 from its intersection with road no. 56 upto proposed Marginal Bundh road/NOIDA road intersection	4.0 km 91 mts.

Status of the said roads is given in Annexure-I

2. At present proposals of widening/improvements of existing roads, junction/intersections as also the grade separators at road intersections and level crossing are being implemented in piecemeal manner. From the status of the alignments of various roads in the Ring it will be seen that even important links like road no. 62, 70 & Marginal Bundh road no. 35A are yet to be constructed. Road & grade separator projects thus being dealt in more or less isolation. Considering the population within the ring, the existing/proposed uses of MPD-2001, there is going to be considerable generation & dispersal of traffic on ring road. It is therefore suggested that a comprehensive study on the lines of the study got done by PWD(DA) for Ring Road may be done from private consultants for Shahdara Ring Road also be identify.

- i. Priority for development of missing/alternative links.
 - ii. Priority improvements of roads & junction/intersections on the ring in relation to existing/proposed uses.
 - iii. Priority for grade separators i.e. underbridge, over bridges, pedestrians subways etc. at different location.
 - iv. Guidelines for clearance of existing encroachments as per Govt. policy for implementation of road nos. 70, 62 & 35A
3. A study group comprising of Dir.(TYA)JD(T), CRRI & CE(PWD) and offices from other related depts may be formed to monitor the study of the consultants which may be completed in a period of six months.
4. The case is put up to TC for consideration.

Appendix A to 265 No 2

A₁

STATUS OF ALIGNMENT OF ROADS FORMING PART OF SHAHDARA RING

SR. NO.	NAME OF THE ROAD	STATUS
1.a)	Marginal Bundh Road from NH-24 to Vikas Marg	Detailed Alignment based on latest Drawing to be prepared P.T. Survey not supplied by PWD.
b)	Marginal Bundh Road from Vikas Marg to G.T. Road	Approved by T.C. subject to clearance of Flood Department.
c)	Marginal Bundh Road from G.T. Road to Wazirabad.	-- do --
2.	Wazirabad Road from its junction with M.B. Road to the junction of proposed road No.70.	Draft alignment is prepared upto the junction of Road No.69.
3.	Proposed Road No.70 from Wazirabad road to proposed road No.62	Alignment was approved by authority vide res. No.51 dt. 4.6.82.
4.	Road No.62 from Road No.70 to G.T. Road	Alignment approved by the Authority vide Res.No. 55 dt. 4.6.82.
5.	Road No.56 from Road No.62/ GT Road intersection to NH-24	Alignment approved by the Authority vide Res.No.69 dt. 13.6.88
6.	NH-24 from the intersection of Road No.56 to Marginal Bundh Road.	Draft alignment on 1:2000 scale prepared. Detailed alignment on 1:500 scale is yet to be prepared.

Sub : Proposed flyovers by DTTDC

1. BACKGROUND

In April, 1989, the Executive Council, approved a proposal for construction of a number of grade separators on important road intersection by Delhi Tourism & Transportation Development Corporation to ease traffic congestion on roads in Union Territory of Delhi.

2. DTTDC PROPOSAL

a. FIRST LOT

Accordingly, DTTDC had initiated the following improvement of intersections in the first phase.

- (i) Loni Road-Wazirabad Road.
- (ii) Outer Ring Road & J.B. Tito Marg (Near Chirag Delhi)
- (iii) Outer Ring Road and Aurbindo Marg (IIT Crossing)
- (iv) J.B. Tito Marg-Lala Lajpat Rai Marg (near Andrews Ganj Central School)

The flyover at Sl. No. (i) was recommended for the approval of the Authority by T/Con 25.9.1989. The Chairman, DTTDC, vide D.O. letter dated 20.8.90 (Annexure I) has informed that this flyover is in full swing of construction. This flyover was also approved by DJAC with a recommendation that the flyover at the next intersection i.e. the intersection of Wazirabad road and Road No. 66 shall be taken up simultaneously. The integrated scheme is yet to be submitted by DTTDC to DDA for the consideration of T/C and Authority.

The flyovers given at Sl. (ii) & (iii) are under revision as per Authority's resolution No. 54 dated 13.8.90 and (iv) has been referred to M.S. of Transport for obtaining clearance.

The Chairman, DTTDC, has also informed that some preparatory work such as construction of slip roads, diversion of services etc. has already been initiated by DTTDC.

b. SECOND LOT

The DTTDC has already appointed the Consultants for the preparation of schemes for the improvement of following intersections :-

- (i) Ring Road-Africa Avenue
- (ii) Ring Road and Road to Saraswati Vihar (near Wazirpur Depot)
- (iii) Outer Ring Road and Rohtak Road.
- (iv) Patel Road, Shanker Road and Pusa Road.
- (v) G.T. Road and Road to Shakti Nagar.
- (vi) D.E. Gupta-Faiz Road intersection.

The DTTDC has appointed consultants for the above 6 proposed grade separators for traffic surveys/ studies and for the preparation of conceptual plans.

c. THIRD LOT

The DTTDC has proposed to take up the following 6 intersections for improvement by providing grade separators.

- (i) Ring Road - Raj Ghat
- (ii) Ring Road - Near Nizammudin Bridge.
- (iii) Ring Road - Khelgaon Marg
- (iv) Ring Road - Shanti Path
- (v) Ring Road - Maya Puri
- (vi) Ring Road - Madhuban Chowk.

3. AUTHORITY'S DECISION

L.G., Delhi, in its meetings held on 15.6.90 5.7.90 and 20.7.90 reviewed the progress of fly-overs proposed by FWD, Delhi Admn., P.D., Yamuna Bridge Projects and DTTDC. During discussion, the L.G. desired that a Policy should be worked out on the various parameters of fly-over by taking into consideration the views expressed by DUAC from time to time. This policy should be put up before the Authority for general adoption.

A detailed agenda for 'grade separators in Delhi-Planning & Design Guidelines' was placed before the Authority in its Meeting held on 13.3.90. The guidelines as approved by the Authority are as under :-

- (i) The priority should be given to traffic on the Ring Road and Outer Ring Road.
- (ii) Grade Separators shall be aesthetically well designed and fit in with the environment.

(iii) The problem of storm water drainage and cost the grade separator should be mainly over ground.

(iv) CROSS SECTIONAL DETAILS

- (a) On Ring Road (60 mtr. R/W) and parts of Ring Road (60 mtr. R/W) shall consist of 3 lanes (3 mtr. each) in each direction and 3 lanes of 3 mtr. each for each direction of surface. However, where the space permits the lane width could be increased to 11 mtr.
 - (b) In case of Outer Ring Road where R/W is 45 mtr. a fly-over of 2 lanes in each direction (7.5 mtr. width) and similar provision on surface should be provided.
 - (c) A service road of about 6 mtrs. should be provided which could be reduced to 4.5 mtr. in case of 45 mtr. R/W.
 - (d) The minimum width of foot path should be 2 mtrs.
 - (e) The clear height of grade separator shall be 5.5 mtr.
 - (f) A strip of 3.5 mtr. shall be reserved on one side for the H.T. Tower line.
 - (g) The Longitudinal Section of flyover shall be aligned at 1 to 30 slope.
 - (h) The cycle movement depending on the volume shall be integrated with the grade separator either by engineering methods or by traffic management methods.
- (iv) (a) The grade separator scheme shall be extended on all arms upto the next major intersection.
- (v) (a) A proper land scape plan shall be prepared for the scheme.
- (b) The circulation of surrounding areas shall be properly integrated with the grade separator.
- (vi) All the grade separators presently under consideration by FWD and DTDC shall be reviewed in the light of above guidelines and shall be precessed, for approval.
- (vii) The specific conditions of environment at each crossing shall be given due consideration.
- (viii) All the new proposal for grade separators should be taken up on the basis of the priorities identified as per the study 'Priorities for road development of Delhi 2001 by CRRI'.

4. GENERAL OBSERVATIONS

(a) DDA

All these locations have been broadly examined. The position of road alignments and other related points which needs special attention while planning flyovers

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in general is placed at Ann. II. However, the detailed scrutiny shall be made after the receipt of detailed drawings.

(b) RITES

G.M., RITES, vide letter No, RITES/UT/117/90 dated 20.6.90 has informed that the grade separator at Patel Road - Shanker Road. Pusa Road and Patel Road Shivaji Marg intersection have already been deleted as these are not feasible in view of proposed MRTS. Copy of the letter is placed at Ann.III.

5. ISSUES UNDER CONSIDERATION

a. Out of the 12 flyovers proposed by DTDC in the 2nd and 3rd lot, 7 are located on Ring Road, 2 are located on Outer Ring Road and 3 are located on roads other than Ring Road and Outer Ring Road. The flyovers initiated by DTDC in first lot are already at various stages of approval/revision. Out of 9 flyovers located on Ring Road/Outer Ring Road are as per the above guidelines (point (i) approved by the Authority. However, these locations do not confirm point (viii) of these guidelines.

The study (Priorities for Road Development-Delhi 2001) is yet to be completed by CRRI. In view of this, one of the following option may be considered by Tech. Committee.

(i) DTDC may get prepared as the guidelines approved by the Authority for the approval of Competent Authority. However, before taking up the construction work, the priorities could be decided by DTDC on the basis of the studies likely to be completed by CRRI shortly.

OR

(ii) DTDC may be requested to wait till the priorities are identified by CRRI study.

(b) Out of remaining 3 fly-overs, the DTDC has already dropped the proposal of flyover on D.B. Gupta Road and Faiz Road.

The Patel Road and Shanker Road fly-over is located on the East-West MRTS Corri-doors as identified by RITES and the RITES observations are given above in para 4(b) for the consideration of Tech. Committee.

.....5/-

The G.T. Road-Shakti Nagar flyover is located in the congested area, the R/W of Shakti Nagar G.T. Road as per Master Plan is 30 mtr. but on site the available R/W is about 24 mtr., it is suggested that this flyover may be dropped

The G.T. Road-Shakti Nagar flyover is located in the congested area, the R/W of Shakti Nagar G.T. Road as per Master Plan is 30 mtr. but on site the available R/W is about 24 mtr., it is suggested that this flyover may be dropped

ITEM NO. 4

Sub:-Request of Transport Department(DA) for obtaining their clearance of sites required for MRTS Depots, Yards, interchange etc. when they are committed to other uses.

F.3(15)/90-MP.

BACKGROUND:

Master Plan Delhi-2001 proposes a Mass Rapid Transit (MRT) for efficient intra-city passenger movement. The city needs a rail based system which may be underground or on the surface or elevated, depending on the studies conducted from time to time and taking into consideration the major traffic corridors.

RECOMMENDATION OF THE STUDY:

On behalf of Delhi Administration RITES have taken up a study on Mass Rapid Transit System (MRTS). The report has identified MRTS corridors integrating with surface Railway Network, dedicated bus routes and underground MRTS. (Refer Annexure-I). MRTS corridors of 19 Km. have been identified for the following two underground alignment in the phase(Annexure-II).

- i. East-West corridor - Tilak Bridge to Patel Nagar,
- ii. North-South corridor- ISBT to Central Secretariate.

The RITES study has also identified the location of facilities required for MRT system like Depots, Terminals, repair and stabling yards and interchange points for the total system. The sites required for 1st phase have also been identified on the plan laid on table.

REFERENCE FROM DELHI ADMINISTRATION:

Secretary (Tpt), Delhi Administration vide D.O. No. SECE-64/3/89-TPt Pt. VII/286 dated 17.8.90 to Commr. (Plg.) has requested that eventually these sites will be required for implementing MRTS in Delhi and a strict watch is required to be kept over these land. He has requested that in case these lands are to be used for any other purpose clearance may also be taken from

Transport Department, Delhi Administration. The seven sites under question is only a part of the land requirement for MRTS for its transport integration and depots and for other uses separate proposal would be sent (Annexure-III), subsequently.

DETAILS OF SITES:

4. 4(a) LANDUSE OWNERSHIP

Six sites on E-W MRTS corridor and one on N-S corridor as identified by RITES alongwith their ownership, landuse as per MPD-62 and MPD-2001 and the proposed use for metro activities are as below:

4(b) PROPERTY DEVELOPMENT:

Seperately, a proposal for property development on the sites identified for MRTS depots and interchange points are received from RITES. Proposed MRTS uses on these sites and the floor area proposal on these sites for commercial and residential uses under property development are given in Annexure-IV. The proposal is to develop commercial and residential spaces on a multistorey type design. These spaces would be sold and the profit thus earned would be utilised for financing MRTS project implementation. It is stated that Rs.1500 crores would be available through property development. RITES in its study report has also envisaged development of most of these sites for Residential and Commercial use to raise finances for the construction of MRTS system. The recommendations of the RITES are placed at Annexure-IV. The financial analysis as submitted by RITES indicates that approx. Rs.1500 crores would be available for financing the construction of the system. The total estimated cost of MRTS first phase system is approx. Rs.2555 crores.

5. MPD-2001 PROVISION:

- i. MPD-2001 does not provide specific development norms for "Metro Terminal" and "Metro Depot". "Bus Terminal" and "Bus Depot & workshop" have been indicated as specific use premises.

- ii. Bus Terminal is permitted in Major use zones Namely residential (RD), retail and general business (C1), wholesale and warehousing(C2) Light and service industry (M1), and extensive industry(M2).
- iii. There is no specific development norms for bus depot and workshop.
- iv. For bus terminal 3% coverage is allowed in ground floor and first floor each and 10% on second floor with the condition that maximum floor area permissible shall be 500 sqm.
- v. One bus terminal for 1 lakh population is provided at community level and one bus terminal and two depot is provided for 5 lakh population at district level and at division level (10 lakh population) depots will be provided as per requirements.

6. OBSERVATIONS:

- i. Since MRTS terminals and MRTS depots are also meant for intra-urban passenger movement similar to bus, these may be treated at par to bus terminal and bus depots and workshop. This will provide uniform permissibility of land uses. Based on this a table indicating permissibility of these uses as per MPD-2001 is given in Annexure-V. Out of seven sites only two sites require change of landuse.
- ii. In case of metro it is difficult to adopt the same development norms as that of bus because the requirement will be different. Development norms for operational area of metro terminals and metro depots can be considered subject to specific requirements.
- iii. Land ownership belong to various departments and fall in jurisdiction of MCD,NDMC & DDA.
- iv. In all the proposed sites some activities exist. In case of MRTS project implementation land would be acquired/Transferred to MRTS existing activities may have to be rehabilitated as per policies.
- v. Secretary(Tpt.) Delhi Administration has informed that this is only a part of land requirement by the MRTS for its transport integration and depots.

For other uses separate proposal will be sent subsequently. In view of this proposal of property development has not been processed.

7. ISSUES :

The following are the issues placed before the Technical Committee for consideration.

- (a) Two metro depots under consideration are of the size of 11 Ha. and 48 Ha. They are much larger than bus depots (2 ha.), Hence can these be considered as a separate 'Use Zone' for land use purpose or these be treated as use premises similar to Bus depots and as per MPD-2001 bus depots are permitted only in M 1 & M2 Use Zones.
- (b) Area of metro terminals under consideration vary from 1.25 ha. to 9.5 ha. They have to be provided at places of transport demand/ requirements similar to bus terminals. Hence can they be treated at par with bus terminals and permitted in all major use zones (RD, C1, C2, M1 & M2).
- (c) Land belong to various agencies and under control of various civic authorities for purposes of building plans etc. For keeping strict vigil and to obtain NOC from transport department, Delhi Administration may be requested to contact various land owning agencies and civic authorities individually.

6. The matter is placed before the Technical Committee for consideration.

PROPOSALS OF MRTS USES AND PROPERTY DEVELOPMENT

ANNEXURE-IV
to
No. 4

Sr. Location No.	Area (Ha)	Proposed use related to MRTS	Proposed use for property Development (Area in sqm. & type)	Change of land use from MPD-2001 for property Development
1. King Road	11.0	Depot	Commercial - 236341 sqm.	Yes
2. Tilak Bridge	8.8	Transport Integration	Commercial - 2,20,000 sqm.	Yes
3. Fire Brigade Lane	2.2	Transport Integration	Commercial - 55,000 sqm.	No
4. State Entry Road	1.25	Transport Integration	Commercial - 31,250 sq.m.	Yes
5. Pusa Road	40.0	Depot	Commercial-126324 sqm. Residential-700656 sqm.	Yes
6. Pandav Nagar	9.5	Transport Integration	Commercial-66500 sqm. Residential-93125 sqm.	Yes
7. Kashmir Gate	5.8	Transport Integration	Commercial-173500 sqm.	Yes.

PERMISSIBILITY OF LAND USE

(If Metro terminal and depot are treated as Bus Terminal and Depot and Workshop)

S.No.	Site location and landuse proposed	MPD-2001 landuse	Change of land use required
1.	Ring Road (Depot)	Recreational	Yes
2.	Tilak Bridge (Terminal)	Partly Govt. office and partly recreational.	Yes
3.	Fire Brigade Land (Terminal)	Commercial	No
4.	State Entry Road (Terminal)	In special area	No
5.	Pusa Institute (Depot)	Educational and Research	Yes
6.	Pandav Nagar (Terminal)	Partly residential partly industrial	No
7.	Kashmere Gate (Terminal)	In Special Area	No

Sub:-Allotment of land for Gas Godown site to
Indian Oil Corporation Limited in Vasant Kunj
Area.

F.13(17)/90/CRC/DDA.

A request has been received from Chief Area Manager, IOC dt. 23.4.90 for allotment of a LPG gas godown site for Vasant Kunj area.

2. According to the norms prescribed in MPD-2001 one gas godown site is provided for 45,000 population. The plan population for Vasant Kunj, West of JNU and the nearby area such as Nangli Dewat, Rangpuri worked out to about 1.5 lacs, giving requirement of about 4 LPG gas godowns. Three gas godowns have already been allotted and functioning in Sector-B in the area earlier earmarked for OCF to the South West of Masoodpur Dairy Farm. We will have to process the case for providing a suitable Service centre site in zone F-14/Vasant Total scheme.

3. Based on the site inspections 3 suitable alternative locations have been identified and marked in the layout plan placed opposite.

Site No. 1: This site is located in Eastern portion of Sector 'D' adjacent to Local Shopping Centre. From the inquiry it is reveal that the major portion of this proposed service centre has not been acquired, though in the committee get up by Finance Member top priority acquisition was suggested. The land use of this pocket as per MPD-2001 is residential, and in the layout plan is neighbourhood park.

Site No. 2: This site is located in the Northern corner of pocket 2 Sector A adjacent to a religious site as per the layout plan. The land use is again residential and the land is most probably acquired (to be confirmed from Lands Section). It can be so plan that religious site can also be given a proper size which is as per the layout plan given odd shape.

Site no. 3: This site is proposed to the East of existing Harizan Basti in Sector B abutting 24 mtr. wide road. This area is become prone to encroachment and needs vigilant protection. The land use of this pocket as per MPD-2001 is green.

4. These all three sites have been shown in the layout plan of Vasant Kunj laid on the table.

5. The case is submitted for the consideration of the Technical committee.

Item No. 6

Sub: Allotment of land for underground reservoir and booster pumping station at Shashtri Nagar.

F23(3)/81-2ndtl.

1. The subject matter was considered in the Technical committee meeting held on 28.6.90 wherein following decision was taken (copy of agenda item and decision therein enclosed Annexure-I)

"Deferred".

Sh. R.C. Aggarwal, Supdt. Engg. DWS&SDU was requested to discuss the details of the proposal with EM, DDA before the matter is again brought to the Technical Committee."

2. The Engineer-in-Chief, MCD has informed that no detail engineering has been done so far by the consultants who can be directed to take up only after the location of the site is finalised.

3. The Engineer-Member, DDA has desired to put up the case again in the Technical Committee for its consideration.

4. The matter is placed before the Technical Committee for its consideration of the site already considered in the Technical Committee meeting held on 28.6.90 (plan laid on the table).

Item No. 10

Sub: Allotment of land for underground reservoir and booster pumping station at Shashtri Nagar. F23(3)81-Inst1.

Land measuring 120' x 100' was handed over the MCD (WSDU) at Shashtri Nagar for the construction of overhead tank on 13.1.84 (plan laid on the table)

In June 1984 MCD requested for allotment of additional land of the order of 7230 sq.mtrs near land already handed over for the construction of underground water reservoir and pumping station to augment the water supply in the area up to 20,00 l.

2. The additional area asked for MCD (WSDU) was not agreed to by Director (Horticulture) and in 1987 MCD (WSDU) was advised to suggest alternate sites.

3. To sort out the pending issue meetings have taken place in the room of Director (DC&P) and finally in June, 1989 a proposal was submitted for allotment of land measuring 210 x 88 M (1.848 hecta) near the nallah on Kalidas Marg and the proposal has been agreed to by Director (Horticulture) also.

4. MCD (WSDU) has now submitted a proposal for allotment of land measuring 1.12 hecta adjacent to the land agreed to by Director (Horticulture) (Plan laid on the table, which has 15 trees of very small girth) adjacent to the site agreed to by Director (Hort.) is objected to on the grounds that

i. Being close to the nallah the water in the underground reservoir is likely to be contaminated.

ii. Due to existing Nursery and temple in the area the possession of the land may be delayed.

5. The case is examined from the planning point of view and comments are as under:

i. The land use of the area as per the approved Zonal Plan recreational (District Parks, play grounds, and open spaces) wherein such uses are permissible.

ii. The land under reference vests with DDA and transferred to Horticulture Department.

iii. If the proposal is agreed to the maximum height of reservoir shall not exceed meter and that of pump house 4 meters from the ground level.

iv. Consequent to allotment of this land the land already handed over for the construction of overhead tank will be surrendered to DDA.

v. The eucalyphus trees at the periphery shall not be cut.

6. The case is placed before the Technical committee for the consideration of allotment of land measuring 1.12 hect. (plan laid on the table) with conditions stipulated in para 5 above.

Deferred.

Sh. R.C. Aggarwal, Supdt. Engg. DWS&SDU was requested to discuss the details of the proposal with EM, DDA before the matter is again brought to the Technical committee.

Item No. 7

Sub : Regarding provision of additional F.A.R. in Industrial Sheds constructed by D.S.I.D.C. at various locations under the scheme of "Half a Million Jobs Programme", Government of India

P. 20(14)/89-MP

A reference No. D.O. No. F.Emp. 2(95)/DI/77/2007 dated 1.9.89 was received from Sh. V.K. Kapoor, Chief Secretary, Delhi Administration regarding increase of FAR of over 800 industrial sheds constructed under the "Half a Million Jobs Programme" sponsored by the Planning Commission during the year 1973-76. Details of the sheds constructed at various places are given below :

1. Okhla Industrial Area, Ph.I	232 sheds
2. Okhla Industrial Area, Ph.II	201 "
3. Jhilmil Tahirpur Industrial area	32 "
4. Lawrence Road Industrial Area	90 "
5. Wazirpur Industrial Area	102 "
6. Rohtak Road Industrial Area	177 "

2. These sheds constructed under DSIDC scheme were allotted to the individual entrepreneurs under the scheme of "Half a Million Jobs Programme". Delhi Administration is now proposing to dispose of these sheds on hire purchase basis to the individual entrepreneurs by extending the relaxed floor area ratio standards as specified in PDP-2001.

3. The managing Director, DSIDC has forwarded the layout plans of Industrial sheds constructed by them in Wazirpur, Rohtak Road, Jhilmil Tihar pur, Lawrence Road and Okhla Industrial Area Ph.I and II with the request that they may be allowed FAR on the built up properties as per the recommendation of PDP-2001. The comparative statement showing the FAR as per the approved plan and the proposed FAR is attached (Annexure 'X').

4. However, it would be necessary that while permitting additional construction as per MPD-2001 norms, it should be ensured that traffic and transportation system is not disturbed and overload on municipal services are adequately met.

5. The matter is placed before the Technical Committee for its consideration.

Name of Industrial Area	Area allotted in HAC (Hcs.)	Existing details	Detail as/approved plan Ground Coverage%FAR	Detail of proposal	Detail as/proposed Ground Coverage%FAR	Remarks
Mazir Fur Indl. Area.	03.72 HCS (9.20 Hcs)	102 sheds. 31.5% Mezzine floor in all sheds.	37.38%	102 sheds are proposed to be double storied.	31.5 % 68.95%	
Lawrence road Indl. Area.	1.89 HCS (4.67 Hcs)	64 sheds	37.26%	38 sheds are proposed to be double storied.	37.26% 95.60%	
Zhil Mil-Thairpu Industrial Area.	0.9 HCS (2.16 Hcs.)	32 sheds	39.68%	32 sheds are proposed to be double storied + Administrative Block G+2 storied.	44.5% 93.18%	
Okhla Phase-I Part-I Industrial Area.	6.54 H.C. (16.16 Hcs)	256 sheds	47.72%	256 sheds are proposed to be double storied.	47.72% 87.95%	
Okhla Phase II scheme-I Industrial Area.	3.45 Hcs. (8.57 Hcs)	224 sheds office building.	35%	224 sheds are proposed to be double storied. + Office building G.+3 storied.	37% 78.3%	
Okhla Phase-II Scheme-II.	2.03 HAC (5.02 Hcs)	57 sheds	31.89%	38 sheds are proposed to be double storied.	23.14% 67.55%	
Rohtak Road.	10.52 HCS. (26 Hcs)	206 Sheds.	34.42%	206 sheds are proposed to be double storied.	34.72% 68.84%	

Item No.

Sub:-Electrification of sub-district Centre at Hari Nagar and Community Centre at Block, 'J' Rajouri Garden.

WT/JD/(Plg.)II/90/20

Executive Engineer (electrical) Division-II
DDA had approached Senior Architect (West), for a Sub-Station site measuring 120 mt. X 90 mt. for the electrification of Schemes of sub-district centre Rajouri Garden in July, 1990.

2. Senior Architect (West) has taken a view that normally 33 KV Grid stations are provided to feed the area along with Commercial centres and the provision for the same has not been made in these commercial centres and has further advised to contact Planning Cell for identification of the site.

3. A site measuring 90x120 sq.mts. marked red on the copy of the plan (laid on the table) is reported to be acceptable to DESU.

4. The site is inspected by the undersigned along with commercial (Planning) and found suitable for the purpose.

5. The case is placed before the Technical Committee for its consideration.

Item No. 9

Sub : Approval of 220 KV Towerline between Park Street Sub-Station and Delhi Cantt 220 KV S/Stn. (Naraina)

F.6(3)/90-MP

BACKGROUND

Ex.Engg. (PL-IV) DESU vide letter No.AEN (PL-IV)169/808 dt. 15th Feb.,90 submitted a route alignment connecting Park Street S/Stn. with Delhi Cantt (Naraina) S/Stn. Ex.Engg., DESU has also intimated that land for 220 KV S/Stn. at Park Street has already been allotted to DESU. The land for the proposed S/Stn. in Delhi Cantt (Naraina) is being processed by Cantonment Authorities.

The route alignment has been examined. The case was also discussed in the meeting under the chairmanship of Commr.(Plg.) on 10th July, 1990. During discussions, Commr.(Plg.) DDA emphasised as the proposed H.T. Route is passing through the ridge area and it may be desirable that this route be provided underground. However, DESU's representative emphasised that due to the cost considerations it may not be possible for DESU to provide it underground. The case was further discussed by JD(T) DESU Engineers. A tentative route was identified on Survey of India Sheet. DESU has examined this route, and intimated vide ~~xxxx~~ letter XEN (PL-N)169/404 dt. 4.10.90 that this route is feasible at site and shall be most suitable.

Route Details :

The proposed 220 HT Tower Line all be along

1. The Shanker Road from Park Street S/Stn. upto the Intersection of Shanker Road and Gahga Ram Hospital Marg.
2. Then the route will pass along the southern periphery of New Rajinder Nagar after leaving a setback of 15 mtr. from the approved layout of New Rajinder Nagar upto the Dr. Krishnan Marg.
3. Then the route shall pass along the Dr. Krishnan Marg upto village Todapur.
4. Then route will pass between village Todapur and Desh within the ridge area to cross the railway line (in north of Brar Square Rly.Stn.) and shall cannot with the proposed Naraina S/Stn.

The XEN DESU has informed that at site required setbacks from built up areas are available.

Item No. 10

Sub: Approval of route alignment for erection of D/C Tower line with ACSR(GOAT) conductor between Wazirpur-II and proposed 33KV sub-station at Ashok Vihar.

File No. F6(4)/90-MP

This case was placed in the Technical Committee meeting held on 30.7.90 under item no.1 (copy placed as Annexure-2). The item was deferred for want of details of the route alignment on physical survey plan of the area as informed by DD(MP) vide letter No. F.6(4) 90/MP/582 dated 28.8.90.

2. Suptdg. Engineer(Plg.) DESU vide letter dated 17.9.90 (copy placed as Annexure -2), has informed that as per the survey conducted by them 1500 eucalyptus trees shall required to be cut to clear the corridor for the erection of the H.T. Line. It is also mentioned in the said letter that DESU shall undertake to plant the required number of trees as per the prescribed norms.

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

1. Approval of H/T towerline route subject to its from the Railways for crossing the DAL.
2. Permission to cut 1500 eucalyptus trees and to plant three times number of trees of other varieties in consultation with landscape Architect, DDA.

Item No.1

- D₁ -

Sub: Approval for the points alignment for erection of D/C Tower Line with ACSR(GOAT) conductor between Wazirpur-II and proposed 33 KV Sub-Station at Ashok Vihar.

F.6(4)/90-MP.

The Executive Engineer(Plg.I) DESU, vide letter No. XEN(PlgI)/F.2/123/772 dated 21.2.1990 submitted the proposal for a towerline between Wazirpur phase-II and proposed 33 KV sub station at Ashok Vihar along with a Drawijg No.13.4337.

2. The case has been examined in the planning wing of theDDA and it was noted that this entire towerline is passing through the green area between the railway line andAshok Vihar, along the existing western Yamuna Canal. This case was also discussed in the meeting held on 11.7.1990 in the chamber of commissioner (Plg.)with the officers of DESU.

3. In principal DDA has no objection for this tower line However, it was decided that the DESU shall submit the physical survey indicating the towers and the minimum number of trees required to be cut for providing this tower-lines.

The item is placed before the Technical Committee for the:-

1. Approval of towerline in principal from Wazirpur phase-II to proposed 33 KV sub-station at Ashok Vihar.
2. The DESU shall submit the physical survey indicating the tower and the minimum number of trees required to be cut.
3. The DESU shall also plant 3 times the trees required to be cut for providing this tower line.

Dy. Director(MP) - E1 -
6th Floor, Vikas Minar

Sub: Approval for the pt. alignment for erection of
D/C towerline with ACSR GO.T conductor between
Wazirpur Phase-II and proposed 33 KV sub/station
At A.V.

Dear Sir,

Ref. your letter No.F.6(4)/90-MP/502 dated 28.8.89
on the subject cited above, the matter was again dis-
cussed in the meeting with DDA Engineer on 4.9.90.

As desired the area for corridor for erection of
the subject D/C towerline has been surveyed 1500 nos.
It is informed that it will require about 1500 euclyptus
trees to be cut for clear corridor, at the time of
erection of the proposed tower line.

DESU shall undertake to plant rerired no of trees
as per prescribed norms.

You are requested to covey the final approval
of the route alignment.

Thanks.

Yours faithfully,
Sd/-

(S.P.CHOPRA)

Item No.11

Sub:-Shifting of stone crushers from Lal Kuan
Badarpur, New Delhi.

F.3(97)/89-MP.

I. BACKGROUND

- 1.1. The issue regarding shifting and resitement of stone crushers from Lal Kuan area in south Delhi has been discussed in past during number of meeting at the level of Hon'able L.G., Delhi and Chief Secy. Delhi Administration. As per the provision of the Master Plan such units in Delhi are not permitted due to their health hazard. However, Department of Industries and DSMDC have been issuing licenses in this regard.
- 1.2. A committee was also constituted by the department of Mines, Ministry of Steel and Mines under chairmanship of Commissioner(Inds.), Delhi Administration to consider and finalise report on exploitation of mineral resources in the NCR. The draft report was sent to us during September, 1989. Since then Commissioner(Inds.) with the help of series of meetings have finalised a report as intimated to us during a meeting in May, 1990.
- 1.3. Later a meeting was also taken by Chief Secretary, Delhi Administration on the subject on 29th July, 1990 in which the Chief Secretary. Proposed that suitable amendments in the Master Plan be made for permitting the stone crushers in Delhi.
- 1.4. Now we have received a PUC from ADM/Collector(Mines) dated 3.9.90 indicating that the necessary land use/modification in the Master Plan be processed for shifting stone crushers from Lal Kuan to Bhatti mines(copy of PUC is annexed). Area under consideration is shown on the plan laid on table.

II. Provision of MPD-2001

- 2.1. In the Master Plan for Delhi Perspective-2001 mechanical stones crushing due to its health hazard i.e. pollution characteristic dust, slurry and noise is categorised under 'Noxious and Hazardous Industrial units' (Group H). These units are prohibited within the Union Territory of Delhi.
- 2.2. In the Master Plan 'Ridge' is proposed for conservation mainly from environmental consideration. It is to be afforested with indigenous spaces and (minimum of artificial landscape).
- 2.3. Forest and extractive industries in zone L,N and P i.e. north west, west and north, are permissible as per MPD-2001 to the extent of 1.2 mtr. depth. No extraction is to be permitted in the ridge area.

III. Issue requiring consideration:

- 3.1. According to DSMDC southern ridge in Delhi i.e. Lal Kuan, Devli and adjoining area has yet vast potential for stone crushing. The stone aggregate so available from these areas is used in the building industries in Delhi. Further, it is envisaged that shifting of crushers sites away from Delhi would lead to (i) shortage of stone aggregate in Delhi, (ii) cost could go up due to inter and state permits etc. required and (iii) increased distances.
- 3.2. Although there are examples of aggregate brought to metropolitan cities from far areas i.e. Pakur in Bihar supplying to Calcutta and Pallavarash to Madras, Delhi because of its huge demand requires special consideration in view of massive scale of building activity.

- 3.3. The Master Plan does not provide for locating such units within the union territory of Delhi mainly on account of environmental reasons. Besides environment transportation network is also likely to be a major constraint in locating such units on the southern border of Delhi.
- 3.4. Modifications in MPD.2001 could be made if required. while considering this option the following points may require special note of the Technical Committee in this regard.
- i. Stone crushing due to health hazard and its pollution characteristic, dust, slurry and noise is categorised, under 'Noxious and Hazardous Industrial Units'. Such units are prohibited within the union territory of Delhi.
 - ii. Extractive industries are permitted in zone L,N and P upto the extent of 1.2 mtr. depth.
 - iii. Mining alongwith quarrying, crushing, transportation is to be viewed as inter linked activity.
 - iv. Ridge i.e. Rocky outcrop of Aravali range is proposed to be conserved with utmost care with a minimum artificial landscape. Before considering extraction of stone aggregates from ridge we have to seek views of the Ministry of environment.
 - v. As per the provision of Mines act human settlement (Construction of houses, Public utility and other activity) are not permitted within 400 mtr. of mines.
 - vi. There is a heavy demand for stone aggregates in Delhi for meeting the requirements of massive scale of construction activity in the capital. Studies undertaken by Mineral Deptt. indicate that ridge in south-Delhi have vast potential for stone aggregate and other building materials. Shifting of existing crushers away from Delhi may cause shortages as well as increase in cost.
 - vii. Earlier 'Pali in Haryana was suggested for shifting of the existing crushers from Delhi. No detailed comprehensive studies have been under taken to scientifically rule out this option.
4. The case is put up for consideration of the Technical Committee with respect to para 3.4. above.

S.P. SURI
ADM/COLLECTOR (MINES)

D.O. Letter No.F.2(37)/84-M/2511
Office of Commissioner of Industries,
Delhi Administration CPO Building
Kashmere Gate, Delhi

Dated :- 3.9.90

Dear Sh. Chander Ballabh,

I am writing this letter to you for a clarification about the land use of Bhatti Mines area. We would like to know whether it is a conforming area as per the Master Plan for the purpose of establishment of stone crushers which are proposed to be shifted from Lal Kuan. In this connection you will recall the meeting held in the office of Chief Secretary on 24.7.90, when this matter was discussed. At that time you were not certain about the land use of Bhatti mines for setting up of crushers, though for quarrying/mining activity you confirmed that it was a conforming area for the purpose. The Chief Secretary pointed out that there was hardly any difference between mining operation and crushing operation and if the area was not approved for the crushing operation, change of land use should be agreed to by DDA/^{quickly} The Commissioner Industries Sh. R.Narayana-swami also spoke to you telephonically on this matter.

2. An earlier reference on this matter was made to your Deptt. by Shri Harbajan Singh, Chief Engineer, Delhi State Mineral Development Corpn. on 16.3.90 when he addressed a letter to the Director (Master Plan). Another letter was addressed to you by General Manager, DSMDC on 8.8.1990. Photocopies of both the references are enclosed for your perusal with a request that the matter be got decided at an early date. In case stone crushing is presently not permissible, then the necessary land use change may please be got done and communicated to us.

Yours sincerely,

Sd/-

(S.P. Suri)

Sh. Chander Ballabh,
Joint Director (Plg.&Dev.Control),
DDA Vikas Minar
New Delhi

Item No.12

Sub : Acquisition of land "15 Bighas 9 Biswas in village Baqiabad and 5 bighas in village Sabhapur for construction of left forward bund
F.14(1)/88/CRC/DDA

1. Background :

We have received a PUC from Under Secy. (L&B), Lands & Building Deptt., Delhi Admn. dated 14.9.90 requesting for clearance from land use point of view (Photocopy of the PUC laid on table).

The proposal is related to Irrigation & Flood Deptt. of Delhi Admn. Although no details with respect to existing bund and proposed addition etc. with the purpose have been sent to us; we have with the help of our land deptt. tried approximately to identify the land under consideration on the land use plan proposed to be modified (copy of the plan laid on table).

2. Provision of MPD-2001

Based on the tentative location it is noted that the land under consideration falls north of Wazirabad road in village Baqiabad and Sabhapur. From the records it is noted that the land is required by the Irrigation & Flood Deptt. for construction of left forward bund along Yamuna. Since the land appears to be falling beyond the proposed urban limit 2001 and is stated to be required for construction of Bund we may not have objection from Planning Point of view.

It is also emphasized that before considering for grant of NOC we may seek from the Irrigation & Flood Deptt. the exact location with identifiable physical features of the land proposed for acquisition. They may also be requested to indicate the number of structure, trees etc. effected by the proposal. The technical clearance of the scheme have to be taken by the Irrigation & Flood Deptt. from Central Water Commission before taking up any work on the site.

3. The case is put up for consideration of the Technical Committee with respect to observation given in para 2 above.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

PA/DD/MP/90/

Dated: 16.11.90

Supplementary Agenda for the meeting of Technical Committee to be held on 26.11.90 at 9.30 A.M. in the Conference Room of Vikas Nagar at 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

Item No. Subject Page No.

13. Allotment of Land for the construction of underground reservoir and booster pumping station at Lawrence Road. F.23(4)/80-Instl. Pt.1 26
14. Construction of flyover at the intersection of Aurbindo Marg in outer Ring Road crossing(I.I.T. Crossing). F.5(20)/89-MP. 27-32
15. Construction of flyover at the intersection of outer Ring Road on J.B.Tito Marg. F.5(19)/89-MP. 33-38

Item No.13

Sub:-Allotment of land for the construction of underground reserior and booster pumping station at Lawrence Road.

F.23(4)/80-Instl. Pt-I

The subject matter was considered in the Technical Committee held on 28.6.90 wherein following decision was taken (copy of agenda item and decision therein enclosed Annexure-I).

"Deferred.

Sh. R.C. Aggarwal, Supdt. Engineer, DWS&SDU was requested to discuss the details of the proposal with EM,DDA before the matter is again brought to the Technical Committee".

2. The Engineer-in Chief, MCD has informed that no detail engineering has been done so far by the consultants who can be directed to take up only after the location of the site is finalised.

3. The Engineer-Member, DDA has desired to put up the case again in the Technical Committee for its consideration.

4. The matter is placed before the Technical Committee for its consideration of the site already considered in the Technical Committee meeting held on 28.6.90 (Plan laid on the table).

Annexure to Item No.13

Sub:-Allotment of land for the construction of underground reservoir and booster pumping station at Lawrence Road.

F.23(4)/80-Instl. Pt.I

The case was considered in the Technical Committee meeting held on 20.10.87(Annexure-I) wherein following decision were taken:-

"Matter was explained by Director(CP) for allotment of 4000 sq. mtrs. area for an under ground reservoir and a pumping station. The site proposed was not accepted as it contained large number of trees, according to Shri C.B. Sharma Director(Horticulture) Technical Committee decided that the site be inspected by Director(DC) and Director (Horticulture)".

2. The site was inspected by Director(DC&P) Director (Hort.) opined that since the land required is proposed to be allotted out green areas staff employed for maintenance becomes surplus and becomes very difficult to absorb surplus staff and has further suggested to reduce the requirement of the land to the extent that the trees are not effected.

3. Various alternate sites as shown on the copy of the plan laid on the table(details given below) have also been examined.

- i. Area south of road No.37 adjacent to MCD offices being fully developed into a park is not agreed to by Director (Hort.)
- ii. Site in Block-B-I suggested by Director(Horticulture) meant for community centre in the development plan of the area and therefore, will not be desirable to consider the allotment for the construction of underground reservoir.

4. No other suitable site being available for the purpose it is proposed to consider the allotment of land measuring about 9.8 hect. at the back of the DDA offices in the area, for which as per the plan, the land use is parks; play grounds and open spaces wherein such uses are permissible i.e. the site remains the same as already considered by the Technical Committee in its meeting held on 20.10.87.

5. The site proposed to be allotted has been modified to the extent that no tree falls in the area to be handed over as shown on the copy of the detailed plan laid on the table.
6. If the proposal contained above is agreed to then we may impose upon the following conditions for the construction of underground reservoir.
- i. Maximum height of the reservoir shall not more than 1 mtrs. from the ground level.
 - ii. The height of pumping station shall not be more than 4 meters.
7. The matter is placed before the Technical Committee for its consideration.

DECISION

Deferred.

Sh. R.C. Aggarwal, Supdt. Engineer DWS&SDU was requested to discuss the details of the proposal with EM; DDA before the matter is again brought to the Technical Committee.

17/11/89

2. Construction of flyover at the intersection of Aurbindo Marg in Outer Ring Road crossing (I.I.T. Crossing)

File No. F.5(20)/89-MP.

1. LOCATION & EXISTING CONDITIONS

The proposed grade separator is located at the crossing of Outer Ring Road and Aurbindo Marg in South Delhi. This is an important intersection of Outer Ring Road, Aurbindo Marg will be a radial road providing a high level of service. As per MPD-2001 the R/W of Outer Ring Road is 45 mts. and R/W of Aurbindo Marg is 60 mts. The location plan is placed at Annexure-I.

EXISTING CONDITIONS

- (a) Volume (as per the report submitted by consultant of DTDC)- Presently this intersection of Outer Ring Road with Aurbindo Marg is handling approximately 9000 pcu's which by 2001 *would be 12000 PCUs*

The armwise existing traffic vol. at the intersection.

Rd.	St.	Right	Left	Total
Aurbindo Marg(N)	1329*	218*	304*	541*
-do- (S)	1506*	732*	153*	2391*
Ring Road (E)	1655**	267*	262*	2184*
-do- (W)	1532**	636*	218*	2386*
	6022**	1853*	939*	8814*
	67.86%	20.88%	10.56%	100%

* Remains at Surface

** Or Flyover.

- (b) Existing Right-of-ways-(i) Outer Ring Rd. (N) 45 mts.
(ii) Outer Ring Rd. (E) 45 mts.
(iii) Aurbindo Marg (S) 60 mts.
(iv) Aurbindo Marg (W) 60 mts.

(c) The Bldg./uses at the corner of the intersection.

- (1) Outer Ring (E) - On North - Tel.Exchange Bldg.
Safdarjung Residential
Area & Shopping.
- On South - I.I.T.Campus
- Outer Ring(W) - On North - Hauz Khas, Police R Colony.
- On South - Petrol Pump, Entry to DTC
Terminal & Green
- (ii) Aurbindo Marg (N) - On East- Hauz Khas. R. Colony.
On West- S.J.Hesi.Colony, Tel.Exchan.
- Aurbindo Marg (S) - On East- Petrol Pump, Essex Farm etc.
On West- I.I.T.

2. BACKGROUND

The proposal for 3 level grade seperator at this location was initially submitted by DTDC on 13th June, 89. This proposal was discussed in DDE's Sub-Technical Committee/Technical Committee meetings held on 12.7.89. 29th Aug.,89, 28th Nov.,89 and 9th April,90. Minutes of the last T.C. meeting held on 9.4.90 are placed at Annexure-II.

a) OBSERVATIONS OF D.U.A.C.

Chief Engineer, DTDC vide letter No.F.BR/12003/89/DTDC/BR-6 dated 30.7.90 has forwarded a photo copy of DUAC's observations. The extract of the said observation are as under.

- (i) Emphasis has been given for proper studies of existing level and for its appropriate solution.
- (ii) Junction improvement required for integrated approach to the important major junction in its vicinity.
- (iii) In case of I.I.T. crossing proposal, the petrol pump was considered to be a traffic hazard which would need to be shifted.

b) AUTHORITY'S DECISION

L.G.Delhi while recording the progress & grade seperator in the meetings held on 15.6.90, 5.7.90 and 20.7.90 at Raj Niwas desired that DDA in consultation with PWD(DA). may work out the guidelines for designing the flyovers/

grade separators and bring before the Authority for its consideration. According the agenda was prepared & placed before Authority vide Item No. 54 dated 13.8.90. The guidelines as adopted by Authority are placed at Annexure-IV.

REVISED PROPOSAL

The LTTC vide letter No. DTDC(ENG.)I(06)/177/179 dated 10th October, 1990 has submitted the revised scheme. The revised proposal shown in Drg. No. i) DS/DTDC/004A dt. 3.10.90, ii) DS/DTDC/004B dated 13.9.90, iii) DS/DTDC/004C dt. 5.10.90 & iv) DS/DTDC/004B dt. 13.9.90 is for the provision of two level grade separator (flyover on Outer Ring Road) the Aurobindo Marg continuous to be on surface. The case has been examined with respect to the guidelines as approved by the Authority vide Res. No. 54 dated 13.8.90. The details are as given below:

<u>AUTHORITY GUIDELINES</u>	<u>REVISED PROPOSAL SUBMITTED</u>	<u>REMARKS</u>
I. Grade separator should be provided on Ring Road/ Outer Ring Road	Over Bridge is suggested on Outer Ring Road.	
II. Flyover provision could be made for 3rd level below ground when found necessary.	3rd level proposal envisaged in 2nd phase.	
III. On the Ring Road (60mt. R/W) and a parts of the Outer Ring Road width (60 mts. R/W) the flyover shall consist of 9mts. width of 3 lanes (3 mts. each) in each direction.	3 lanes with 9 mts. width in either direction is proposed on the flyover.	
F. In case whether the R/W of Outer Ring Road is 45 mts. then 2 lanes of 7.5 mts. could be provided. In such cases effort should be made to increase the R/W of Outer Ring Road is 300 mts. length of flyover section.	In the proposal R/W is proposed to be increased to 48 mts. with the provision of 3 lanes of 9 mts. width carriageway both flyovers & on surface.	Refer observation (1) below.

- C. Service road of about 6 mts. (1) On Ring Road the service road provided should be provided which could be reduced to 4.5 mts. 5 mts. to 6 mts. width in case of 45 mts. r/w. on an average.
- (ii) On Aurobindo Marg service roads are provided on the Northern side. On Southern side no service road has been provided, so the available R/W is only 35 mts.
- D. The minimum width of the footpath should be specified as 2 mts. 2.5 mts. wide foot-path are provided on all four arms.
- E. The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mts. This has been provided.
- F. 3.5 mts. wide strip (as base on one side) shall be reserved for H.T. Lines. No reservation has been made. Refer DDA's observation (ii) below.
- G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. This has been provided. DDA observation (iii) below.
- IV. The road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator. Improvement upto the next major intersection on the Ring Road has been indicated. Refer DDA's observations (iv. a.b.,
- B. The circulation of surrounding area shall be properly integrated with grade separator scheme. Broad conceptual circulation not provided. On key plan circulation need to be indicated.

4. FEASIBILITY REPORT

The S.E., DTDC vide letter No. DTDC(ENG.)I(06)/177-179 dated 16th October, 1990 has submitted the feasibility proforma. Copy of the same is placed at Annexure-IV. As per the feasibility report the petrol pump located at the intersection of Ring Road (East of Aurobindo Marg on the South) is to be shifted. In addition to this some area from I.I.T. Campus shall also be required for the provision of the proposed flyover at this intersection. About 187 trees are affected for details please refer Annexure-IV.

5. D.D.A.'s OBSERVATIONS.(i) RIGHT OF WAYS

- a) OUTER RING ROAD: The R/W of Outer Ring Road is proposed to be increased from 45 mts. to 48 mts. upto I.I.T. Gate in the West and R/W increased 56.50 mts. in front of Hauz Khas Bus Terminal i.e. T-junction in the East. As per feasibility report the proposed R/W is available at site except some area of I.I.T. Delhi need to be acquired.
- b) AUROBINDO MARG: The R/W on Northern & Southern side has been indicated as 60 mts. which is as per the approved alignment plan. In this R/W the existing properties viz. i) Petrol Pump, ii) Essex Farm, iii) Shops & boundary wall of Azad Apartment along with some open space would be affected.

(ii) H.T.Lines

- a) DTTDC : Poles for over head 33 KV H.T.Lines to be accommodated within footpath width whenever required Tower for 220 KV line if and when needed will be accommodated within the area now occupied by the Petrol Pump (proposed for shifting).
- b) DESU: However, A.G.M., DESU vide letter No.AGM/29/4490 dated 25th September, 1990 has desired that reservation for H.T.Tower Line should be made for meeting the present & future requirements (Ref.Annexure-III).

Regarding provision of the H.T.Lines the SE (DTTDC) has given clarification as has been obtained from DESU by DTTDC. The clarifications are as under:

"There is no need for making provision as the underground 33 KVO/H line will be shifted close to IIT boundary wall, which will have poles within the footpath width, whenever necessary. This was also explained in the meeting held under Commr.(Plg.) on 19.9.90.

-32-

(iii) CYCLE TRACK & PEDESTRIAN SUBWAYS.

- a) CYCLE TRACK ; DTTDC has mentioned that no seperate cycle track is warranted. (Ref. ~~Annexure-I~~).
- b) PEDESTRIAN SUBWAYS: Two pedestrian subways have been provided (1) in front of I.I.T. Gate to connect SDA shopping area and (2) opposite Hauz Khas Bus Terminal. No subway has been provided on Aurbindo Marg..

(iv) TRAFFIC CIRCULATION.

The traffic circulation of Sarvpriya Vihar & DTC Terminal has been indicated in the proposal. Similarly, the improvement of next intersection along Outer Ring Road has been indicated in plan. The improvements required on the two major intersections are: (i). Outer Ring Road and Khel Gaon Marg (to be taken up by MCD) & ii) Outer Ring Rd. and Africa Avenue (to be taken up by PWD/DTTDC).

The traffic circulation has been indicated on key plan. The following intersection has been identified for improvement in connection with flyover proposal.

- i) The proposed improvement of Khel Gaon Marg with Outer Ring Road.
- ii) Improvement Scheme for Africa Avenue-Outer Ring Rd. Intersection (Detail scheme prepared by PWD).
- iii) Intersection of Aurbindo Marg with Rd.No.11.
- iv) Improvement of 'T' intersection the road connecting Lear Park to Aurbindo Marg.

Thus the concerned Agency i.e. MCD or PWD may be required to improved the above intersection on priority basis.

v) SERVICE ROAD:

Regarding Service Road Ref.DLA's Observation C(i) & (ii).

- 6. The item with drawings and observations is placed before the Technical Committee for its consideration.

LAST T/C DECISION HELD ON 15.1.90

DECISION

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

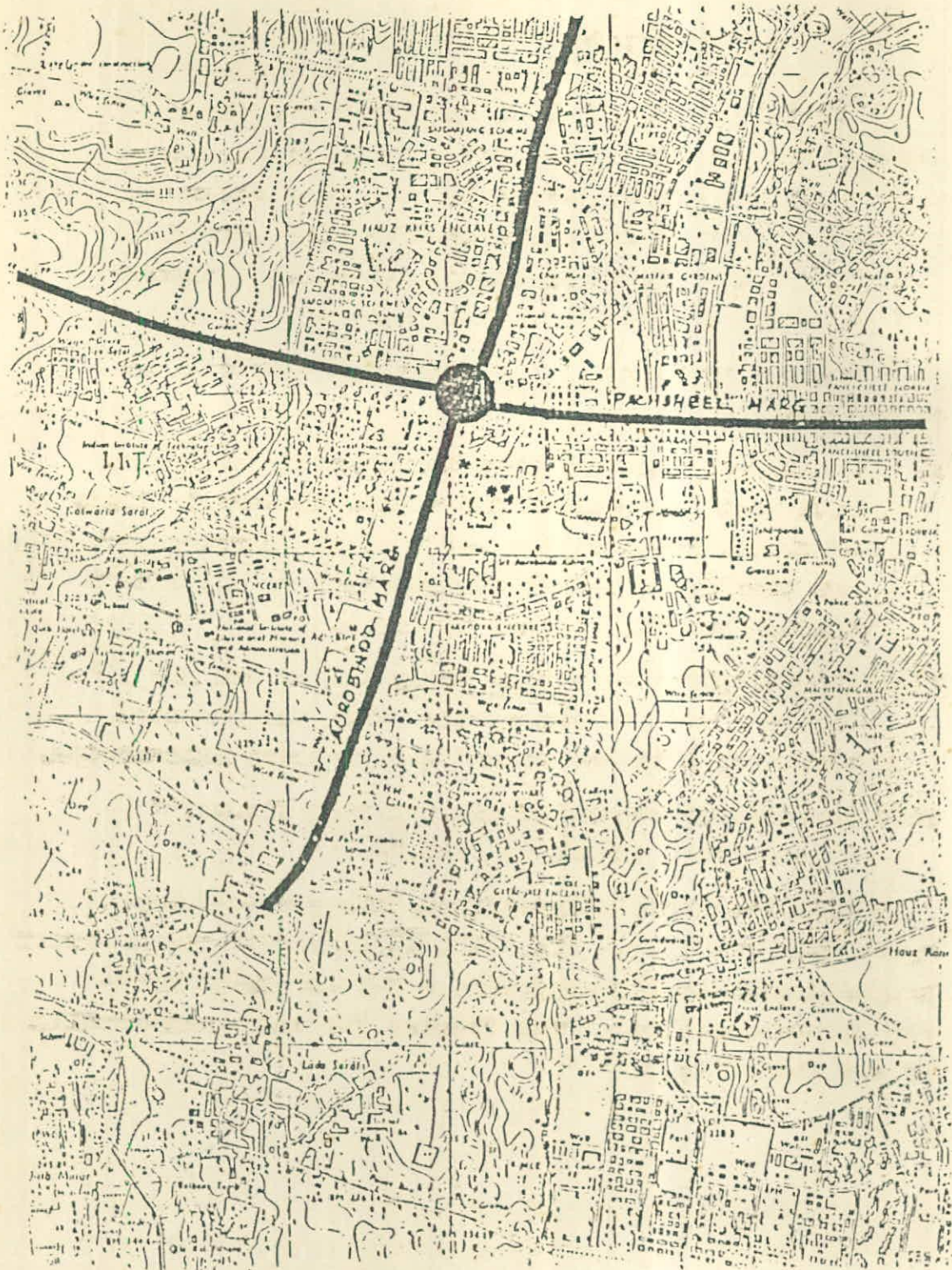
The observations of the Technical Committee are as under:-

- 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 integrated with the proposed circulation in and around the proposed interchange.
- iii) Feasibility report of the proposed flyover to be submitted to DDA by LTLC.

With the above observations, the proposal was agreed in principle. (The DTLC 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.).

T/C ITEM NO.

Dated: 12.11.90



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

EXTRACT
OF
DUAC'S OBSERVATIONS:

ANNEXURE- III

C.E.DTILC vide letter No.F.BR/12003/89/LTDC/BR-6 dated 30th July, 1990 has communicated the DUAC's observations.

The silent features of the observations are as follows:

- i) The **ROB** should not be too high and at the most it or be 8' above road level. This is because 8' height is likely to cause least possible infringement to urban values and was least obstructive visually. Upto the height it can well be planned on earth embankment where adequate landscaping is also possible which make it look like a raised road without ruining the city scape.
- ii) The movement of pedestrians and cyclists requires to very carefully planned while planning any grade separator. 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 this aspect is being ignored under a plea that adequate 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 (ROB) more economical and the over speeding on the ROB 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.
- v) The Union Territory of Delhi should have traffic master plan, identifying the main problem and priority areas. The proposals under consideration appear to be piecemeal solution and are unlikely solve the increasing traffic problems.

MINIMUM FOL FEASIBILITY

CONSULTANT WITH THE GRADE SEPARATOR PROPOSAL

A. General Information

- i) Location of the grade separator. Along Outer Ring Road at its crossing with Anubindo Marg (IIT Crossing).
- ii) Agency to implement Delhi Tourism & Transportation Development Corporation Ltd.
- iii) a) E/W of the Master Plan Roads (Existing Proposed)
- | | Existing | As per Master Plan | Proposed |
|---|-------------------------|--------------------|----------|
| b) Status & E/W of other roads. | Outer Ring Road (E) 46m | 46m | 40m |
| | -do- (W) 41m | 45m | 40m |
| (Zonal/layout/rural). | Anubindo Marg (H) 41m | 60m | 60m |
| B. P.T. Survey details to be incorporated upto the next junction/inter-section on either sides. | Heheroli (C) 35m | 60m | 60m |

Annexure-I

- i) P.T. Survey scale (to be adopted) 1:500
- ii) Physical features to be shown in the P.T. Survey. Shown in drg. enclosed.

- a) Existing structures- pucca/semi pucca/kutcha clearly indicating the plot boundaries, built up area and number of storeys to the extent of E/W on both sides from the centre line of the existing road. (Double of E/W in total).
- b) Levels if the area is not flat/plain & considered necessary in the planning of Grade Separator. Shown in drg. enclosed.

- c) Services-Underground/overhead are to be indicated on survey plan.

- Water Supply lines
- Sewerage lines
- H.T. Lines (O/H & U/G)
- Street Light poles
- Telephone cables/poles
- Storm water drains (open & covered).

Shown in drg enclosed.

- d) Existing carriageways, footpaths, verges, gaps in verges, roads/circulation of the colonies abutting on all the arms of the intersection under reference As per enclosed drg.

- e) Existing cycle tracks/service roads (on all roads).

-do-

- f) Existing busbays and bus stands. (on all roads)

-do-

- g) Location and type of trees along with their species and girth details on all the arms (in relation to existing carriageways). 187 Nos. as per statement attached.

C. Technical Data.

- i) 16 hours & peak hourly traffic volume (cycles, light vehicles, buses trucks & other etc.)

Shown in drawing and in technical note attached.

- a) At present.

- b) Projected for Horizon year. (with growth rate).

contd....2/-

- ii) Details of turning movement in each lane in P.U's on each arm of the junction/intersection. (For design year & horizon year). As per technical report enclosed.

a) Straight

b) Left

c) Right

d) Total

- iii) If the junction/intersection is (i) signal controlled during peak hours controlled by an automatic (ii) Cycle time of traffic signal during traffic signal at present, please indicate signal cycle time.

- iv) Pedestrian traffic volume in each direction on each arm.

a) North arm

b) South arm

c) East arm

d) West arm

(i) Across Outer Ring Road towards Hauz Khas is 400 (Approx.)

(ii) Across Outer Ring Road at IIT Gate is 210.

- v) Estimated average delay per vehicle on different approach arms at the junctions/inter-sections.

a) North

b) South

c) East

d) West

Av. delay at intersection during peak hours = 50 Sec.

- vi) In case if the grade separator is proposed on the railway level crossing please specify

a) number of trains passing S A to S M per day/week.

b) the frequency and duration of the closure.

D. Details related with the proposed Grade Separator. 6 have divided on flyover

The grade separator proposal shall be detailed out upto the next important Junction/Intersection on either sides.

- i) Proposed Nos. of lanes on each arm.
- ii) Proposed width of carriageways of each arm.
- iii) Proposed width of central verge on each arm.
- iv) Proposed width of footpaths on each arm.
- v) Proposed width of service road/cycle track on each arm.
- vi) Proposed total length of the flyover/under-bridge.
- vii) Proposed length of slope including valley curve and summit curves:

+ 3 lane on either side at lower level.

9m on flyover as well as lower level road.

1.2m.

2.0m on both side one service road 4.4m wide on North side.

606m.

Eastern approach=280.00m

Western approach=280.00m

ANNEXURE- V

Telegram: "VIDYUT" NEW DELHI
Talex No. 031-3765 DESU IN

DELHI ELECTRIC SUPPLY UNDERTAKING
(E.S.U.).

No. E.G.M.(T)29/4490

Dated: 25.9.90

Vice Chairman,
Delhi Development Authority,
Vikas Sadan,
New Delhi.

Sub:- Reservation of corridor for towerline
along Grade Separator/flyovers.

Dear Sir,

A no. of grade separators/flyovers are being constructed on the major road cross-sections to streamline the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close intersection between DDA & DESU and accordingly DDA had reserved corridors for towerlines along all major roads for different cross-sections. Now that the plans for grade separators/flyovers are being finalised by DDA, it is very necessary that the same corridor should be reserved, so that the power line for our long range planning, when come in future there is no difficulty in accommodating the lines at these intersections.

This issue has been raised by our planning department earlier during the various meetings held with Perspective Planning Wing of DDA. Also DESU's representative emphasised this point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would therefore like to impress upon you that the required corridor along the grade separators/flyover are reserved while approving the plans thereof.

Yours faithfully,

Sd/-
(Er.B.B.DAS)
Addl. General Manager (Tech.).

- Copy to:-
1. Secy. to L.G. of Delhi.
 2. Engg. Member, DDA, Vikas Sadan.
 3. Commissioner (Plg.), DDA, Vikas Minar.
 4. Chief Engg. (CPWL).
 5. Chairman, LTDC.
 6. G.M.(E), DESU.

- (III) A. On the Ring Road (60 mts. R/W) and a parts of the Outer Ring Road (width 60 mtr. R/W) the flyover shall consist of 3 lanes (of 3 mtr. each) in each direction and 3 lanes of 3 mtrs. each in each directions shall be on at surface. In case additional space if available the carriageway at surface would be increased.

The three lane grade separators should be 11 mtr. wide in either direction, wherever space permits on both Ring Road and Outer Ring Road.

- B. In case of part of the Outer Ring Road where the R/W is 45 mtr.) the above section is not possible. In such cases effort should be made to increase the right of way of Outer Ring Road in 300 mtr. length on and both sides of the centre of intersection 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.
- C. A service road of about 6 mtr. carriageway should be provided which could be reduced to 4.5 mtr. in case of 45.0 mtr. R/W. In specific cases where service road is not required, the space could be used to increase the surface carriageways.
- D. Footpath on both sides to the minimum width of 2.0 mtr. should be provided. The pedestrian subways should be provided at appropriate locations.
- E. The clear height of the grade separator shall be 5.5 mtr. above road surface below.
- F. 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/W road has provision of two H.T. Tower Lines on each side.
- G. The longitudinal section of flyover should be aligned at 1:30.
- H. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic management.

DELHI DEVELOPMENT AUTHORITY
(TRANSPORTATION UNIT)

Authority's Extract of
Extract of the Authority's Resolution No.54
dated 13.8.93.

File No. 11/SL(I)I/PPW/89/242

11/10/93

I. On the basis of these in the discussions held by the Authority have emerged for the design of Grade Separators on Ring Road and Outer Ring Road.

(i) Priority should be given to the traffic, on the Ring Road and Outer Ring Road and the grade separators should be provided on Ring Road/Outer Ring Road so that the flow of traffic on these roads is made free.

II. The grade separators shall be aesthetically well-designed & fit in with the environment. Considering the problems of storm water drainage and the cost, the grade separators should be overground as two level flyover, provision could be made for 3rd level below ground which could be taken up later on when found necessary. The peculiarities 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) worked-out by PWD (Delhi Admn.) are as given below:-

Grade Separator	Cost per meter length (Rs. in lakhs)	
	Shift Portion	Solid Portion
A. FLYOVER ROB		
(i) 3 lane (11 mtr.) each way	1.30	0.30
(ii) 3 lane (9 mtr.) each way	1.10	0.26
(iii) 2 lane (7.5 mtr.) each way	0.95	0.22
B. UNDERPASS (RUB) Central Covered Approaches Portion		
(i) 3 lane (11 mtr.) eachway	2.90	2.10
(ii) 3 lane (9 mtr.) eachway	2.65	1.95
(iii) 2 lane (7.5 mtr.) eachway	2.50	1.85

Note:- Costs are approx. based on preliminary estimates & design of Funjshi Bagh Intersection.

Considering the above points the conceptual section for 60 mtrs. and 45 mtrs. R/W's have been prepared which would be laid on the table. Depending on site conditions these sections could suitably modified.

- (IV) A. To optimise the use of grade separators, the road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator project.
- B. The circulation of the surrounding area covered in IV (A) shall be properly integrated with grade separator scheme so that grade separator does not become an obstruction for the surrounding areas.
- (V) C. A proper landscape plan shall be prepared for the scheme.
- (VI) The grade separators presently under consideration by PWD & LTTC shall be reviewed in the light of the above guidelines before further processing/approval.
- (VII) Specific conditions and environment at each crossing shall be given due consideration.
- (VIII) Regarding the issue of the preparation of traffic Master 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 done in collaboration with DDA. The planning inputs for 1981 & 2001 have already been supplied by DDA to CRRI. The CRRI is likely to complete the study by Sept., 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.

F-5(19)189-MP

The proposed grade separator is located at the crossing of Outer Ring Road and Marshal Tito Marg in South Delhi having connection on radial roads like Marshal Tito Marg. The intersection has also direct link with other important intersection in its vicinity like Marshal Tito Marg and Kalkaji. The R/W of Outer Ring Road is 45 mts. and R/W of J.B.Tito Marg also 45 mts. as per MPL-2001. The location plan is placed at Annexure-I.

As per the studies conducted by consultant on behalf of DTTC the total peak hour traffic volume at the intersection is 11,000 pcu's which is expected to reach 16,000 pcu's by 2001. As per the consultant report the average delay at the intersection during peak hour is 55 secs.

- i) Straight traffic on Outer Ring Road.
- ii) Straight traffic on J.B.Tito Marg.
- iii) Traffic turning right from Nehru Place side to Moolchand side.
- iv) Traffic turning right from Khanpur side to Nehru Place side.
- v) Other right turns & left turn part to the left.

- i) Outer Ring Road (E)- 56.0 mts.
- ii) Outer Ring Road (W)-58.0 mts.
- iii) J.B.Tito Marg (N) -35.0 mts.

1. Outer Ring (E) - On North - DDA 3 story flats, Masjid Moth Houses, open space & Transmission site.
- On South - Masjid Moth-Group Housing and shopping.
Outer Ring (W) - On North - Panchsheel Enclave Houses.
- On South - Chirag Nursery.
2. J.B.Tito Marg (N) - On East- Open Space.
- On West- Panchsheel Enclave.
J.B.Tito Marg (S) - On East- Masjid Moth, Unauthorised Shops & District Park.
On West- Nursery Open Space & Ch. Delhi Village.

2. BACKGROUND

The proposal for the three level grade separator at this location was initially submitted by DITDC vide letter No. BR/12001/85/LI/11/587 dated 29.7.89. This proposal was last discussed in the T/C meeting held on 15.6.90. The minutes of the last T/C meeting is Annexure.II.

a. OBSERVATIONS OF DUAC

Chief Engineer DITDC vide Letter No. I.BR/12003/89/DITDC/BR-6 dated 30.7.90 has forwarded a photocopy of DUAC's observations. The extract of the said observations are as under. The details are in annexure-III

- a) Emphasis has been given for proper studies of existing level and for its appropriate solution.
- b) junction improvement required for integrated approach to the important major junction in its vicinity.

b. AUTHORITY'S DECISION

L.G., Delhi while recording the progress and grade separator in the meetings held on 15.6.90 and 20.7.90 at Raj Niwas desired that DDA in consultation with PWD(DA) may workout the guidelines for designing the flyovers/grade separators and bring before the Authority for its consideration. According the agenda was prepared and placed before Authority vide reg.no.54 dated 13.8.90. The guidelines as adopted by Authority are placed at Annexure-IV.

3. REVISED PROPOSAL

The S.E., DITDC Vide letter no.DTDC.(Eng.)I(06)/177-179 dated 16th October, 1990 has submitted the revised scheme. The revised proposal is for the provision of two level grade separator (flyover on Outer Ring Road). The Aurbindo Marg.continue to be at surface

.....3/-
.....2/-

The case has been examined with reference to the guidelines as approved by Authority vide Res.No.54 dated 13.8.90 and the comparative statement is given below:-

AUTHORITY GUIDELINES	REVISED	PROPOSAL SUBMITTED	REMARKS
I. Grade Separator should be provided on Ring Rd/ Outer Ring Road.	Over bridge suggested on Outer Ring Road.		
II. Flyover provision could be made for 3rd level below ground when found necessary.	3rd level proposal envisaged in 2nd phase.		
III. On the Ring Road (60mt. R/W) and a parts of the Outer Ring Road width (60 mts.R/W) the flyover shall consist of 9 mts. width of 3 lanes(3 mts. each)in each direction.	3 lane and with 3 mts. each flyover has been suggested.		
B. In cases whether the R/W of Outer Ring Road is 45mts. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase the R/W of Outer Ring Rd. is 300 mts. length of flyover section.	In the proposal R/W of Outer Ring Road is proposed to 56 mts. & 58 mts. respectively on both. East & West side intersection.	Ref:- DDA's observation.II.	
C. Service road of about 6 mts. should be provided which could be reduced to 4.5 mts. incase of 45 mts. R/W.	On Ring Road: a) Along Panchsheel Enclave the existing service rd.of 6 mts. r/w has been retained. b) Similarly, along Masjid Moth side service road proposed with 6 mts. r/w. On J.B.Tito Marg (i) North existing service road retained. (ii) South no service road has been provided.		
D. The minimum width of the footpath should be specified as 2 mts.	2.5 mts. footpath suggested on all the arms of intersection area.		

- E. The clear head way between road chamber & bottom of the beam should be 5.5 mts. Clear height 5.5 mts. has been provided.
- F. 3.5 mts. wide strip (as base on one side) shall be reserved for H.T. Lines. On Ring Road paved area has been reserved for H.T. Line Ref: Ann.-111;
- G. The slope of the bridge should be at 1:30. For smooth movement of cyclist depending upon the volume. This has been provided. For smooth flow of cyclist on J.B.Tit. Marg at the intersection & separate cycle tracks has been proposed for the cyclist from Chirag Delhi side.
- IV.A) The road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator. No detailed upto the next major intersection improvement.
- B) The circulation of surrounding area shall be properly integrated with grade separator scheme. Board conceptual circulation provided.

4. FEASIBILITY REPORT

DTTDC has submitted the filled in proforma for the 1st phase development, the same is placed at Annexure-IV.

..... 5/-

5. D.D.A.'S OBSERVATION

i) RIGHT-OF-WAYS

- a) The R/W of Outer Ring Road is proposed to be increased 45 mts. to 56 mts. in front of Masjid Moth & similarly 58 mt. in front Chirag Nursery (DDA) Panchseel Enclave. Thus due to increase of R/W the boundary wall of Masjid Moth Group Housing are also involved. As per feasibility report total area of the land required for this improvement shall be about 2,800 s .mt.

Similarly due to increase of R/W opposite to Masjid Moth Group Housing i.e. on South: East of Outer Ring Road, a portion of existing convenient shopping is affected.

- b) J.B.Tito Marg: R/W on Northern arm is proposed as 45 mts. Similarly, on South the R/W is 45 mts. However, to achieve the R/W as proposed in Master Plan some structures and a portion of park opposite to Chirag Nursery would also be affected.

ii) CYCLE TRACK :

- a) For a small stretch separate cycle lane has provided for left turning for the cyclist connecting from Chirag Delhi along with cycle boxes for right & straight flow as intersection in area has been provided.

b) PEDESTRIAN SUBWAYS:

No subway has been proposed along J.B.Tito Marg.

iv) TRAFFIC CIRCULATION :

The traffic circulation has been indicated on key plan identified for the flyover proposal.

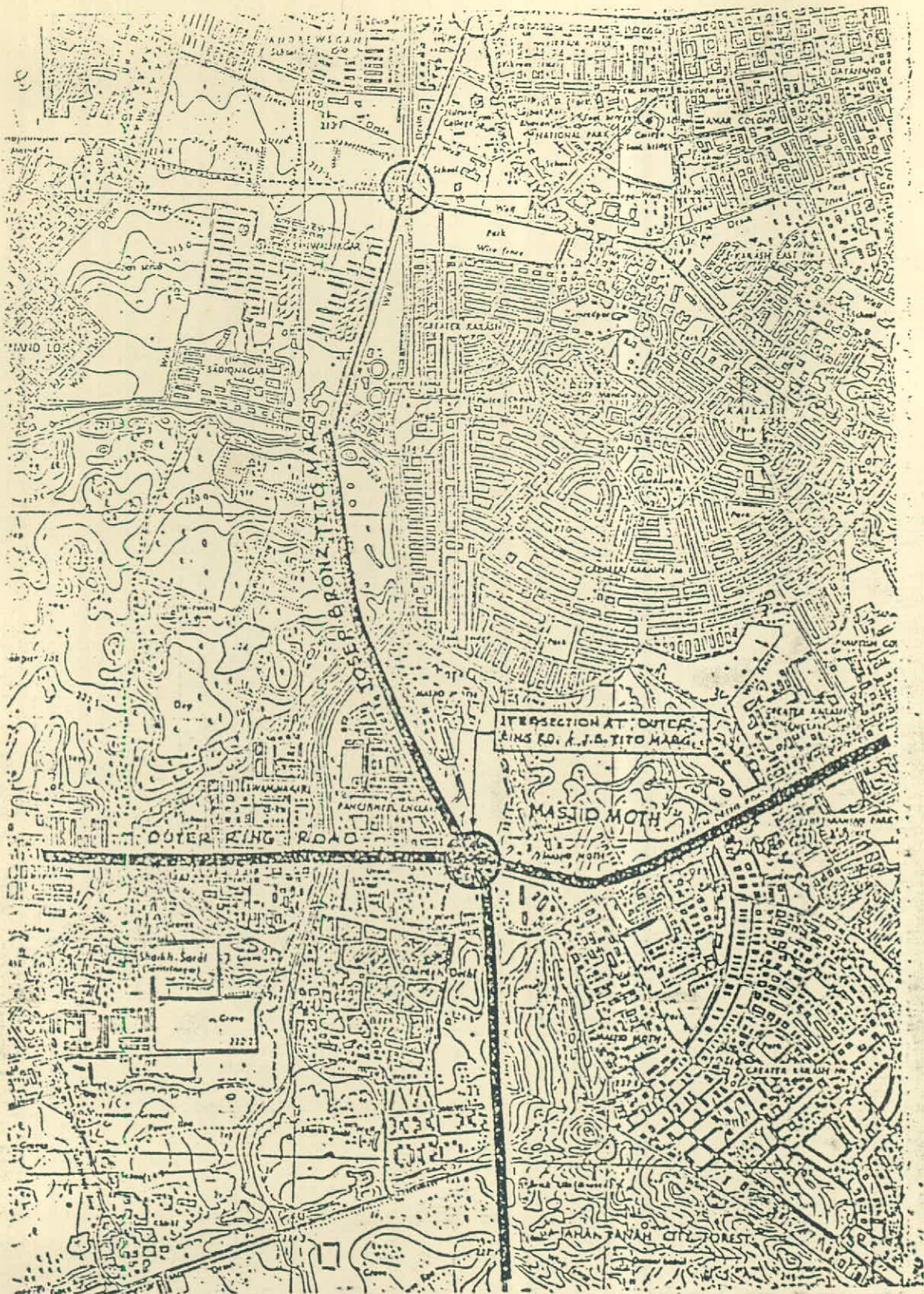
The following intersections has been identified for improvement in connection with flyover proposal.

- i) Improvement Scheme for Outer Ring Rd. & G.K.II Road intersection (Near Savitri Cinema) Agency-MCL.
- ii) Proposed improvement for Khel Gaon Marg Outer Ring Road intersection (by covering two 'T' intersection into one four arm intersection scheme prepared by MCL).
- iii) 'T' intersection of Rd.No.15 with Lal Bahadur Shastri Marg. Agency-MCD.
- iv) Intersection of J.B.Tito Marg with the Rd. leading to Archana Cinema - Agency.

Thus, MCL may be requested to prepare the above four scheme on recommendations on priority basis.

v) SERVICE ROAD:

- a) Along Ring Road only one side i.e. Panchsheel Enclave & Masjid Moth Housing side the service Rd. proposed.
 - b) Similarly, on J.B.Tito Marg North existing Service Rd. retained.
 - c) The proposed service Rd. connecting - J.B.Tito Marg passing behind the D.D.A. Group Housing need to be clarified in respect to the status of land. Necessary clearance have to be obtained by LTTC for construction of the road in connection with flyover project.
 - vi) The arm of the flyover & also the 2 arms of Marshal Tito Marg need to be developed within the R/W, so that it should be well matched with other intersection in its vicinity & entire scheme should be treated as a part of the flyover. The concerned agency PWD & MCD should be informed accordingly, so that related development would be initiated in a planned & integrated manner.
 - vii) South of Outer Ring Rd- On east, the existing Nala need to be covered for proposed R.O.W. Thus, LTTC has to obtained the permission for covering the Nala from DWS & SUT, Deptt.
 - viii) The extension of C/V on all the arms to be required for providing the U. turn.
6. The item with above observations & drawings is placed before the Technical Committee for its consideration.



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

LAST T/C Meeting OBSERVATIONS HELD ON 15.1.90

The recommendation of the Technical Committee as given below.

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 observation 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 feature.
- 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 Consultant 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 the 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 surgance 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.

EXTRACT
OF
DUAC'S OBSERVATIONS:

G.E. DTDC vide Letter No.F.BR/12003/89/DTDC/BR-6 dated 30th July, 1990 has communicated the DUAC's observations.

The salient features of the observations are as follows:-

- (i) The height of the bridge should not be too high at the most. This is because the height is likely to cause least possible infringement to urban values and was least obstructive visually. Upto the height it can well be planned on earth embankment where adequate landscaping is also possible which make it look like a raised road without running the city space.
- (ii) The movement of pedestrians 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 this aspect is being ignored under a plea that adequate 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 (ROB) more economical and the over speeding on the ROB will remain checked.
- (iv) Utilisation of space under the bridge was an important aspect and needs to be thought 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.

- (v) The Union Territory of Delhi should have traffic master plan, identifying the main problem and priority areas. The proposals under consideration appear to be piecemeal solution and are unlikely solve the increasing traffic problems.

(III) A. On the Ring Road (60 mtr. R/W) and a part of the Outer Ring Road (width 60 mtr.) R/W the flyover shall consist of 3 lanes (Of 3 Mtr. each) in each direction and 3 lanes of 3 Mtrs. each in each directional space if available the carriageway at surface would be increased.

The three lane grade separators should be 11 Mtr. wide in either direction, whenever space permits on both Ring Road and Outer Ring Road.

- B. In case of part of the Outer Ring Road where the R/W is 45 Mtr.) the above section is not possible. In such cases effort should be made to increase the right of way of Outer Ring Road in 300 Mtr. Length on an both sides of the centre of intersection 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.
- C. A service road of about 6 Mtr. carriageway should be provided which could be reduced to 4.5 Mtr. In case of 45.0 Mtr. R/W. In specific cases where service road is not required, the space could be used to increase the surface carriageways.
- D. Footpath on both sides to the minimum width of 2.0 Mtr. should be provided. The pedestrian subways should be provided at appropriate locations.
- E. The clear height of the grade separator shall be 5.5 Mtr. above road surface below.

and section for 60 Mtr. and 45 Mtr. R/W roadside provision of two H.T. Tower Lines on each sides.

g. The longitudinal section of flyover should be aligned at 1:30.

f. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic management.

Considering the above points the conceptual section for 60 Mtrs. and 45 Mtrs. R/W's have been prepared which would be laid the table. Depending on site conditions these sections could suitably modified.

(IV) A. To optimise the use of grade separators, the road improvement upto the next major inter-section on each and on all the arms shall form part of a grade separator project.

B. The circulation of the surrounding area covered in IV (A) shall be properly integrated with grade separator schemes so that grade separator does not become an obstruction for the surrounding areas.

(V) C.A. proper landscape plan shall be prepared for the scheme.

(VI) The grade separators presently under consideration by PWD & DTTDC shall be provided in the light of the above guidelines before further processing/approval.

(VII) Specific conditions and environment at each crossing shall be given due consideration.

(VIII) Regarding the issue of the preparation of traffic Master Plan for Delhi, it is submitted that Delhi Admn. has already awarded a study entitled 'Priorities for Road Development Delhi-2001' to CRRI. This study was to be done in collaboration with DDA. The Planning inputs for 1981 & 2001 have already been supplied by DDA to CRRI. The CRRI is likely to complete the study by Sept., 1990. It is therefore suggested that any new proposals for grade separators should be taken-up on the basis of the priorities identified this comprehensive study.

PROFORMA FOR FEASIBILITY CONSULTANT
WITH THE GRADE SEPERATOR PROPOSAL.

Annexure-III

A. General Information

- | | |
|---|--|
| i) Location of the grade separator. | Along Outer Ring Road at its intersection with J.B. Tito Marg (Chirag Delhi Crossing). |
| ii) Agency to implement. | Delhi Tourism & Transportation Dev. Corporation Ltd. |
| iii) a) B/W of the Master Plan Road. (Existing grades 2.) | J.B. Tito Marg Existing Proposed Approved |
| | (N) 35.00m 45.73m 45.0m |
| | (S) 35.00m 45.73m 48m |
| b) Status & R/W other roads (Zonal/Layout/rural) | Outer Ring Road. |
| | (E) 56.00m 45.72m 56m |
| | (W) 58.00m 45.72m 58m |

B. P.T. Survey details to be incorporated upto the next junction/intersection on either sides.

- | | |
|--|--------------------|
| i) P.T. survey scale (to be adopted) 1:500 | Already submitted. |
| ii) Physical features to be shown in the p.t. Survey | |

- a) Existing structures-pucca/semi pucca/kutchha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of the existing road. (Double of R/W in total.

Drg. enclosed
(Annex.-I)

- b) Levels if the area is not flat/ plain & considered necessary in the planning of grade separator.

- c) Services - underground/overhead are to be indicated on survey plan.

- | | |
|---------------------------------------|-----------------------------|
| - Water supply lines | |
| - Sewerage lines | |
| - H.T. lines (O/H & U/G) | Drawing enclosed (Annex.-I) |
| - Street light poles | |
| - Telephone cables/poles. | |
| - Storm water drains) open & covered) | |

....2/-

ii) Details of turning movements in peak hour in PCU's on each arm of the junction/ intersection. (For design year & horizon year). As per Technical report enclosed.

- a) Straight
- b) Right
- c) Left
- d) Total

iii) If the junction/inter-section is controlled by an automatic traffic signal at present, please indicate signal cycle time.

- i) Police controlled during peak hrs.
- ii) Cycle time during off peak hrs = 130 secs.

iv) Pedestrian traffic volume in each direction on each arm.

- a) North arm
- b) South arm
- c) East arm
- d) West arm.

- i) Across Outer Ring Rd., 230 during peak hrs. towards Masjid Moth
- ii) Outer movements are negligible.

v) Estimated average delay per vehicle on different approach arms at the junctions/inter-sections.

- a) North
- b) South
- c) East
- d) West

Av. delay at the intersection during peak hours = 55 secs.

vi) In case if the grade separator is proposed on the railway level crossing please specify.

Not applicable

a) Number of trans passing 8 AM to 8 PM per day/week.

B) The frequency and duration of the closure.

-do-

D. Details related with the proposed Grade Separator.

The grade separator proposal shall be detailed out upto the next important junction/intersection on either sides.

i) Proposed Nos. of lanes on each arm.

ii) Proposed width of carriageways of each arm. 6 lanes divided on flyover + 3 lanes.

iii) Proposed width of central verge on each arm. On either side at lower level.

iv) Proposed width of footpath on each arm. 9 m. on flyover as well as lower level 1.2m.

v) Proposed width of service road/ cycle track on each arm. 2.5 m.

vi) Proposed total length of the fly-over/under bridge. 6.00 on North side service road on south side not warranted.

vii) Proposed length of slope including valley curve and summit curves. 606 m.

- viii) Length of flat portion 56.5m
- ix) Slope of grade separator on each ramp.
- | | |
|-------|---------|
| North | --- |
| South | --- |
| East | 1 in 30 |
| West | 1 in 30 |
- x) The location of bus stops, bays Indicated in the Drg.
- xi) Pedestrian subway/Crossing -d-

E. Feasibility Report.

- a) Details of affected structures
- | | |
|---|---|
| i) Pucca/Semi pucca/kutchra with plot area/plinth area details. | Nil |
| ii) Structures forming part of the regularised colony/unauthorised | Nil
However shifting of boundary wall of Chirag Nursery and a piece of land on Masjid Moth corner are entered. Area of land involved=2800sqm |
| iii) The use of the property (commercial/residential/institutional/other, please specify. | Does not arise. |
- b) Services - Underground overhead effected in the proposal shall be shown on the plan in different colours.
- The existing open drain along carriageway of Outer Ring Road covered pipe drain. Shown in attached drg. (Annex.-I)
- c) Trees - Number of trees effected along with their girth and species details.
- 94 nos. Shown in statement.
- d) Whether access to the existing/ proposed buildings or properties is affected if so what alternate measure have been envisaged in the proposal.
- Shown in Drg. (Annex.-II)
- e) Management scheme for the circulation of the traffic from the adjoining localities
- Shown in Drg. (Annex.-III)
Road parallel to outer Ring Road on South side,

.....5/-

upto the next junction/
intersection on either
sider has been integrated
with proposal under
consideration.

needs to be developed and
bridge across the nallah
along this road to be
p rovided.

2. Project Report.

Signature of the officer
of the implementing
Authority.

Officer Address

Phone No. _____

Telegram "VIDYUT" NEW DELHI
Telex No. 031-3765 DESU IN

DELHI ELECTRIC SUPPLY UNDERTAKING
(M.C.D.)

NO. G.M.(T)22/4490

Dated:- 25.9.90

To: Chairman,
Delhi Development Authority,
Vikas Sadan,
New Delhi.

Sub:- Reservation of corridor for towerline
along Grade Separator/flyovers.

Dear Sir,

A number of grade separators/flyovers are being constructed on the major road cross-sections to stream line the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close intersection between DDA & DESU and accordingly DDA had reserved corridors for towerlines along all major roads for different cross-sections. Now that the plans for grade separators/flyovers are being finalised by DDA, it is very necessary that the same corridor should be reserved, so that the power line for our long range planning, when come in future there is no difficulty in accommodating the lines at these intersections.

This issue has been raised by our planning department earlier during the various meetings held with Perspective Planning Wing of DDA. Also DESU's representative emphasised this point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would, therefore, like to impress upon you that the required corridor along the grade separators/flyover are reserved while approving the plan thereof.

Yours faithfully,

Sd/-

(ER. B.B. DAS)
Addl. General Manager(Tech.)

Copy to: 1. Secy. to L.G. of Delhi.
2. Engineer Member, DDA, Vikas Sadan.
3. Commissioner (Plg.), DDA, Vikas Minar.
4. Chief Engineer (CPWD).
5. Chairman, DTDC.
6. G.M.(E), DESU.

DELHI DEVELOPMENT AUTHORITY
(TRANSPORTATION UNIT)

Extract of the Authority's Resolution No.54

Dated : 13-8-90.

File No.PA|DD(T)|PP/89/112.

GUIDELINES

I. On the basis of these indepth discussions following guidelines have emerged for the planning of Grade Separators on Ring Road and Outer Ring Road.

(i) Priority should be given to the traffic, on the Ring Road and Outer Ring Road and the grade separators should be provided on Ring Road/Outer Ring Road so that the flow of traffic on these roads is made free.

II. The grade separators shall be asthetically well-designed & fit in with the environment. Considering the problems of storm water drainage and the cost, the grade separators should be overground as two level Flyover, provision could be made for 3rd level below ground which could be taken-up later on when found necessary. The peculiarities 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) worked-out by PWD, (Delhi Admn.) are as given Below :-

Grade Separator	Cost per Mtr.Length (Rs.in Laks) Shift portion	Solid Portion.
(A), FLYOVER ROB		
i. 3 Lane (11 Mtr.) each Way.	1.30	0.50
ii. 3 Lane (9 Mtr.) each Way.	1.10	0.26
iii. 2 Lane (7.5 Mtr.) each Way.	0.95	0.22
(B) UNDERPASS(RUB) Central Covered Approaches Portion.		
i. 3 Lane (11 Mtr.) eachway	2.90	2.10
ii. 3 Lane (9. Mtr.) eachway	2.65	1.95
iii. 2 Lane (7.5 Mtr.) eachway	2.50	1.85

Note: Costs are appox. based on preliminary estimates & Design of Punjabi Bagh Intersection.

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

The three lane grade separator should be 11 mtr. wide in either direction, wherever space permits on both Ring Road and Outer Ring Road.

- B. In case of part of the outer ring road where the R/W is 45 mtr.) the above section is not possible. In such cases effort should be made to increase the right of way of Outer Ring Road in 300 mtr. length on and both sides of the centre of intersection 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.
- C. A service road of about 6 mtr. carriageway should be provided which could be reduced to 4.5 mtr. in case of 45.0 mtr. R/W. In specific cases where service road is not required, the space could be used to increase the surface carriageways.
- D. Footpath on both sides to the minimum width of 2.0 mtr. should be provided. The pedestrian subway should be provided at appropriate locations.
- E. The clear height of the grade separator shall be 5.5 mtr. above road surface below.
- F. 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/W roads has provision of two H.T. Tower Lines on each side.
- G. The longitudinal section of flyover should be aligned at 1:30.
- H. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic management.

Considering the above points the conceptual section for 60 Mtrs. and 45 Mtr. R/W's have been prepared which would be laid on the table. Depending on site conditions these sections could suitably modified.

- (IV) A. To optimise the use of grade separators, the road improvements upto the next major intersection on each and on all the arms shall form part of a grade separator project.
- B. The circulation of the surrounding area covered in IV (A) shall be properly integrated with grade separator scheme so that grade separator does not become an obstruction for the surrounding areas.
- (V) C. A proper landscape plan shall be prepared for the scheme.
- (VI) The grade separators presently under consideration by PWD & DTTDC shall be reviewed in the light of the above guidelines before further processing/approval.
- (VII) Specific conditions and environment at each crossing shall be given due consideration.
- (VIII) Regarding the issue of the preparation of traffic Master 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. The study was to be done in collaboration with DDA. The planning inputs for 1981 & 2001 have already been supplied by DDA to CRRI. The CRRI is likely to complete the study by Sept., 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.

L A I D O N T A B L E

Item No-16

Sub:- Proposal for grade separator at Ring Road/
Aurobindo Marg intersection - A.I.M.S Cross-
ing.
F.No. F.5(7)/87-MP.

LOCATION:

The AIIMS crossing is an important intersection on the southern part of Ring Road. The proposed R/W's of Ring Road and Aurobindo Marg are 63 mts. respectively as per MPD-2001 & approved alignment plan. This is an important intersection and is identified the Master Plan for Delhi PDP-2001 for a grade separator. Location is shown on plan placed at Annexure-I.

EXISTING CONDITIONS:

- (a) At present this intersection handle over 14,000 pcu's during the peak hours. The operation of the intersection is controlled with the help of traffic signals with a total cycle time of 155 secs. Armwise existing traffic volume at the intersection is as follows:-

<u>Rd.</u>	<u>St.</u>	<u>Right</u>	<u>Left</u>	<u>Total</u>
Ring Road (E)	2598 **	712*	1105*	4315
-do- (W)	1709 **	544*	360*	2613
Aurobindo Mg(N)	2612*	757*	481*	3850
-do- (S)	2306*	615*	545*	3466
		9225	2628*	2491*
				14,344

* Remain at surface level.

** On flyover.

EXISTING R/W:

- (b) (i) Ring Road (E) 67.5 mt.
-do- (W) 53.0 mts.
Aurobindo Mg. (N) 40.0 mts.
-do- (S) 47.5 mts.

(c) The buildings/houses at the corner of the intersection.

(i) Ring Road (S)-On North - Open ground, Khandriya Bhandhar building, residential plots.

-do- On South - Scooter parking, Central workshop, park, open ground and plantations.

Ring Road (W)-On North - Residential plots.

On South - A.I.I.N.S.

(ii) Prabhakar Marg (N)-On East - Open spaces and Market.

-do- On West - Open spaces/play ground.

-do- (S)-On East - Safdarjung Hospital.

-do- On West - Residential buildings.

2. BACKGROUND:

The proposal for two level grade separator was initially submitted by PWD, Delhi Admn. on 28.9.88. This proposal was discussed in DDA's T/C meeting held on 29.9.88. However, Delhi Admn. vide letter dated 30.5.89 submitted the three level grade separator proposal at the intersection. These cases were discussed in T/C meetings held on 15.5.89, 2.3.90 and 12.4.90. Minutes of the last T/C meeting are placed at Annexure-II.

(a) OBSERVATIONS OF DUAC :

This case was discussed in DUAC's meetings held on 16.6.89, 26.7.89, 1.8.89 and 26.9.89 in which the two alternative proposals were discussed. PWD vide letter dt. 21.12.89 has forwarded the observations of DUAC. The main observations are as under:-

- i) A comprehensive proposal for Ring Road be provided and the proposals for various crossings be integrated.
- ii) The height of the overpass be restricted to 2.5 mts. above ground because of aesthetic conditions.
- iii) Regarding provisions made for the pedestrian at the end of the underpass and overpass, it was suggested that the pedestrian crossing be provided below the intersection and above the underpass.

The salient features of the DUAC observations are placed in Annexure-III.

b) AUTHORITY'S DECISION:

L.G., Delhi while recording the progress and Grade Separator in the meeting held on 15.6.90 and 20.7.90 at Raj Niwas desired that DDA on consultation with PWD(DA) may work out the guidelines for designing the Flyover/grade separators and bring before the Authority for its consideration. According to the agenda prepared and placed before Authority vide Res. No.54 dated 13.8.90. The guidelines as adopted by Authority are placed at Annexure-IV.

REVISED PROPOSAL:

The S.E.(PWD) vide letter No.S.E.(Plg.)EE-I/DA/SJ/22-24 dated 31.10.90 has submitted the revised scheme as per the meeting held on 29.10.90 in the room of Secretary, PWD(DA) in which the two level proposal for the grade separator was discussed. Thus, the PWD has submitted the revised proposal as per the basic guidelines formulated by the above said Authority resolution. The revised proposal contains a brief note alongwith the following drawings.

- i) Drg.no.NATPAC/DS/RR/043-A proposed improvement. Plan for Ring Road-Aurobindo Marg Intersection.
- ii) Drg.No.NATPAC/BS/RR/043-B Service Plan.
- iii) Technical note of Consultant giving pointwise clarification to DDA's letter dated 11.10.90.
- iv) Proforma (5 sheets).
- v) Traffic survey indicating peak hours traffic and average daily traffic for 1989-90. 2001 A.D. and 2010 A.D.

The case has been examined with respect to the guidelines approved by Authority vide Res.No.54 dated 13.8.90. The details are given below:

AUTHORITY GUIDELINES

REVISED PROPOSAL SUBMITTED

- I. Grade separator should be provided on Ring Road/Outer Ring Road.
- II. Flyover provision could be made for 1st level below ground when found necessary.
- III. On the Ring Road (60 mt. R/W and a part of the Outer Ring Road width 60 mt. R/W) the flyover shall consist of 9 mt. width of 3 lanes (3 mt. each in each direction).
- B. In case whether the R/W of Outer Ring Road is 55 mt. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase the R/W of Outer Ring Road is 300 mt. length of flyover section.
- C. Service road of about 6 mt. should be provided which could be reduced to 4.5 mt. in case of 45 mt. r/w.
- D. The minimum width of the footpath should be specified as 2 mt.
- E. The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mt.

Over Bridge is suggested on Outer Ring Road.

Two level proposal envisaged.

2 lanes with 11 mt. width in either direction is proposed at the flyover. In the proposal the r/w is proposed to be increased to 55 mt. towards West from the intersection of the flyover section. Similarly, the r/w has been increased to 72 mt. towards East of the flyover section on Ring Road with the provision of 3 lanes of 11 mt. width carriageway both flyovers and on surface.

In the proposal R/W is proposed to be increased to 72 mt. on east flank of Ring in proposed flyover section. Thus, 3 lane 11mt. carriageway provided on both flyover on surface. Ref, DDA observation (i)

On Ring Road -

(a) Service Road provided 5 mt. width on an average.

(b) On Aurbindo Marg (North) on either sides of the carriageway service road maintained. Similarly, on South service road provided on either sides of 4.5 mt. to 5 mt. width on an average.

2.5 mt. wide footpath provided on all the four arms.

This has been provided. 3.5 mt. wide strip has been suggested on Ring Road in the North for the reservation of H.L. Lines.

- F. 3.5 mts. wide strip (as based on one side) shall be reserved for H.T. Lines. Reservation made on north side of Ring Road for H.T. Lines. Ref. DDA's chs- (V)
- G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. This has been provided.
- H. The road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator. Improvement upto the next major intersection on Ring Road has been indicated in the long term improvement plan for the Ring Road.

4. FEASIBILITY REPORT

S.E., PWD vide letter No.S.E.(Plg.)/EE-I/DA/SJ/22-24 dated 31.10.90 has submitted the filled in porforma for feasibility report alongwith general information of the proposed fly-over. Copy of the same is placed in Annexure-IV. The salient features of the feasibility report are as under:

- (i) Four bus stands, trees & few tea stalls would be affected on the R/W proposal on the Aurbindo Marg. Moreover, 190 nos. of trees would be affected for entire proposal.
- (ii) PWD has not furnished the basic information as required for processing the grade separator proposal which was prepared based on the guidelines formulated by the Authority DDA.

DDA'S OBSERVATION:

- (i) R/W details:

S.No.	Name of the arm.	As per Master Plan 2001.	Proposed
1.	Ring Road (E)	63.00 mt.	72.00 mts.
2.	Ring Road (W)	63.00 mt.	63.00 mts.
3.	Aurbindo Marg (N)	60.00 mts.	60.00 mts.
4.	Aurbindo Marg (S)	60.00 mts.	60.00 mts.

(a) Ring Road: The R/W of Ring Road (S) is proposed to be increased from 63 mts. to 72 mts. upto Indian Council of Medical Research. Similarly, on West the R/W has been retained as 63 mts. as per Master Plan proposal.

(b) Aurbinde Marg: The R/W on North-South side has been indicated as 60 mts. which is as per the approved alignment plan. In this R/W the existing properties viz. (i) Urinals (ii) dustbins & (iii) car parking (area opposite to the AIIMS) would be affected.

(ii) H.T. LINE:

Refer DDA's observation (F-point), In this regard, AGM, DESU vide letter No. AGM/29/4490 dated 25th Sept., 1990 has desired that reservation for H.T. line should be made for meeting the present and future requirements (Refer Annexure-III).

(iii) CYCLE TRACK AND PEDESTRIAN SUBWAYS:

(a) The DTTDC's consultant has given following clarifications regarding cycle track:-

The volume of the cycle track at this location is negligible along Ring Road and is less than 5% along Aurbinde Marg. Cycle traffic will have to essentially use the lower level intersection in future. Because of its low volume separate cycle track is not warranted at this location.

(b) PEDESTRIAN SUBWAYS:

2 nos. of subways has been proposed after the slope of the flyover on Ring Road.

(iv) TRAFFIC CIRCULATION:

Consultant PWD has given necessary clarifications. Since, there is no qualitative change in the design of the lower level intersection, it is felt that the intersection along Aurbindo Marg on either side will also not require any immediate change at present. In the detailed plan it has been proposed to continue internal road South of Safdarjung Hospital upto the service road along Aurbindo Marg through the Nursery area. This will be essentially required to facilitate traffic circulation requirements in this area arising out of the closure of the median opening in front of Safdarjung Hospital.

Thus, the proposal does not disturb other movements within the influence area of the intersection. As such no other major change in the net work is visualised.

(v) SERVICE ROAD:

Keeping in view of the local requirements service road has been proposed on either sides of the Ring Road to carry the traffic from Ring Road to Aurbindo Marg towards I.N.A. on the North^{9m} and Southern sides of AIIMS (Refer DDA's observation Point-C).

Thus, service road has been provided in the proposal on all the sides in a very judicious manner towards Kidwai Ngr. Service Road, have been continued and thus complete traffic circulation facility to the local residence of the colonies in this areas is not disturbed.

(vi) IMPROVEMENT OF INTERSECTION ARMS:

A meeting under Secretary, PWD has held on 29.10.90 in which consultant of PWD(DA) explained that the circulation of traffic from the surrounding areas as a result of construction of flyover along Ring Road to be taken up simultaneously for the improvement of Aurbindo Marg. Thus, required improvement to be made on Aurbindo Marg indicated in the drawing. After detail examination, it is desired that the modified proposal be put up to T/C of DDA for final approval.

With the above observation the Item with drawings and observations be placed before the T/C for consideration.

EXTRACT

OF

DUAC'S OBSERVATION:

C.E. DTDC vide letter No.F.BR/12003/89/LTDC/BR-6 dated 30th July, 1990 has communicated the DUAC's observations.

The silent features of the observations are as follows:-

- i. The ROB should not be too high and at the most or be 8' above road level. This is because 8' height is likely to cause least possible infringement to urban values and was least obstructive visually. Upto the height it can well be planned on earth embankment where adequate landscaping is also possible which make it look like a raised road without ruining the city scape.
- ii. The movement of pedestrians and cyclists requires to very carefully planned while planning any grade separator. 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 this aspect is being ignored under a plea that adequate 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 (ROB) more economical and the over speeding on the ROB 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 will not grow underneath the over bridge.

- v. The Union Territory of Delhi should have traffic Master Plan, identifying the main problem and priority areas. The proposals under consideration appear to be piecemeal solution and are unlikely solve the increasing traffic problems.
 - vi. It is essential to have a statement of the whole city network. Detailed study of road network 1.0 km. 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 havoc. It is essential to go in for a technical solution with a proper movement planning and arrive at an environmentally desirable solution within the above parameters.
- The Commissioner while considering the grade separators mentioned above observed that the 7 flyovers constructed during ASIAD have affected the traffic movement of the adjoining areas seriously, affecting the pedestrian movement due to the physical barriers created by these flyovers and the over-speeding generated by the bridges.

Telegramme "VIDYUT" NEW DELHI
Telex. no. 031-3765 DESU IN

No. A.G.M.(T)/29/4490

Dated: 25.9.90

VIA AIRMAIL
DELHI DEVELOPMENT AUTHORITY
VIKAS SADAN,
NEW DELHI.

Sub: Reservation of corridor for towerline along
Grade Separator/Flyovers.

Dear Sir,

A no. of grade separators/flyovers are being constructed on the major road cross-sections to streamline the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close intersection between DDA & DESU and accordingly DDA had reserved corridors for towerlines along all major roads for different cross-section. Now that the plans for grade separators/flyovers are being finalised by DDA, it is very necessary that the same corridor should be reserved, as that the power line for our long range planning, when come in future there is no difficulty in accommodating the lines at these intersections.

This issue has been raised by our planning department earlier during the various meetings held with perspective planning wing of DDA. Also DESU's representative emphasised that point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would therefore, like to impress upon you that the required corridor along the grade separators/flyover are reserved while approving the plans thereof.

Yours faithfully,

Sd/-

(Er. B.B.DAS)

Addl. General Manager (Tech.)

Copy to:-

1. Secy. to L.G. of Delhi.
2. Engg. Member, DDA, Vikas Sadan,
3. Commissioner(Plg.) DDA, Vikas Minar
4. Chief Engineer, (CPWD)
5. Chairman DTDC
6. G.M. (E), DESU.

- x) The location of bus.stops, bays
- xi) Pedestrian subway/crossing.

Shown in Drawing
Shown in Drawing

E. Feasibility Report.

a) Details of affected structures

- i) Pucca/Seri Pucca/Kutcha with plot area/plinth area details.

Seri Pucca
i) Bus Stand - 4Nos.
ii) Pucca Urinal
Tap Stand & Cistern
- 8Nos.

- ii) Structures forming part of the regularised colony/unauthorised colony.

NIL

- iii) The use of the property (Commercial) residential/institutional/other, please specify.

N/A

- b) Services - Underground/overhead affected in the proposal shall be shown in the plan in different colours.

Shown in the Drawing.

- c) Trees - Number of trees affected along with their girth and species details.

i) 190 Nos.
ii) Girth ranges from 0.20 m to 3.39 m.
iii) Species details attached.

- d) Whether access to the existing/proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.

Shown in the Drawing.

- e) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction/intersection on either sides has been integrated with proposal under consideration.

Shown in the Drawing.

F. Project Report.

OFFICE ADDRESS
& PHONE NO. _____

Signature of the officer
of the implementing
Authority:

