

No. F.5(40)89-MP/Part-I/

21 JAN 1999

From: R.K.JAIN  
JOINT DIRECTOR(MP)

To

The Chief Engineer (Zone-I),  
PWD, GNCTD,  
Curzon Road Barracks,  
Kasturba Gandhi Marg,  
New Delhi-110001.

Sub: Special meeting of the Technical Committee held on 24.10.98  
in r/o item no. 43/98. Regarding corridor Improvement Plan  
of Outer Ring Road between Savitri Cinemas 'T' junction to  
Nehru Place intersection.

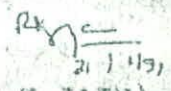
- i) Grade Separator on Savitri Cinemas 'T' Junction.
- ii) Grade Separator on Nehru Place intersection.

Sir,

This is with reference to your letter no. 22/7/96-W/DA/2396  
dt. 27.11.93 on the subject cited above. In this regard, I am directed to inform you to kindly send the firm feasibility of the proposed road from Jahanpansh forest along with the approval of Forest Deptt., GNCTD in the first instance.

Thanking you,

Yours faithfully,

  
(R.K.JAIN)  
JOINT DIRECTOR(MP)

*[Handwritten initials 'R.K.' and a flourish are visible below the signature.]*



F. 5(40)89/MP/Part-I

78/C

DRAFT

From: R.K. Jain  
Jt. Dir (MP/

To

The Chief Engineer (Zoo-I),  
PWD, S.M.C.T.D.,  
Cinzen Road Banaraks  
K.G. Marg, N. Delhi - 110001

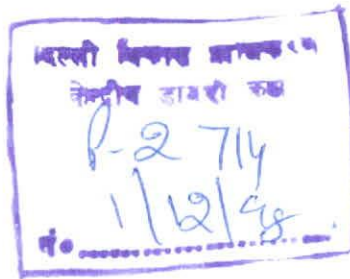
Sub: Special meeting of the Tech. Committee  
held on 24.10.98 in u/o item no. 43/98  
Regarding corridor Improvement Plan  
of intra Ring Road between Saritsoi  
Cinema 'T' junction to Nehru Place  
intra section.

(i) \_\_\_\_\_  
(ii) \_\_\_\_\_  
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No. 22/7/96-W/DA/2396 dt. 27/11/98 on the  
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directed to inform you to kindly send the  
firm feasibility of the proposed road from  
Jahapanah Forest along with the approval  
of Forest Dept. S.M.C.T.D. in the first  
instance.

Truly yours,

Yours faithfully

R.K. Jain  
Jt. Dir (MP/



77

कार्यालय मुख्य इंजीनियर, अंचल-1  
लोक निर्माण विभाग  
राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार  
कर्जन रोड बैरेक,  
कस्तूरबा गांधी मार्ग, नई दिल्ली-110001

Office of the Chief Engineer, Zone-I  
Public Works Department  
Government of National Capital Territory of Delhi  
Curzon Road Barracks,  
Kasturba Gandhi Marg, New Delhi-110001  
Tel. : 3389760, 3389712, 3382147 Fax : 3385326

संख्या/ No. 22/7/96-W/DA/2396

दिनांक/Dated 27/11/98

To

AE/OCB  
201  
8/12/98

The Commissioner(Plg.)  
Delhi Development Authority,  
Vikas Sadan, Minor,  
New Delhi.

1852MP  
9-12-98. 49/92M  
23/12

Sub: Special meeting of the Technical Committee held on 24.10.98.

Sir,

Reference Minutes of the subject meeting vide letter No.F.1(24)/98-MP dated 27.10.98 issued by Joint Director(M.P), DDA.

With regard to para-1 (Item No.43/98) of the minutes, it is pointed out that the same has not been correctly recorded. It was never mentioned by the undersigned that the alternative(I)(Phase-II) was not feasible. It was mentioned that both phases had to be taken up together.

The minutes may please be modified, accordingly.

Yours faithfully,

( S.P.Banwait )  
Chief Engineer

Copy to:

1. Vice Chairman, DDA, Vikas Sadan, New Delhi for information.
2. Engineer Member, DDA, Vikas Sadan, New Delhi for information.

Chief Engineer

Already put up same letter for same work.

RECEIVED  
10/12/98

RECEIVED  
11/12

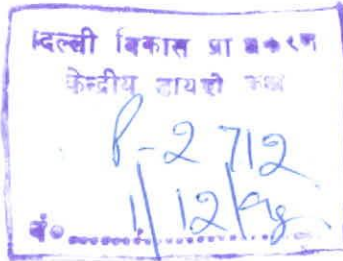
7-12-98

see and comment.

8/12/98

8/12/98





26

कार्यालय मुख्य इंजीनियर, अंचल-1  
लोक निर्माण विभाग  
राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार  
कर्जन रोड बैरेक,

Office of the Chief Engineer, Zone-I  
Public Works Department  
Government of National Capital Territory of Delhi  
Curzon Road Barracks,  
Kasturba Gandhi Marg, New Delhi-110001  
Tel. : 3389760, 3389712, 3382147 Fax : 3385326

195  
7/12/98

1846/MP  
8/12

संख्या/ No. 22/7/96-W/DA/2396

दिनांक/Dated 27/11/98

To

The Commissioner(Plg.)  
Delhi Development Authority,  
Vikas Sadan, Minor,  
New Delhi.

2999-DA  
3/12/98

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( S.P.Banwait )  
Chief Engineer

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2. Engineer Member, DDA, Vikas Sadan, New Delhi for information.

Chief Engineer

Action has been taken  
in original minutes file.  
Please endorse  
in concerned  
file of MP  
Section.

17.12.98

Place  
and Comm. of Acc'd

7/12/98

(P-78)

JDPMP

Already file has  
been sent to Bank (DC)  
Pl. let. up. in file.  
21/12/98  
P.D.

COM-13, PWD'S OFFICE  
D-117, N-11, A-2937  
Y-12-98

Please check up  
& return  
know  
6/12

C(Plg.)

090 fove  
17/12/98

769-15  
8-12-98

UT-2  
3/12/98



2396

भारत सरकार केवार्थ  
O. I. G. S.

To  
The Vice Chairman  
D. D. A  
Vikas Sadan, 1 NA  
New Delhi - 23

4/

अथवा/Secretary  
कार्यालय : मुख्य अभियंता,  
लोक निर्माण विभाग (वि-२०) मन्त्रालय,  
असदुल्ला गंजले बाग, नई दिल्ली-१  
G/o, the Chief Engineer,  
P. W. D. (D. A.) Section  
K. G. Marg, New Delhi-110008





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कार्यालय मुख्य इंजीनियर, अंचल-1  
लोक निर्माण विभाग  
राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार  
कर्जन रोड बैरेक,  
कस्तूरबा गांधी मार्ग, नई दिल्ली-110001

Office of the Chief Engineer, Zone-I  
Public Works Department  
Government of National Capital Territory of Delhi  
Curzon Road Barracks,  
Kasturba Gandhi Marg, New Delhi-110001  
Tel. : 3389760, 3389712, 3382147 Fax : 3385326

संख्या/ No. 22/7/96-W/DA/2396

दिनांक/Dated 27/11/98

To

✓ The Commissioner(Plg.)  
Delhi Development Authority,  
Vikas Sadan - Minor,  
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Sub: Special meeting of the Technical Committee held on 24.10.98.

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Yours faithfully,

*S.P. Banwait*  
(S.P. Banwait)  
Chief Engineer

Copy to:

1. Vice Chairman, DDA, Vikas Sadan, New Delhi for information.
2. Engineer Member, DDA, Vikas Sadan, New Delhi for information.

✓ ACIP/22/98  
22/98

Pl examine in the  
concerned file.  
3/12/98

Director  
7/12/98  
7/12/98  
7/12/98

Chief Engineer



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

68

No.F. 1(24)/98-MP

October 27, 1998

Minutes of the Special meeting of the Technical Committee held on 24.10.1998 (Saturday) at 9-30 a.m. in the Conference Hall, 5<sup>th</sup> Floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Shri P.K. Ghosh, Vice Chairman (In the Chair)
2. Shri. R. K. Bhandari, Engineer Member
3. Shri Vijay Risbud, Commissioner(Plg.)
4. Shri K. K. Bandyopadhyay, Addl. Commr. (Plg.) DC&B Member Secy.
5. Shri Pradeep Bihari, Chief Architect
6. Shri U. S. Jolly, Commissioner(LM)
7. Shri Shamim Ahmed, DLM(HQ)
8. Shri Chandra Ballabh, Addl. Commissioner(AP)
9. Smt. Savita Bhandari, Director(Landscape)

TOWN & COUNTRY PLANNING ORGANISATION

10. Shri K. T. Gurumukhi, Adul. Chief Planner

DELHI POLICE

11. Shri M. S. Upadhyay, D.C.P. (Traffic)

SPECIAL INVITEES

12. Shri B. P. Banwait, Chief Engineer-I, PWD
13. Shri A. K. Sarin, Director(P&I), PWD
14. Shri R. R. Verma, Executive Engineer(P&I), PWD
15. Shri D. Sanyal, CRAPHTS.
16. Shri P. Puri, MD, MTBCL.
17. Shri J. Rasmissen, C.E.O., KAMPSAX.
18. Shri A. Upadhyay, Dy. C.E.O., KAMPSAX.
19. Shri S. Bajpai, Sr. Manager, NTBCL.
20. Shri V. k. Shrivastva, Sr. Manager, KAMPSAX
21. Shri R. B. Singh, Sr. Manager(Bridge), KAMPSAX



22. Shri S. K. Wasan, KAMPSAX.
23. Shri C. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayar, Chief Engineer-I, MCD.
25. Shri Sanjay Kumar Jain, Ex, Eng.-XX, MCD.
26. Shri A. K. Gupta, Consultant, MCD.
27. Shri Sanjay Bhatia, ACP/TE, Delhi Police
28. Shri S. C. Karanwal, Addl.Ch Architect-I, DDA
29. Shri Prakash Narain, Director(Plg.)TT, DDA
30. Shri N. K. Aggarwal, OSD(Plg.), DDA
31. Dr. S. P. Bansal, Director(Plg.)DC, DDA
32. Shri D. K. Saluja, Director(AP)-ii, DDA
33. Shri B. K. Jain, Director(Plg.)MPD-2021, DDA
34. Shri S. Srivastava, Director(AP)-I, DDA
35. Shri S. C. Tayal, Director(MM), DDA
36. Shri S. K. Sinha, Supdt. Eng.(Electrical), DDA
37. Shri R. M. Lal, Jt. Director(Plg.)TT, DDA
38. Shri R. K. Jain, Jt. Director(MP), IDDA
39. Shri H. S. Dhillon, Dy. Director(Plg.)TT, DDA
40. Shri S. K. Sharma, Asstt Dir.(Plg.)TT, DDA
41. Shri Anand Prakash, Asstt Dir.(Plg.)MP, DDA.

1. Item No.43/98

Sub : Corridor Improvement Plan of Outer Ring Road between Savitri Cinema 'T' junction to Nehru Place intersection integrating:

- i) Grade separator on Savitri Cinema 'T' junction.
- ii) Grade Separator on Nehru Place intersection.

File No F.5(40)89-MP/Part-I

Chief Engineer, PWD, informed that alternative No.1 (Phase-I) with the road through Jahanpanah forest was not feasible. Therefore, the Technical Committee agreed for implementation of alternative No.2 (Phase-II) proposal as decided by it earlier in the meeting held on 11.8.98, subject to the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer, PWD/MCD would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

2. Item No.49/98

Sub : Proposed grade separator on Najafgarh Road - Outer Ring Road junction adjacent to Janakpuri District Centre.

File No.F.5(61)87-MP

This grade separator was considered in the meeting of the Technical Committee held earlier on 25.8.98. The Engineer-in-Chief, MCD, explained the proposal of straight flyover on the Najafgarh Road as an alternative to the earlier approved proposal of right turn flyover from Outer Ring Road to Najafgarh Road. After detailed discussion, the Technical Committee approved the earlier right turn flyover proposal subject to the following conditions:

- i) That it be extended beyond the entry/exit point of Janakpuri Distt. Centre in order to minimise the conflict points
- ii) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover. Further, since the feasibility reports were not submitted by the



implementing agency, Chief Engineer, MCD would ensure feasibility of the project.

- iii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

3. Item No 71/98

Sub: Flyover at Mayapuri Road and Jail Road.  
File No F (12)/98-MP

The proposal was explained by the Consultant. Three alternatives were presented. After detailed discussion, the Technical Committee approved the proposal of extending the flyover from the road over-bridge to Mayapuri crossing with the following conditions:

- i) Sliding the flyover a bit on the western side in order to have 9m. clear carriageway at the surface level on the eastern side.
- ii) Provision for smooth and safe flow of cycle traffic at the surface level along Mayapuri/Rama Road.
- iii) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- iv) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

4. Item No 72/98

Sub: Flyover at Ashram Chowk, New Delhi.  
File No.F.5(13)/91-MP

The proposal was presented by IL&FS. After detailed discussion, followed by a site inspection on the same day, the following was decided:-

That the flyover proposal along Ring Road was approved together with a low height flyover (3.5 m. clear height) on Sunlight Colony/Maharani Bagh intersection by depressing the Ring Road by about 1.0 m. at the crossing. The financing of the scheme, as well as detailed road geometrics of the whole scheme, be taken by IL&FS in consultation with PWD, GNCTD. The approval is subject to following conditions:-

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover.

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Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.

- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

5. Item No.73/98

Sub: Grade separator at the intersection of Ring Road - Shanti Path (Moti Bagh crossing). File No.F.5(3)/92-MP

The proposal was presented by the Consultant. After detailed discussion, the Technical Committee approved the grade separator scheme with the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

6. Item No.74/98

Sub: Regarding utilisation of vacant pocket of DDA land in and around village Lado Sarai. File No.F.3(67)/98-MP

The proposal for utilisation of vacant pockets around village Lado Sarai was discussed and considering the proposal being an integral part of the village scheme, the Technical Committee approved the scheme with modification by providing one petrol pump in the site earlier earmarked for recreational club and inter-change of college site with residential pocket.

The area not being a 'Development Area' of the DDA, this approved scheme be referred to MCD for further necessary action and also to Lands Branch, DDA for protection of DDA land and its allotment.



7. Item No. 75/98

Sub: Allotment of land for setting up the compost plant near Gazipur Dairy Farm  
in trans-Yamuna area.  
File No. F. 3(13)/98-MP

The item was deferred.

8. Item No. 76/98

Sub: Conceptual plan for redevelopment of Ashok Nagar Area alongwith Faiz  
Road sub-zone A-4 alongwith rehabilitation of persons covered under  
Gadgil Assurance.  
F.20(1)/83-MP/PL. I

The item was deferred.

#### OTHER ITEM

Under other item, the flyover proposal at the Andrews Ganj crossing was presented by the Consultant and he was advised to submit the proposal formally with all relevant details.

  
(K. K. Bandyopadhyay)  
Addl. Commr. (Plg.) DC&B  
Member Secretary

No F. 1(24)/98 MP

Dated. 27.10.98

Copy to:-

1. Secretary to Lt. Governor, Delhi for information.
2. OSD to VC for information of the latter.
3. Engineer Member
4. Principal Commissioner
5. Commissioner (Planning)
6. Commissioner (I.D.), DDA
7. Commissioner (LM), DDA
8. Chief Architect
9. Additional Commissioner (Plg.) UPD
10. Additional Commissioner (Plg.) AP
11. Chief Planner, TCPO
12. Chief Architect, NDMC
13. Town Planner, MCD

सीमाने की  
VC से मेटा पर साइव नोटिफिकेशन  
मंगा कर दिनांक 23/10/98  
दिनांक 23/10/98

- ✓ 14. Secretary, Delhi Urban Art Commission  
✓ 15. Land & Development Officer, MOUA&E  
✓ 16. Sr. Architect(II & TP), CPWD  
17. Deputy Commissioner of Police (Traffic), Delhi  
18. Chief Engineer(Plg.), Delhi Vidyut Board  
19. Director(Landscape), DDA

Recd. 28/10/98

67

28/10/98

RK Jain 27-11-98

(R. K. Jain)  
Joint Director(MP)  
Pn: 3352407

OIC



66

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(24)/98-MP

October 27, 1998

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| 4. Shri K. K. Bandyopadhyay, Addl. Commr (Plg.) DC&B | Member Secy.   |
| 5. Shri Pradeep Bihari, Chief Architect              |                |
| 6. Shri U. S. Jolly, Commissioner(LM)                |                |
| 7. Shri Shamim Ahmed, DLM(HQ)                        |                |
| 8. Shri Chandra Ballabh, Addl. Commissioner(AP)      |                |
| 9. Smt. Savita Bhandari, Director(Landscape)         |                |

TOWN & COUNTRY PLANNING ORGANISATION

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23. Shri C. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayar, Chief Engineer-I, MCD.
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27. Shri Sanjay Bhatia, ACP/TE, Delhi Police
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39. Shri H. S. Dhillon, Dy.Director(Plg.)TT, DDA
40. Shri S. K. Sharma, Asstt Dir. (Plg.)TT, DDA
41. Shri Anand Prakash, Asstt.Dir.(Plg.)MP, DDA.



65

1. Item No.43/98

Sub : Corridor Improvement Plan of Outer Ring Road between Savitri Cinema 'T' junction to Nehru Place intersection integrating:

- i) Grade separator on Savitri Cinema 'T' junction.
- ii) Grade Separator on Nehru Place intersection.

File No.F.5(40)89-MP/Part-I

Chief Engineer, PWD, informed that alternative No.1 (Phase-I) with the road through Jahanpanah forest was not feasible. Therefore, the Technical Committee agreed for implementation of alternative No.2 (Phase-II) proposal as decided by it earlier in the meeting held on 11.8.98, subject to the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer, PWD/MCD would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

2. Item No.49/98

Sub : Proposed grade separator on Najafgarh Road - Outer Ring Road junction adjacent to Janakpuri District Centre.

File No.F.5(61)87-MP

This grade separator was considered in the meeting of the Technical Committee held earlier on 25.8.98. The Engineer-in-Chief, MCD, explained the proposal of straight flyover on the Najafgarh Road as an alternative to the earlier approved proposal of right turn flyover from Outer Ring Road to Najafgarh Road. After detailed discussion, the Technical Committee approved the earlier right turn flyover proposal subject to the following conditions:

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3. Item No.71/98

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File No.F.(12)/98-MP

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4. Item No.72/98

Sub: Flyover at Ashram Chowk, New Delhi.

File No.F.5(13)/91-MP

The proposal was presented by IL&FS. After detailed discussion, followed by a site inspection on the same day, the following was decided:-

That the flyover proposal along Ring Road was approved together with a low height flyover (3.5 m. clear height) on Sunlight Colony/Maharani Bagh intersection by depressing the Ring Road by about 1.0 m. at the crossing. The financing of the scheme, as well as detailed road geometrics of the whole scheme, be taken by IL&FS in consultation with PWD, GNCTD. The approval is subject to following conditions:-

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover



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Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project

- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

5. Item No.73/98

Sub : Grade separator at the intersection of Ring Road - Shanti Path (Moti Bagh crossing). File No.F.5(3)/92-MP

The proposal was presented by the Consultant. After detailed discussion, the Technical Committee approved the grade separator scheme with the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
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6. Item No.74/98

Sub: Regarding utilisation of vacant pocket of DDA land in and around village Lado Sarai. File No.F.3(67)/98-MP

The proposal for utilisation of vacant pockets around village Lado Sarai was discussed and considering the proposal being an integral part of the village scheme, the Technical Committee approved the scheme with modification by providing one petrol pump in the site earlier earmarked for recreational club and inter-change of college site with residential pocket.

The area not being a 'Development Area' of the DDA, this approved scheme be referred to MCD for further necessary action and also to Lands Branch, DDA for protection of DDA land and its allotment.

7. Item No.75/98

Sub : Allotment of land for setting up the compost plant near Gazipur Dairy Farm  
in trans-Yamuna area.  
File No F 3(13)/98-MP

The item was deferred.

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Sub : Conceptual plan for redevelopment of Ashok Nagar Area alongwith Faiz  
Road sub-zone A-4 alongwith rehabilitation of persons covered under  
Gadgil Assurance.  
F.20(1)/83-MP/PL.I

The item was deferred.

OTHER ITEM

Under other item, the flyover proposal at the Andrews Ganj crossing was  
presented by the Consultant and he was advised to submit the proposal formally  
with all relevant details.

  
(K. K. Bandyopadhyay)  
Addl. Commr. (Plg.) DC&B  
Member Secretary

No.F.1(24)/98-MP

Dated: 27.10.98

Copy to -

1. Secretary to Lt. Governor, Delhi for information.
2. OSD to VC for information of the latter.
3. Engineer Member
4. Principal Commissioner
5. Commissioner(Planning)
6. Commissioner(LD), DDA
7. Commissioner(LM), DDA
8. Chief Architect
9. Additional Commissioner(Plg.)UPD
10. Additional Commissioner(Plg.)AP
11. Chief Planner, TCPO
12. Chief Architect, NDMC
13. Town Planner, MCD

- 67
14. Secretary, Delhi Urban Art Commission
  15. Land & Development Officer, MOUA&E
  16. Sr. Architect(II & TP), CPWD
  17. Deputy Commissioner of Police (Traffic), Delhi
  18. Chief Engineer(Plg.), Delhi Vidyut Board
  19. Director(Landscape), DDA

PKG 27-11-08  
(R. K. Jain)  
Joint Director(MP)  
Ph: 3352407



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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(24)/98 MP

October 27, 1998

Minutes of the Special meeting of the Technical Committee held on 24.10.1998 (Saturday) at 9-30 a.m. in the Conference Hall, 5<sup>th</sup> Floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

- |                                                    |                |
|----------------------------------------------------|----------------|
| 1. Shri P.K. Ghosh, Vice Chairman                  | (In the Chair) |
| 2. Shri. R. K. Bhandari, Engineer Member           |                |
| 3. Shri Vijay Risbud, Commissioner(Plg.)           |                |
| 4. Shri K. K. Bandyopadhyay, Addl.Commr.(Plg.)DC&B | Member Secy.   |
| 5. Shri Pradeep Bihari, Chief Architect            |                |
| 6. Shri U. S. Jolly, Commissioner(LM)              |                |
| 7. Shri Shamim Ahmed, DLM(HQ)                      |                |
| 8. Shri Chandra Ballabh, Addl.Commissioner(AP)     |                |
| 9. Smt. Savita Bhandari, Director(Landscape)       |                |

TOWN & COUNTRY PLANNING ORGANISATION

10. Shri K. T. Gurumukhi, Addl.Chief Planner

DELHI POLICE

11. Shri M. S. Upadhyay, D.C.P.(Traffic)

SPECIAL INVITEES

12. Shri B. P. Banwait, Chief Engineer-I, PWD  
13. Shri A. K. Sarin, Director(P&I), PWD  
14. Shri R. R. Verma, Executive Engineer(P&I), PWD  
15. Shri D. Sanyal, CRAPHS  
16. Shri P. Puri, MD, MTBCL  
17. Shri J. Rasmissen, C.E.O., KAMPSAX  
18. Shri A. Upadhyay, Dy. C.E.O., KAMPSAX  
19. Shri S. Bajpai, Sr. Manager, MTBCL  
20. Shri V. K. Shrivastva, Sr. Manager, KAMPSAX  
21. Shri R. B. Singh, Sr. Manager(Bridge), KAMPSAX

alc

22. Shri S. K. Wasan, KAMPSAX.
23. Shri C. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayar, Chief Engineer-I, MCD.
25. Shri Sanjay Kumar Jain, Ex,Eng.-XX, MCD.
26. Shri A. K. Gupta, Consultant, MCD.
27. Shri Sanjay Bhatia, ACP/TE, Delhi Police
28. Shri S. C. Karanwal, Addl.Ch Architect-I, DDA
29. Shri Prakash Narain, Director(Plg.)TT, DDA
30. Shri N. K. Aggarwal, OSD(Plg.), DDA
31. Dr. S. P. Bansal, Director(Plg.)DC, DDA
32. Shri D. K. Saluja, Director(AP)-II, DDA
33. Shri B. K. Jain, Director(Plg.)MPD-2021, DDA
34. Shri S. Srivastava, Director(AP)-I, DDA
35. Shri S. C. Tayal, Director(MM), DDA
36. Shri S. K. Sinha, Supdt. Eng. (Electrical), DDA
37. Shri R. M. Lal, Jt. Director(Plg.)TT, DDA
38. Shri R. K. Jain, Jt. Director(MP), IDDA
39. Shri H. S. Dhillon, Dy. Director(Plg.)TT, DDA
40. Shri S. K. Sharma, Asstt. Dir. (Plg.)TT, DDA
41. Shri Anand Prakash, Asstt. Dir. (Plg.)MP, DDA.

CJ

1. Item No.43/98

Sub : Corridor Improvement Plan of Outer Ring Road between Savitri Cinema 'T' junction to Nehru Place intersection integrating:

- i) Grade separator on Savitri Cinema 'T' junction.
- ii) Grade Separator on Nehru Place intersection.

File No F.5(40)89-MP/Part-I

Chief Engineer, PWD, informed that alternative No.1 (Phase-I) with the road through Jahanpanah forest was not feasible. Therefore, the Technical Committee agreed for implementation of alternative No.2 (Phase-II) proposal as decided by it earlier in the meeting held on 11.8.98, subject to the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer, PWD/MCD would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

2. Item No.49/98

Sub : Proposed grade separator on Najafgarh Road - Outer Ring Road junction adjacent to Janakpuri District Centre.

File No.F.5(61)87-MP

This grade separator was considered in the meeting of the Technical Committee held earlier on 25.8.98. The Engineer-in-Chief, MCD, explained the proposal of straight flyover on the Najafgarh Road as an alternative to the earlier approved proposal of right turn flyover from Outer Ring Road to Najafgarh Road. After detailed discussion, the Technical Committee approved the earlier right turn flyover proposal subject to the following conditions:

- i) That it be extended beyond the entry/exit point of Janakpuri Distt. Centre in order to minimise the conflict points
- ii) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover. Further, since the feasibility reports were not submitted by the



implementing agency, Chief Engineer, MCD would ensure feasibility of the project

- iii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

3. Item No.71/98

Sub: Flyover at Mayapuri Road and Jail Road.  
File No.F.(12)/98-MP

The proposal was explained by the Consultant. Three alternatives were presented. After detailed discussion, the Technical Committee approved the proposal of extending the flyover from the road over-bridge to Mayapuri crossing with the following conditions:

- i) Sliding the flyover a bit on the western side in order to have 9m. clear carriageway at the surface level on the eastern side.
- ii) Provision for smooth and safe flow of cycle traffic at the surface level along Mayapuri/Rama Road.
- iii) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- iv) Maximum 9 m wide carriageway on either side of the median be adopted on the flyover

4 Item No.72/98

Sub: Flyover at Ashram Chowk, New Delhi.  
File No.F.5(13)/91-MP

The proposal was presented by IL&FS. After detailed discussion, followed by a site inspection on the same day, the following was decided:-

That the flyover proposal along Ring Road was approved together with a low height flyover (3.5 m. clear height) on Sunlight Colony/Maharani Bagh intersection by depressing the Ring Road by about 1.0 m. at the crossing. The financing of the scheme, as well as detailed road geometrics of the whole scheme, be taken by IL&FS in consultation with PWD, GNCTD. The approval is subject to following conditions:-

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover

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Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.

- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

5. Item No.73/98

Sub : Grade separator at the intersection of Ring Road - Shanti Path (Moti Bagh crossing). File No.F.5(3)/92-MP

The proposal was presented by the Consultant. After detailed discussion, the Technical Committee approved the grade separator scheme with the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
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Sub: Regarding utilisation of vacant pocket of DDA land in and around village Lado Sarai. File No.F.3(67)/98-MP

The proposal for utilisation of vacant pockets around village Lado Sarai was discussed and considering the proposal being an integral part of the village scheme, the Technical Committee approved the scheme with modification by providing one petrol pump in the site earlier earmarked for recreational club and inter-change of college site with residential pocket.

The area not being a 'Development Area' of the DDA, this approved scheme be referred to MCD for further necessary action and also to Lands Branch, DDA for protection of DDA land and its allotment.

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Sub: Allotment of land for setting up the compost plant near Gazipur Dairy Farm  
in trans-Yamuna area.  
File No F 3(13)/98-MP

The item was deferred.


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Sub: Conceptual plan for redevelopment of Ashok Nagar Area alongwith Faiz  
Road sub-zone A-4 alongwith rehabilitation of persons covered under  
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F.20(1)/83-MP/PL.I

The item was deferred.

OTHER ITEM

Under other item, the flyover proposal at the Andrews Ganj crossing was  
presented by the Consultant and he was advised to submit the proposal formally  
with all relevant details.

  
(K. K. Bandyopadhyay)  
Addl. Commr. (Plg.) DC&B  
Member Secretary

No F.1(24)/98-MP

Dated: 27.10.98

Copy to:-

1. Secretary to Lt. Governor, Delhi for information. *K28/10*
2. OSD to VC for information of the latter.
3. Engineer Member
4. Principal Commissioner
5. Commissioner(Planning)
6. Commissioner(I.D), DDA
7. Commissioner(I.M), DDA
8. Chief Architect
9. Additional Commissioner(Plg.)UPD
10. Additional Commissioner(Plg.)AP *K28/10*
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12. Chief Architect, NDMC
13. Town Planner, MCD *K28/10*



- 53
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  - ✓ 15. Land & Development Officer, MOUA&E
  - ✓ 16. Sr. Architect(II & TP), CPWD
  17. Deputy Commissioner of Police (Traffic), Delhi
  18. Chief Engineer(Plg.), Delhi Vidyut Board
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### Special Invitees

1. Chief Engineer, I, PWD
2. Dir. (P&I) ~~RWD~~ V.B
3. Engineer-in-Chief
4. Chief Engineer - I, MCD
5. ACA-I DDA
6. ACA-II ~~28/10/98~~
7. OSD (Plg.) ~~28/10/98~~
8. Dir. (TT) ~~28/10/98~~
9. Dir. (AP) ~~28/10~~
10. Dir. (MPD-21) ~~28/10~~
11. Dir. (MM) ~~28/10~~
12. S.E (Elect.) DDA
13. Dir. (DC) ~~28/10~~
14. Dir. (AP) ~~28/10/98~~

PRG 28/10/98

(R. K. Jain)  
Joint Director(MP)  
Ph: 3352407

OK

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(24)/98-MP

October 27, 1998

Minutes of the Special meeting of the Technical Committee held on 24.10.1998 (Saturday) at 9-30 a.m. in the Conference Hall, 5<sup>th</sup> Floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

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| 6. Shri U. S. Jolly, Commissioner(LM)              |                |
| 7. Shri Shamim Ahmed, DLM(HQ)                      |                |
| 8. Shri Chandra Ballabh, Addl.Commissioner(AP)     |                |
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16. Shri P. Puri, MD, MTBCL.  
17. Shri J. Rasmissen, C.E.O., KAMPSAX.  
18. Shri A. Upadhyay, Dy. C.E.O., KAMPSAX.  
19. Shri S. Bajpai, Sr. Manager, NTBCL.  
20. Shri V. k. Shrivastva, Sr. Manager, KAMPSAX  
21. Shri R. B. Singh, Sr. Manager(Bridge), KAMPSAX

22. Shri S. K. Wasan, KAMPSAX.
23. Shri C. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayar, Chief Engineer-I, MCD.
25. Shri Sanjay Kumar Jain, Ex,Eng.-XX, MCD.
26. Shri A. K. Gupta, Consultant, MCD.
27. Shri Sanjay Bhatia, ACP/TE, Delhi Police
28. Shri S. C. Karanwal, Addl.Ch.Architect-I, DDA
29. Shri Prakash Narain, Director(Plg.)TT, DDA
30. Shri N. K. Aggarwal, OSD(Plg.), DDA
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37. Shri R. M. Lal, Jt. Director(Plg.)TT, DDA
38. Shri R. K. Jain, Jt. Director(MP), IDDA
39. Shri H. S. Dhillon, Dy.Director(Plg.)TT, DDA
40. Shri S. K. Sharma, Asstt.Dir.(Plg.)TT, DDA
41. Shri Anand Prakash, Asstt.Dir.(Plg.)MP, DDA.



56

✓ 1/Item No.43/98

Sub : Corridor Improvement Plan of Outer Ring Road between Savitri Cinema 'T' junction to Nehru Place intersection integrating:

- i) Grade separator on Savitri Cinema 'T' junction.
- ii) Grade Separator on Nehru Place intersection.

File No.F.5(40)89-MP/Part-I

Chief Engineer, PWD, informed that alternative No.1 (Phase-I) with the road through Jahanpanah forest was not feasible. Therefore, the Technical Committee agreed for implementation of alternative No.2 (Phase-II) proposal as decided by it earlier in the meeting held on 118.8.98, subject to the following conditions:

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- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

2. Item No.49/98

Sub : Proposed grade separator on Najafgarh Road - Outer Ring Road junction adjacent to Janakpuri District Centre.

File No.F.5(61)87-MP

This grade separator was considered in the meeting of the Technical Committee held earlier on 25.8.98. The Engineer-in-Chief, MCD, explained the proposal of straight flyover on the Najafgarh Road as an alternative to the earlier approved proposal of right turn flyover from Outer Ring Road to Najafgarh Road. After detailed discussion, the Technical Committee approved the earlier right turn flyover proposal subject to the following conditions:

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55  
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3. Item No.71/98

Sub : Flyover at Mayapouri Road and Jail Road.  
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The proposal was explained by the Consultant. Three alternatives were presented. After detailed discussion, the Technical Committee approved the proposal of extending the flyover from the road over-bridge to Mayapuri crossing with the following conditions:

- i) Sliding the flyover a bit on the western side in order to have 9m. clear carriageway at the surface level on the eastern side.
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59

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The item was deferred.

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Road sub-zone A-4 alongwith rehabilitation of persons covered under  
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F.20(1)/83-MP/Pt..I

The item was deferred.

OTHER ITEM

Under other item, the flyover proposal at the Andrews Ganj crossing was  
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(K. K. Bandyopadhyay)  
Addl. Commr. (Plg.) DC&B  
Member Secretary

No.F.1(24)/98-MP

Dated: 27.10.98

Copy to:-

1. Secretary to Lt. Governor, Delhi for information.
2. OSD to VC for information of the latter.
3. Engineer Member
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- 52
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RKJ  
27/10/98  
(R. K. Jain)  
Joint Director(MP)  
Ph: 3352407

51

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*[Handwritten signature]*



- 56
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- i) Sliding the flyover a bit on the western side in order to have 9m. clear carriageway at the surface level on the eastern side.
- ii) Provision for smooth and safe flow of cycle traffic at the surface level along Mayapuri/Rama Road.
- iii) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the flyover. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- iv) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover.

4. Item No.72/98

Sub: Flyover at Ashram Chowk, New Delhi.

File No.F.5(13)/91-MP

The proposal was presented by IL&FS. After detailed discussion, followed by a site inspection on the same day, the following was decided:-

The flyover proposal along Ring Road was approved together with a low height flyover (3.5 M clear height) on Sunlight Colony/Maharani Bagh intersection, by depressing the Ring Road by about 1.0 M at the crossing. The financing of the scheme, as well as detail road geometrics of the whole scheme, be taken up by IL&FS in consultation with PWD, GNCT Delhi. The approval is subject to <sup>following</sup> other conditions as in Item No 71/98 para iii) & iv).

i) — (iii)

ii) — (iv)

5. Item No.73/98

Sub : Grade separator at the intersection of Ring Road - Shanti Path (Moti Bagh crossing). File No.F.5(3)/92-MP

The proposal was presented by the Consultant. After detailed discussion, the Technical Committee approved the grade separator scheme with the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

6. Item No.74/98

Sub: Regarding utilisation of vacant pocket of DDA land in and around village Lado Sarai. File No.F.3(67)/98-MP

The proposal for utilisation of vacant pockets around village Lado Sarai was discussed and considering the proposal being an integral part of the village scheme, the Technical Committee approved the scheme with modification by providing one petrol pump in the site earlier earmarked for recreational club and inter-change of college site with residential pocket.

The area not being a 'Development Area' of the DDA, this approved scheme be referred to MCD for further necessary action and also to Lands Branch, DDA for protection of DDA land and its allotment.

7. Item No.75/98

Sub: Allotment of land for setting up the compost plant near Gazipur Dairy Farm in trans-Yamuna area. File No.F.3(13)/98-MP

The item was deferred.


8. Item No.76/98

Sub : Conceptual plan for redevelopment of Ashok Nagar Area alongwith Faiz Road sub-zone A-4 alongwith rehabilitation of persons covered under Gadgil Assurance.  
F.20(1)/83-MP/Pt..I

The item was deferred.

OTHER ITEM

Under other item, the flyover proposal at the Andrews Ganj crossing was presented by the Consultant and he was advised to submit the proposal formally with all relevant details.





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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(24)/98-MP

October 24, 1998

Draft minutes of the Special meeting of the Technical Committee held on 24.10.1998 (Saturday) at 9-30 a.m. in the Conference Hall, 5<sup>th</sup> Floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Shri P.K. Ghosh, Vice Chairman (In the Chair)
2. Shri. R. K. Bhandari, Engineer Member
3. Shri Vijay Risbud, Commissioner(Plg.)
4. Shri Pradeep Bihari, Chief Architect
5. Shri U. S. Jolly, Commissioner(LM)
6. Shri Shamim Ahmed, DLM(HQ)
7. Shri Chandra Ballabh, Addl.Commissioner(AP)
8. Shri K. K. Bandyopadhyay, Addl.Commr.(DC&B)
9. Smt. Savita Bhandari, Director(Landscape)

TOWN & COUNTRY PLANNING ORGANISATION

10. Shri K. T. Gurumukhi, Addl.Chief Planner

DELHI POLICE

11. Shri M. S. Upadhyay, D.C.P.(Traffic)

SPECIAL INVITEES

12. Shri B. P. Banwait, Chief Engineer-I, PWD
13. Shri A. K. Sarin, Director(P&I), PWD
14. Shri R. R. Verma, Executive Engineer(P&I), PWD
15. Shri D. Sanyal, CRAPHTS.
16. Shri P. Puri, MD, MTBCL.
17. Shri J. Rasmissen, C.E.O., KAMPSAX.
18. Shri A. Upadhyay, Dy. C.E.O., KAMPSAX.
19. Shri S. Bajpai, Sr. Manager, NTBCL.
20. Shri V. k. Shrivastva, Sr. Manager, KAMPSAX
21. Shri R. B. Singh, Sr. Manager(Bridge), KAMPSAX
22. Shri S. K. Wasan, KAMPSAX.

23. Shri C. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayar, Chief Engineer-I, MCD.
25. Shri Sanjay Kumar Jain, Ex,Eng.-XX, MCD.
26. Shri A. K. Gupta, Consultant, MCD.
27. Shri Sanjay Bhatia, ACP/TE, Delhi Police
28. Shri S. C. Karanwal, Addl.Ch.Architect-I, DDA
29. Shri Prakash Narain, Director(Plg.)TT, DDA
30. Shri N. K. Aggarwal, OSD(Plg.), DDA
31. Dr. S. P. Bansal, Director(Plg.)DC, DDA
32. Shri D. K. Saluja, Director(AP)-II, DDA
33. Shri B. K. Jain, Director(Plg.)MPD-2021, DDA
34. Shri S. Srivastava, Director(AP)-I, DDA
35. Shri S. C. Tayal, Director(MM), DDA
36. Shri S. K. Sinha, Supdt. Eng.(Electrical), DDA
37. Shri R. M. Lal, Jt. Director(Plg.)TT, DDA
38. Shri R. K. Jain, Jt. Director(MP), IDDA
39. Shri H. S. Dhillon, Dy.Director(Plg.)TT, DDA
40. Shri S. K. Sharma, Asstt.Dir.(Plg.)TT, DDA
41. Shri Anand Prakash, Asstt.Dir.(Plg.)MP, DDA.

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)


NO.F.1(1)98-MP

Dt.23.10.98

MEETING NOTICE

A Special meeting of the Technical Committee of the DDA will be held under the Chairmanship of the Vice Chairman DDA on 24.10.98 at 9.30 A.M. in the Conference Hall, 5th floor, Vikas Minar, IP Estate, New Delhi.

The agenda includes the proposals of flyovers which will be laid on table. It is requested to kindly make it convenient to attend the meeting.

  
(K.K. BANDOPADYAYA)  
ADDL. COMM. (DC&R).  
MEMBER SECRETARY  
PH. 3319931 (O)



I N D E X

S.NO.    ITEM NO.    PARTICULARS    PAGE NO.

FLY OVER CASES

1.        43/98        Issues related minutes of the Tech. Committee meeting held on 18.8.98 - Reg. Grade Seperator at 'T' junction Savitri Cinema and Nehru Place Intersection.  
F.5(40)/89-MP
2.        49/98        Proposed Grade Seperator on Najafgarh Road - Outer Ring Road junction adjacent to Janak Puri Distt. Centre.  
F.5(61)/87-MP        (*In file laid on table*)
3.        71/98        Flyover at Mayapuri Road and Jail Road.  
F.5(12)/98-MP
4.        72/98        Flyover at Ashram Chowk, New Delhi.  
F.5(13)/91-MP
5.        73/98        Grade seperator at the Intersection of Ring Road - Shanti Path ( Moti Bagh Crossing )  
F.5(3)/92-MP

OTHER CASES

6.        74/98        Reg. Utilization of vacant pocket of DDA land in and around village Lado Sarai.  
F.3(67)/98-MP
7.        75/98        Allotment of land for setting up the compost plant near Gazipur Dairy Farm in Trans Yamuna Area.  
F.3(13)/98-MP
8.        76/98        Conceptual plan for re-development of Ashok Nagar Area alongwith Faiz Road sub-zone A-4 alongwith Re-habilitation of persons covered under Gadgil Assurance.  
F.20(1)/83-MP Pt.I

1/11211 No. 12100/1000 43

Subject : Corridor Improvement Plan of Outer Ring Road between Savitri Cinema 'T' Junction to Nehru Place Intersection integrating :

i) Grade Separator on Savitri Cinema 'T' Junction.

ii) Grade Separator on Nehru Place Intersection.

File No. : F.5(40)89 MF/Part-I.

. . . . .

1. The above said case was discussed in the Technical Committee Meeting held on 18/8/98 in which the following decisions was taken :-

" The proposal was introduced by Engineer-in-Chief and Chief Engineer, FWD, GNCTD which was followed by a detailed presentation by Sh.D.Sanyal, Consultant. After detailed discussion, Technical Committee agreed, in principle, with the following observations :-

- i) In Phase-I, left in and left out movements may be allowed from Savitri Cinema road to Outer Ring Road and there will be free movement of straight traffic on Outer Ring Road on this 'T' Junction. The right turning traffic shall use the proposed link of 18M right of way road through Jahapanah Forest. Approval of Forest Deptt., GNCTD shall be taken for construction of the new road through Jahapanah forest. If required in the Phase-II, 1 3 lane flyover on the southern arm of outer Ring Road could be taken, in this the right turning traffic would negotiate from below the flyover. The straight traffic on Outer Ring Road going towards Nehru Place shall be segregated by a Channeliser in this junction, so that this movement also remains free.
- ii) One lane for bus movement shall be reserved on the flyover and at the surface level.
- iii) Due to the very limited right of way available with continuous plotted development on both sides, it was felt that there was no scope for a dedicated cycle track along this road.
- iv) A cantilever from the flyover on outer Ring Road may be used to optimize the availability of additional space of C/W at surface level.
- v) Approval of DUAC and other concerned agencies may be obtained for the proposal.

- 2 -

2. Chief Engineer(Flyover Proposal), PWD informed on telephone that the new road from Jahapanah Forest as proposed under Phase-I has not been found to be feasible due to cutting of a large number of trees. Chief Engineer, PWD has therefore, desired to take up the ~~xxx~~ phase-II proposal straightaway.
3. The case is resubmitted to the Technical Committee for considerations.

*D.K. Saluja*  
 23/5/58  
 (D.K. SALUJA)  
 DIRECTOR(A.F.)-II

*R.M. Lal*  
 23/10/58  
 ( R.M.LAL )  
 JT. DIRECTOR(TT)



Subject : Flyover proposal on the intersection of Ring Road and Mayapuri Road/Rama Road - Mayapuri Crossing.

File No. : F.5(12)98 MP.

.-.-.-.

1. INTRODUCTION.

As per MPD-62 and MPD-2001, Ring Road has been envisaged for intra urban movements at the city level and thus needs to be developed as High Speed Corridor. Total length of Ring Road is 48 KM and there are about 40 signalised junctions/intersections falling in this stretch. Mayapuri Crossing falls on the western segment of this stretch. Intersection of Ring Road with Mayapuri Road/Rama Road is a major intersection as Mayapuri Road serves some of the most dense residential and industrial areas in the north-western parts of the city.

A Flyover at this intersection is amongst the 15 locations identified for construction of grade separator as decided in the meeting held under Hon'ble LG, Delhi on 30/5/98. The Grade Separator is to be constructed by PWD, GNCTD. M/s. CRAHITS have been retained as Consultants for this Project by PWD.

All the details mentioned in this agenda are based on the proposal submitted by Consultants.

Location Plan is placed as Annexure-I.

2. EXISTING LANDUSES AND TRAFFIC CHARACTERISTICS.

The R/Ws of Ring Road, Mayapuri Road and Rama Road are 63M, 30M & 30M respectively as per MPD-2001. The R/Ws are available at site except on the northern segment of Ring Road where it is about 54M. Mayapuri Crossing happens to be on the northern toe of Naraina ROB which has a gradient of 1:60 on this side. The distance between the Crossing and the top of the ROB is 660M.

:- 2 -:

There are existing H.T. Towers at each quadrant of this intersection except for the north western quadrant as shown in the Plan. The available R/W on the northern side of the intersection along Ring Road is 54M as against the proposed 63M. The landuses along Ring Road between the ROB and Mayapuri Crossing on the eastern & western side are for Warehousing and DTC Depot respectively. Beyond this along Ring Road, landuses are residential and Distt. Park. The residential use of Mansarovar Garden on the eastern side is inhabited by Marble Traders and they have extended their shops into the R/W over this section of Ring Road. Landuse along Rama Road is residential in the north and Warehousing in the south. Properties abutting northern side have commercial uses and have extended their activities in the R/W. All the buildings have extensions into the right of way over this section of Ring Road. There is an aggregate encroachment to an extent of 9M strip width towards the northern part of Ring Road at this intersection. There is a grid S/Stn. of DVB on the south-eastern quadrant of the intersection.

The peak hour traffic flow diagrams for Mayapuri intersection for all categories of traffic is placed at Annexure-II, III IV & V. These annexures gives the peak hour volumes of buses while Annexure-IV gives the peak hour volume of persons. Annexure-V gives peak hour volume of cycle traffic. The evening peak hour is more critical and this, thus qualifies for being considered in design.

From the peak hour traffic flow diagrams, it is seen that the buses constitute nearly 8% of total peak hour traffic while cycles account for nearly 5% of the same (in terms of PCU). In absolute numbers cycle traffic is nearly 10% of total number of vehicles making use of the intersection. Volume of straight traffic along Ring Road is 5339 PCU (both directions) while that along Mayapuri Road axis is 2297 PCUs (total in both directions).



A very significant right turn takes place during morning peak hour from Mayapuri Road towards Dhaula Kuan side. This is reflected in the heavy left turn that takes place during the evening from Ring Road (Dhaula Kuan side) to Mayapuri side.

The intersection caters to 2734 pedestrian crossings on different approach arms at the intersection - the heaviest volume of 1264 pedestrians being across the northern leg of Ring Road.

The intersection is signalised with a signal cycle time of 235 seconds (4 Min.) and caters to a total peak hour traffic volume of 12,498 PCU.

In its present configuration, estimated capacity of this intersection should be 6500 PCU per hour. As per Consultants report, it could have a capacity of 7500 PCU but for the fact that Rama Road has a 4 lane approach and that the Ring Road has an approach on gradient on the southern side. Under these circumstances, the intersection is overloaded to an extent of nearly 200% of its estimated capacity. This is also clearly reflected in the signal cycle time of 235 seconds as against the desired optimum cycle time of 120 seconds.

Operational efficiency of the intersection further suffers because of physical constraints imposed by the Pylons of DVB because of which the intersection geometry cannot be vastly improved.

### 3. TRAFFIC PROJECTIONS.

For the purpose of consistency and comparison, the design year ~~xxxx~~ is assumed as 2021 A.D.

The projections in the Consultant's report are reproduced as follows :-

"The growth factor for peak hour traffic that could be extracted from the time series data (1990 and 1998) works out to be 1.70% per annum (simple). Ring Road, over this segment



:- 4 -:

has a parallel corridor in Jail Road. Rama Road and Mayapuri Road have 30M R.O.W. each with fairly stabilised uses all along. It is unlikely that the traffic at the intersection would experience any quantum jump because of certain developments in this area. It is thus felt that a growth factor of 1.7% per annum would give a reasonable estimate for design year traffic. Following this principle the design traffic in different directions work out as follows: (by 2021 A.D.).

Total intersection peak hour traffic volume	17,000 p.c.u. (rounded off)
Straight Traffic along Ring Road (both directions)	7,200 p.c.u.
Straight traffic along Mayapuri Road (both directions)	3,100 p.c.u.
Right turning traffic	2,800 p.c.u.
Left turning traffic	3,800 p.c.u.

From planning considerations as also, from the point of view of traffic demand the straight traffic along Ring Road is to be given facility for uninterrupted movement. This is therefore, going to be the main consideration for deciding the grade separator form.

#### 4. ALTERNATIVE GRADE SEPARATOR PROPOSALS.

Three alternative Grade Separators forms have been envisaged, details are as follows :-

##### Alternative 1. - Underpass along Ring Road.

An underpass along the Ring Road axis and across the intersection cannot be provided because of the already existing ramped approach to the intersection. Vehicles will have to negotiate no less than 1.00 KM. Of ramped entry/exit in order to negotiate the intersection (vehicles will have to move between + 10.00m and - 7.00m thereby increasing the vehicle operating cost enormously). Also construction of an underpass with an already existing ramped approach is likely to disrupt traffic operation along this axis for considerable length of time.



Altern-ative II      -      Overpass along Ring Road axis as a continuation of the ROB.

The intersection of Mayapuri is approached across an ROB from south. Since the Ring Road runs across railway tracks in this area nothing indeed should be done that may jeopardise traffic movement during construction. Jail Road is the only parallel route available over this segment and it suffers from severe capacity constraints at Lajwanti Garden area. To think that Ring Road traffic could be stopped or even partially diverted to Jail Road would be rather unwise in the given context.

Continuing the ROB as an overpass would mean taking off 6 lanes of road (out of the existing eight lanes of ROB) at an appropriate location (in the present case at a point where the level is around + 107.00-the level at the intersection being +99.00 approx.). The ROB is entirely on embankment and reaches a level of +110.00 over the railway tracks. This in effect would mean construction of flyover on the ROB itself (on the embankment). Construction of a six lane flyover on an eight lane ROB will leave hardly any space for managing traffic during construction. Such an option would thus necessitate widening of the ROB in the first phase through 6M on either side. This will result in a total width of 46.45M of the ROB (the present width being 34.45M). Widening through 6M will ensure availability of a width of little over 10M on either side for movement of traffic during construction and a width of 11M on either side after the construction is over. The flyover portion will have 3 lanes (9M of total width) on either side.

There are industrial/commercial establishments on the eastern side of the ROB which come very close to the ROB near the Mayapuri intersection. The entry to this area and the service road on this side needs to be protected. Since the ROB is on embankment, it may be necessary to treat the embankment slope in such a manner that the service road on this side remains operational. The DTC Depot on the western side



of the ROB does not pose any such problem as the Depot is accessed from Mayapuri Road. The details of this scheme are shown in Drg. No. d. CRTS/FWD/FP/MP/001-003.

Alternative III - Construction of overpass links on the flanks of the ROB.

In this option, it is proposed to have 3 lane (9M in this case) overpass links constructed on either flank of the existing ROB. This alternative allows construction of the links independent of traffic operation along the ROB. It is visualised however, that the extreme left lane on either side of the existing ROB may be variously utilised for construction purposes (for stationing construction equipment, machinery etc.). Even then 6 lane wide R.O.B. would remain available (it may indeed be little more than 6 lanes) for passage of regular R-ing Road traffic. This would generally be acceptable during the period of construction.

Towards the DTC Depot side, a portion of the depot area near the boundary wall may also be utilised during construction. On the other side, ample space is available for movement of construction traffic. Adequate gap must be maintained between the overpass links and the ROB so that the toe lines of the embankment are not seriously disturbed.

The overpass links taking off from the ROB on either side at level + 107.00 will run as level stretches and cross the intersection before sloping down to reach the existing road level towards Rajouri Garden side. There could be two ways of achieving this. In the first instance, the overpass links could run straight as two separate arms across the intersection. Under this option, the links are going to foul the pylons and towards Rama Road, the link would also foul with the properties.

In the second instance, the links could converge into a six lane divided carriageway before the intersection itself and cross the intersection as such. Under this option the pylons or the properties are not disturbed. The details of this scheme are shown in Drg. Nos : CRTS/FP/MP/004-006.



5. ENVIRONMENTAL IMPACT ASSESSMENT.

The ecological environment includes flora and fauna of the area. The natural vegetation within the study area exists in the form of well grown trees and species planted along the Ring Road as well as the Eucalyptus trees existing on either side of Ring Road and inside these parks located within the study area. Variety of plants and birds have their usual habitat inside these parks.

The landuse of the study area is mixed in nature i.e. residential, commercial, warehousing and recreational. Shivaji Place Distt. Centre with its defined landuse exists approximately 1.5 Km. north of Mayapuri Intersection. A broad Impact Assessment made by the Consultant is placed at Annexure-VI.

6. FEASIBILITY.

The consultant has not submitted the feasibility of the various alternatives in the report including Alternative No.2. These have to be studied with regards to the existing underground/overhead services, number of trees and species affected, kuccha/pucca/semi-pucca structures affected.

7. OBSERVATIONS.


- i) Consultant has not given any total solution for free flow of traffic in all directions without any signals.
- ii) A detailed plan with Alternative-3 should also be prepared and put up along this proposal to study the merits and demerits. The Consultant has chosen Alternative-2 as the best proposal and submitted its details accordingly.
- iii) In this proposal, hardly 6M distance is left between the H.T. Pylon at the surface level on the north eastern segment of the Ring Road which is too less. It should be increased to 9M by sliding entire flyover towards western side where space is available.

- iv) The Consultant has not made any special treatment/ provision for Cyclists/Cycle Track on Rama Road/Mayapuri Road which has a very heavy volume of bicycle traffic.
- v) There are no details about the utilization of the space below the Flyover. Right/'U' Turning movements for slow, light & medium vehicles be allowed below the Flyover.

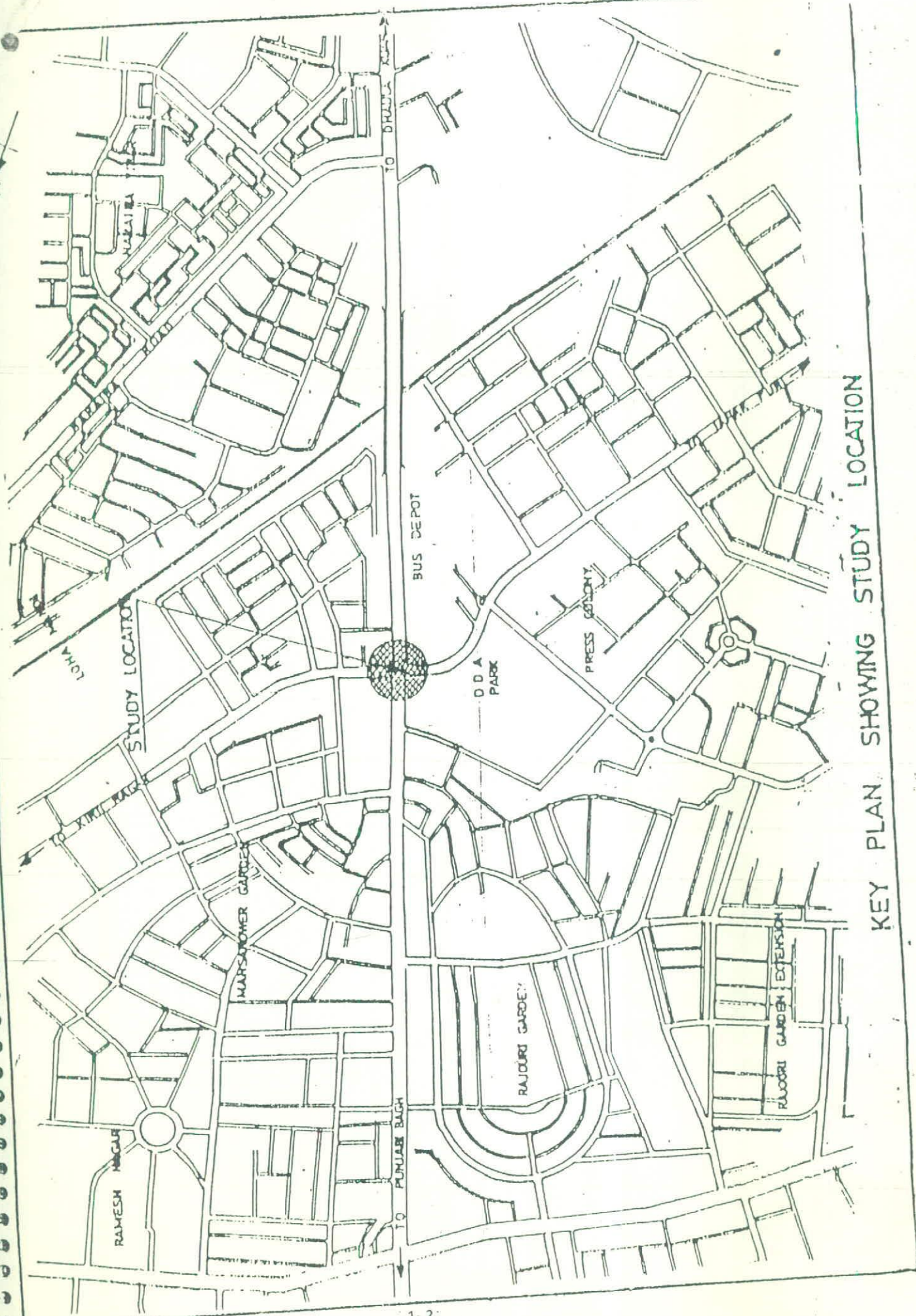
Details as desired in the Authority resolution dt. 13/8/90 for flyovers are covered in Annexure-VI.

8. The case is placed before the Technical Committee for considerations.

  
(D.K. SALUJA )  
DIRECTOR(A.P.)-II

  
23/10/98  
( R.M.LAL )  
JT. DIRECTOR(TT)

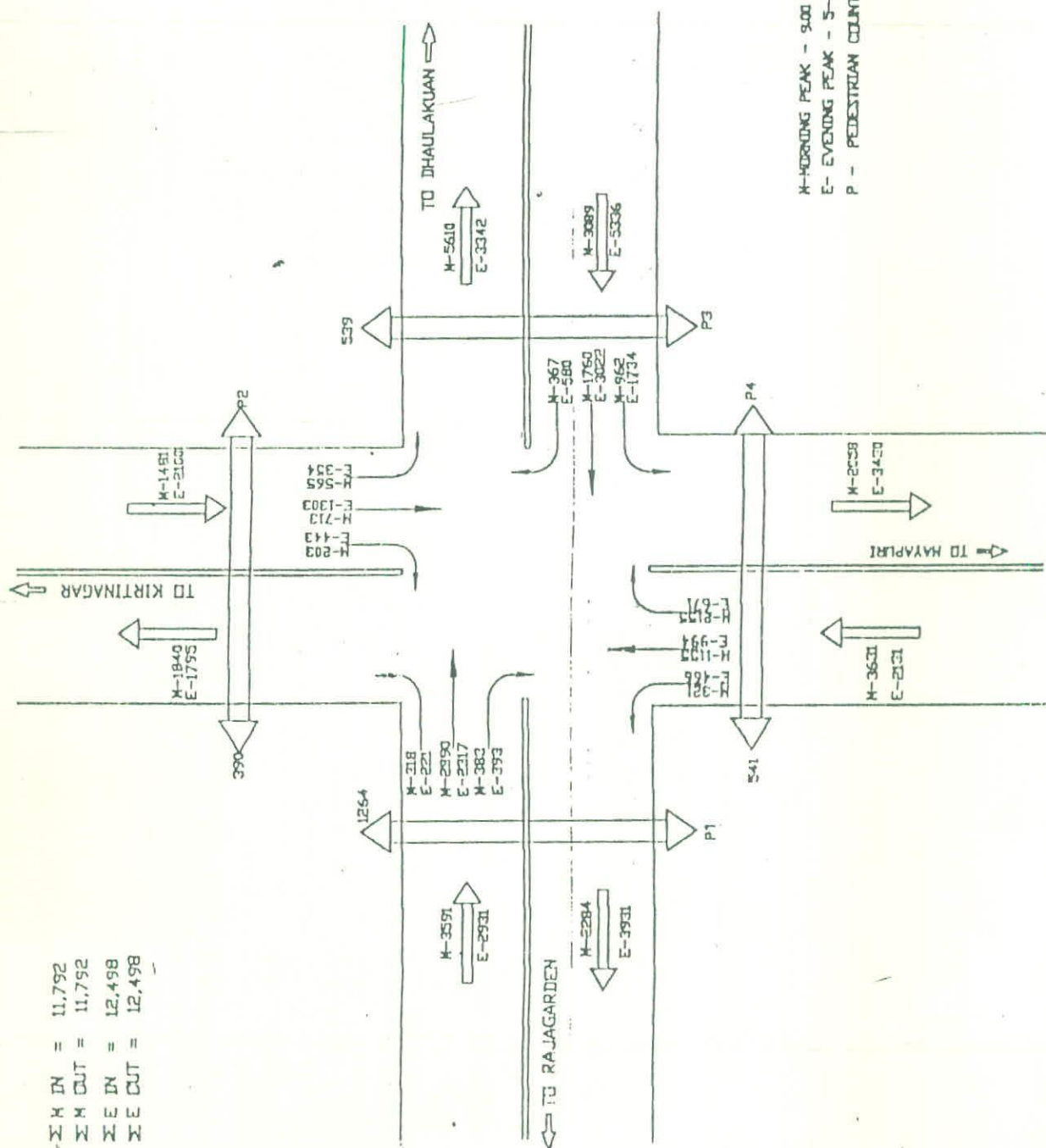




KEY PLAN SHOWING STUDY LOCATION



$\Sigma M IN = 11,792$   
 $\Sigma M OUT = 11,792$   
 $\Sigma E IN = 12,498$   
 $\Sigma E OUT = 12,498$

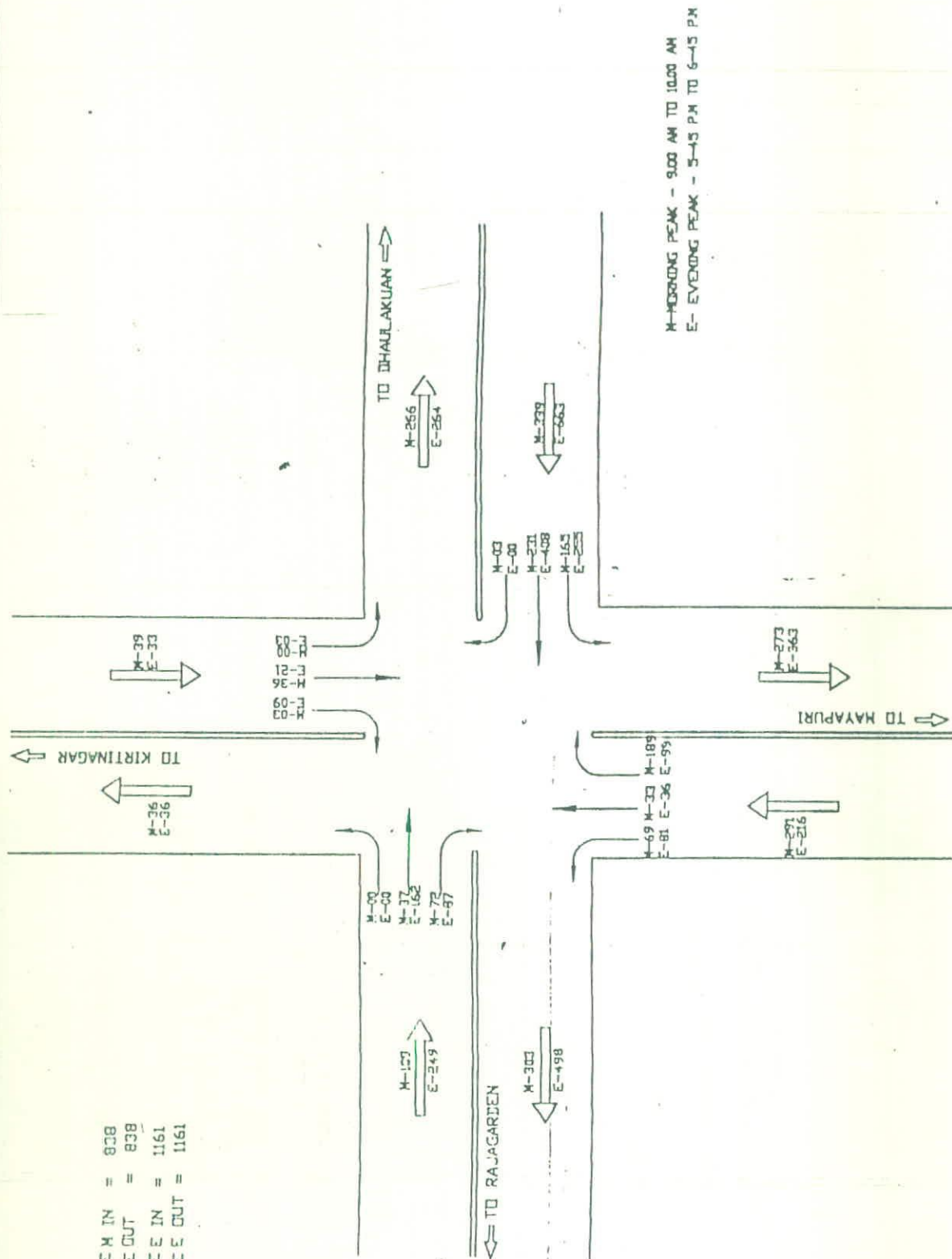


M - MORNING PEAK - 9.00 AM TO 10.00 AM  
 E - EVENING PEAK - 5.45 PM TO 6.45 PM  
 P - PEDESTRIAN COUNT DURING PEAK HOURS 08.15 AM TO 09.15 PM

PEAK HOUR TRAFFIC VOLUME DIAGRAM (IN PCU) AT MAYAPURI INTERSECTION (1998)

Page - 2

$\Sigma M IN = 838$   
 $\Sigma OUT = 838$   
 $\Sigma E IN = 1161$   
 $\Sigma E OUT = 1161$



M- MORNING PEAK - 9.00 AM TO 10.00 AM  
 E- EVENING PEAK - 5-45 PM TO 6-15 PM

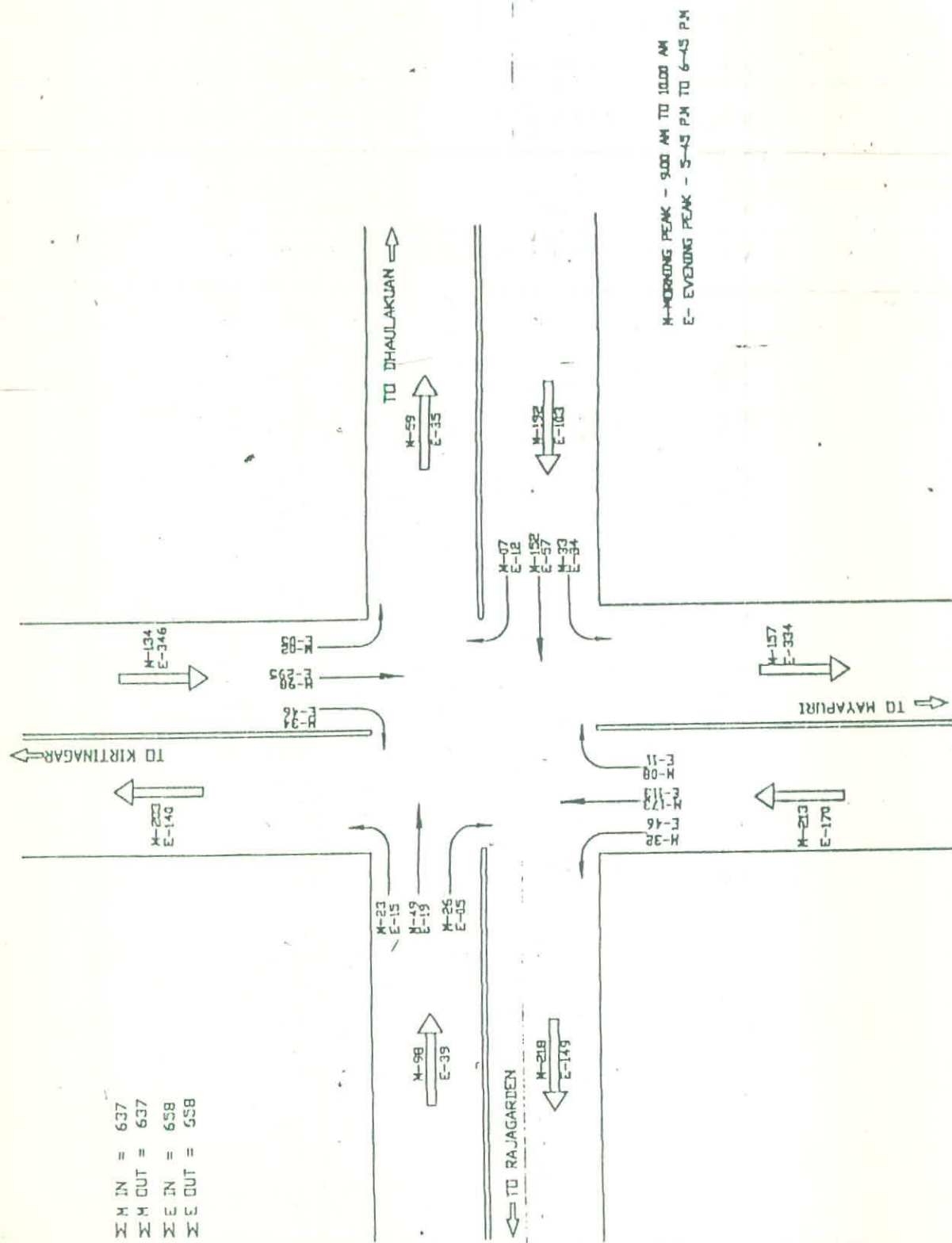
PEAK HOUR FLOW DIAGRAM FOR BUSES (IN PCU) AT MAYAPURI INTERSECTION (1998)

Figure - 3

CRAPHTS

--PWD, GOVT. OF DELHI

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Σ M IN = 637  
Σ M OUT = 637  
Σ E IN = 658  
Σ E OUT = 658

Figure - 2

PEAK HOUR FLOW DIAGRAM FOR CYCLE (IN PCU) AT MAYAPURI INTERSECTION (1998)

PWD, GOVT. OF DELHI



## 9.2 Assessment of impacts

Environmental Impact Assessment (EIA) could be described as the assessment of environmental consequences or impacts of proposed projects or activities which could be positive or negative. An EIA is, therefore, a comprehensive study which focusses the probable changes in the various bio-physical and socio-economic characteristics of the environment and, is beyond the scope of the present study. However, a broad assessment of impacts on the various attributes associated with the proposed project have been made without detailing out the various steps involved in an EIA study.

Broadly, the impacts could be described as follows:

- The impact on topography would be negative for the intersection under study as the grade separator at the study location would intrude the urban landscape.
- The impact on air quality on commissioning of proposed grade separator would be significant and positive as the pollution load due to idling of vehicles at the signals for the study stretch of Ring Road would be reduced.
- The savings in travel time and vehicle operating cost due to improved level of service of the study stretch of Ring Road would have positive impact.
- Visual intrusion caused by overhead structures would have negative impact on aesthetics. However, the overall planning philosophy duly takes into consideration this aspect. The profile of proposed flyover has been adjusted keeping in view the profile of existing ROB and general ground level.
- Provision of grade separator at Mayapuri intersection would eliminate all lower gear movements and would reduce the idling of vehicles, which will ultimately decrease the noise levels. Thus the impact will be positive.
- Approximately 36 trees of varying girth and species will be affected through provision of flyover at Mayapuri intersection. Fresh plantation in the delineated pockets (as shown in the layout plan) could be organised on time bound basis for balancing the affected trees.

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FLYOVER PROPOSAL DETAIL AT RING ROAD-MAYAPURI ROAD/RAMA ROAD  
INTERSECTION - MAYAPURI CROSSING :

Name of Road	Existing R/W	Proposed R/W
Ring Road	63 M.	63 M
Road No.36	30 M.	30 M.
Mayapuri Road	30 M.	30 M.

Existing/Proposed Traffic Vol. 2021 at intersection	12498/17000 PCU's
Name of the Road on which Flyover is proposed	Ring Road
No. of lanes/width of Flyover in each direction	Three lanes of 9M. width oneither side of Central verge
Width of Central verge	1.20 M.
Width of Curb/Railing	1.0 M. on either sides
No. of lanes/width of C/W at surface level	11 M. width on Ring Road towards south of inter-section and 9 M. width towards north side.
Width of inner Footpath on either side	1.7/1.5 M./2.5/3.5 M. wide towards northern side of the Intersection along R ng Road
Width of Service Road	5.0 M. on the Western side of Ring Road & towards Raja Garden side and 5.5 M. towards Nairang side.
Width of Outer Footpath	Not shown in the plan.
Clear height below the Flyover	5.50 M.
Total height of Flyover	8.00 M.
Details of separate cycle cooridor	Not provided
Slope of Ramp	1:30
Space reservation for H.T. cooridor.	Yes
Cycle time of signals on surface level before/after construction of flyover	235/120 secs (appox.)
Lighting on flyover	Overhead Sodium vapour lamps in central on M.S poles 30 M C/C
Treatment for Noise/Air	
Treatment for vibrations in abutting proportion	No specific treatment suggested
No. of trees affected & their species	36 trees of varying girth and spachies
Utilisation of space below Flyover	Not mentioned
Movements of Public Trans-	Not Shown



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S.No. 4 / ITEM No. 72/98/TC

Subj: Proposed Flyover on the intersection of Ring Road and Mathura Road at Ashram Chowk

File No. F.5(13)98/MP/Pt.IV

1. INTRODUCTION/BACKGROUND

The proposal of Ashram Chowk Flyover submitted by NOIDA-Delhi Toll Brige Co. Ltd has been forwarded by Secretary, PWD to Vice Chairman, DDA vide his letter dated 7.10.98.

Ashram Chowk is located on the Southern Tangent of Ring Road at its inter-section with Mathura Road/NM-2. A Flyover at this location has been proposed in the MPD-2001.

Earlier, PWD Govt. of Delhi through their consultant had submitted 4 options of Grade Separator proposal at this location which was put up to the Tech.Committee in its meeting held on 17.2.97 item No.23/97. The decision of the Tech. Committee is given belows

"Decision

After detailed discussion, it was recommended that a grade separator on Ashram Chowk with clover-leaf and clear height of 6.5 to 7 m may be planned keeping in view the possibility of a future grade separator on Mathura Road and considering the existing structures with minimum demolition. A lower level under pass (3.5 m height) may be proposed in continuation to this flyover on Maharani Bagh/Sunlight Colony intersection. ILFS/PWD will work out the feasibility of the proposal on ground and submit to the DDA for its consideration."

25.11.98 AMB

The Agenda along with the Decision of the Tech. Committee is placed as Annexure '4'.



2. DETAILS AND EXAMINATION

The above proposal received from the FWD has been examined and it has been observed that this is a detailed plan of Option No.2 which was already put up to the Tech.Committee. The detail of the scheme as given by the consultant in its report when the matter was earlier put up to the Tech. Committee, is reproduced belows

"This Scheme would occupy an area of 43937 sq. m. land and cost would be Rs. 15.5. crores. It may be noted from Figure 2 that the two major right turning movements are through loop ramps. The vertical clearance for elevated Ring Road is 5.50 m to accommodate double decker buses. One of the loop ramps (S W) would be constructed over earth embankment and adequate landscaping be provided to create harmony with the environment. The planning and design of the North Western loop is complicated due to the presence of fire station and circulation of the areas in the vicinity of fire station. Thus, this loop has been planned in such a way that it would be consistent with the general circulation plan of the fire station area without affecting any structure. Very limited space is available for loop at this site, hence, space has been created by shifting the Ring Road alignment towards South. The shifting of the Ring Road is constrained by existing ROB in West and CSIR Multi-storied building in north-East. Due to these constraints it was not possible to design loop ramps with a radius of curvature of 60 m radius and the minimum radius curvature of 30 m (IRC 92- 1985) has been provided. This form of interchange with two loops opposite each other would require two -intersection at either end of Mathura Road. These two signals are synchronised for minimum delay and smooth operation for NH-2 traffic."


### 3. OBSERVATIONS

i) The detailed feasibility report has not been submitted along with the proposal, therefore, it will not be possible to gauge the quantum of structures, services overhead/underground that will be affected by the proposal.

ii) In this option, the existing intersection has been spilt into two junctions. Flyover is proposed in the axis of Ring Road in a curvilinear manner with two partial clover leaves for right turning movements. A ramp is proposed for left turning from Maharani Bagh side to Faridabad side.

iii) Right turning radius of Clover leaf, from Faridabad side to Ring Road are inadequate. The radius of Clover Leaf is about 25 mtr. as against the 35 to 45 mtr. for trailer trucks. It is also pertinent to mention that Inland Container Depot has been set up by Railways at Tughalkabad and there will be movement of trailer truck from Maharani Bagh to Ring Road and Vice-versa. The clear height as indicated to be 5.5 m will not be sufficient and is not as per the decision of the Tech. Committee wherein it was decided that a clear height of 6.5 m to 7 m may be planned

iv) Three lane carriageway comprising of 11 mtrs. on either side movement may be reduced to 9 mtrs. in relation to the decision of PWD where 9 mtrs. carriageway for flyover has been recommended in other grade separators.  
of the side road

v) The two lane carriage  from Ring Road to Mathura Rd which will also be used by trailer-truck<sup>which</sup> is highly inadequate and will also hamper the movement of left turning traffic movement.

vi) The two T junction on surface level shall be signalised instead of one intersection as at present. Thus, traffic on Mathura Road has to cross two signals instead of one at present.



- vii) Loops are not giving any additional advantage in this option because there is a signal at the entry/exist point for each of the said loops.
- vii) Ingress/agrees to Police Quarters and Fire Station will be affected in the proposal.
- viii) A large number of built up structures are going to be affected on the South Western corner which will have to be demolished.
- ix) The circulation of the Maharani Bagh, New Friends Gly. particularly the existing road adjoining to the petrol pumps will be a dead end road in this proposal. The existing petrol pump on Mathura Road in Friends Colony shall need resitment due to the proposed 'T' Junction and the slopping approach of left turning arm from Maharani Bagh.
- x) Entry and Exist to the existing/proposed Govt. buildings such as banks, DESV Office etc. has not been provided on the Sunlight Colony side, which will make the situation in the surrounding areas ~~XXXXXXX~~ worse and flyover will be an obstruction for local population.
- xi) Similarly, no entry/exist has been provided to the area enclosed by the loop on the South/West Side.
- xii) Location of Bus Stop<sup>Long</sup> Pedestrian movement has not been shown<sup>on</sup> the proposal.
- xiii) No provision has been made for slow moving traffic in general and cyclist in particular.
- xiv) In the existing intersection near Maharani Bagh/<sup>cut has</sup> Sunlight colony Central Median<sup>has been closed</sup> restricting the right turning traffic from Maharani Bagh to ITO and Sunlight colony to Ashrafi Chowk. This does not seem to be a practical solution as for above said right turn<sup>a</sup> long distance<sup>will</sup> have to be covered. This is also contrary to the decision of the Tech. Committee in which it was decided that a lower under pass (3.5 mtr. high) may be proposed in continuation of this Flyover at



Maharani Bagh/Sunlight colony intersection.

- iv) In addition, the Tech. Committee has also recommended to work out the feasibility of the proposal of a future grade separator on Mathura Road and considering existing structures with minimum demolition. This has nowhere been reflected in the proposal submitted

4, RECOMMENDATIONS FOR CONSIDERATION

Keeping in view the decision of the Tech. Committee dated 17.7.97 and the observations given in Para 3, the matter is placed before the Tech. Committee for its consideration.

....

*[Signature]*  
23/10/98

*[Signature]*  
23.10.98

22 J.M.O. 7 11.11.1998 17/10/10

Subject : Proposed Grade Separator on the intersection of  
Ring Road and Taa Tula Ram Marg - Moti Bagh Crossing.

File No. : F.5(17)98-MP + 1

. . . . .

1. INTRODUCTION.

Ring Road has been envisaged as a major arterial road for intra urban movement at the city level as per MPD-62 and 2001. This road has thus to be developed as High Speed Corridor with access control measures. The length of ring road is about 48KM and there are about 40 signalised junctions/intersections. Moti Bagh crossing is one of the intersection of Moti Bagh roads on this corridor.

Moti Bagh crossing on the southern segment of Ring Road is among 15 locations identified for construction of Grade Separators as decided in the meeting held under the Hon'ble LG, Delhi on 30/5/98.

Grade Separator at this location will be constructed by PWD, GNCTD. M/s. CRAFTS have been retained as Consultant for this project by the PWD. All the details mentioned in this agenda are based on the proposal submitted by the consultant. The location plan is placed as Annexure-I.

2. EXISTING LANDUSES AND TRAFFIC CHARACTERISTICS:- The landuse along all the four arms of this intersection is residential consisting of 2/3 storeyed residential flats. As per the study conducted by the consultant at this intersection, the observed traffic characteristics are as follows:-

In-ter-section control	Signalised with a cycle time of 170 secs.
------------------------	-------------------------------------------

Peak hour traffic volume(Total) 9786 p.c.u.(pm peak)

Peak hour traffic volume(slow) 169 p.c.u.

Peak hour traffic volume(buses) 1758 p.c.u.

Percentage of heavy traffic (buses)	17.96% (in p.c.u.)
-------------------------------------	--------------------

Pedestrian traffic volume(peak hour)	
Crossing Ring Road(east)	366
Crossing Ring Road(west)	484
Crossing Shanti Path(north)	305
Crossing Southern arm(Rao Tularam Marg)	180

Annex.II gives the peak hour traffic flow diagram for total traffic (in p.c.u.) Peak hour flow patterns for slow traffic are shown in Annex.III while Annex.IV gives the peak hour flow patterns for buses.

From these, the following observations could be made.

Straight component of traffic along Ring Road (both directions)during peak hours (in p.c.u.)	4390
Straight component of traffic along Shantipath during peak hours(in p.c.u.)	2581
Total right turning traffic at the inter- section(p.c.u.)	1383
Total left turning traffic at the inter- section(p.c.u.)	1432

It may be noted that the intersection at Moti Bagh is rather exceptional in the sense that the straight component of traffic along Ring Road happens to be over 44% of total traffic as against 33% observed at most other intersections. The right turning traffic constitutes only 14% of total peak hour traffic volume.

3. TRAFFIC PROJECTIONS:- The traffic projections has been made for the next 20 years from the date of the completion of the project which has been taken as 3 years, the design year works out to be 2021. The design year peak hour traffic volume as per the report of the consultant is as follows:-

<u>Direction of peak hour traffic</u>	<u>1990(PCU)</u>	<u>1998(PCU)</u>
Total intersection traffic volume(p.m.peak)	8489	9786
Straight traffic along Ring Road (both directions)	3861	4390
Straight traffic along Shantipath	2361	2581
Total right turning traffic	1178	1383
Total left turning traffic	1089	1432
Pedestrian volume crossing the intersection	1728	1415



The simple growth factors extracted from the above are as follows (with 1990 as base year)

Total intersection volume	2.1% p.a.
Straight traffic along Ring Road	1.96% p.a.
Straight traffic along Shantipath	1.33% p.a.
Total right turning traffic	2.48% p.a.
Total left turning traffic	4.50% p.a.

Following the same philosophy as had been adopted for estimating design year peak hour traffic at Ring Road - Africa Avenue intersection, the design year traffic for the intersection at Moti Bagh could be estimated as follows (with growth rate of 2.1% p.a. simple).

Total peak hour intersection traffic volume by 2021 AD	14500 p.c.u.
Straight traffic Ring Road (total in both directions)	6500 p.c.u.
Straight traffic along Shantipath (total in both directions)	3800 p.c.u.
Total right turning traffic volume	2050 p.c.u.
Total left turning traffic volume	2100 p.c.u.

It has been seen that the total intersection traffic volume would stabilise at Moti Bagh at 14500 p.c.u.

4. PROPOSAL:- The usual indices that dictate such improvement schemes are traffic volume and delay. A four arm intersection of the configuration as obtaining at Moti Bagh intersection has an estimated peak hour capacity of 7500 p.c.u. at which the single cycle time is expected to be 120 secs. As traffic load at an intersection increases, it starts losing out on efficiency with increase in signal cycle length (extended uneconomic delay). A signal cycle time of 170 secs. as obtaining at Moti Bagh intersection at present clearly indicated that this intersection is not operating efficiently at present. A peak hour traffic volume that far exceeds the intersection's rated capacity along with a signal cycle time that is uneconomical clearly spells out the need to augment the capacity of this intersection. Augmentation of capacity at grade is not possible as the intersection has already been developed to its maximum possible at grade configuration.

### GRADE SEPARATOR FORM

There could be an infinite number of grade separator forms that could be filled to a four arm intersection. However, ground conditions, planning considerations and resource constraints dictate the grade separator form that could finally be proposed for any given area.

The guiding parameters towards choice of grade separator form in the present case are as follows:-

- i) Priority of uninterrupted traffic movement first goes to Ring Road traffic.
- ii) There should be an overall improvement in traffic circulation facilities within the intersection area and its immediate neighbourhood.
- iii) The total development should as far as possible be confined within the stipulated ROW for each road except where going beyond the ROW becomes essential for smooth traffic operation.
- iv) The scheme finally selected be simple from the points of view of users as well as for implementation.

Provision of a four way interchange is ruled out in this case as the turning ramps, under such conditions, cannot be provided without large scale land acquisition. A grade separated axis therefore has to come along Ring Road. An underpass as a grade separator is not being favoured particularly because of the large scale dislocation of services that might be caused by an underpass and because of serious problems of maintenance (water logging etc.). Provision of a six lane overpass along Ring Road therefore, comes out as the preferred alternative.

### BASIC LANE CONFIGURATIONS

#### RING ROAD:

The straight traffic along Ring Road has been estimated to be 6500 p.c.u. by the design year. Lane capacity along Ring Road was assessed as 1250 p.c.u./hr. At that rate the flyover portion would require six lane divided carriageway. However, this would have a spare capacity of 1300 p.c.u. to take on any eventuality.

#### SURFACE LEVEL INTERSECTION:

The surface level intersection will have to cater to an estimated volume of traffic of 5850 p.c.u. which could be easily accommodated at the intersection configuration planned at this location. Spare capacity would be available at surface level as well.



SHANTIPATH:

Keeping in view the consistency in design, Shantipath is being proposed to have a six lane divided carriageway.

SERVICES PLANS

All the services lines, information on which would be available have been shown in Drg. No. CRTS/PWD/FP/MB/1003. No major service line is likely to be fouled in the proposed scheme.

AREA TRAFFIC CIRCULATION SCHEME :

A grade separator of the type recommended here will not have any severance effect at all as the surface level intersection remains accessible for performing all types of movements. However, closure of intersections at Vivekanand Marg and Martin Road would tend to cause certain reorientation in traffic pattern. The road near Muhammadpur (south of Bhikaji Cama Place) and the intersection of Benito Juarez Marg with Ring Road would take care of the traffic that is likely to be reoriented on this account. Drg. No. CRTS/PWD/FP/M.B./004 shows the proposed area traffic circulation scheme around the intersection area.

5. ENVIRONMENTAL CONSIDERATIONS:-

The ecological environment includes flora and fauna of the area. The natural vegetation within the study area exists in the form of well grown trees of varying girth and species planted along the road and inside the parks located on north-eastern quadrant and north-western quadrant of Moti Bagh intersection.

A general view of the trees located along the study stretch of Ring Road <sup>is in the Report.</sup> Various other small parks are scattered within the study area. Variety of plants and birds have their usual habitat inside these parks and other public places. A view of the park and type of landuse within the immediate influence area of Moti Bagh intersection <sup>is shown in the report</sup> The landuse of the study area is mixed in nature i.e. residential, commercial and recreational. Bhikaji Cama Place District Centre with its defined landuse exists approximately 1.5km. east of Moti Bagh intersection. Income level of the people living within the study area are high. Hyatt Regency Hotel, Chanakya Theatre and Ashoka Hotel are located within the influence area of the study stretch of Ring Road.



The environmental impact assessment of the proposal as per the report of the consultant is placed at Annex.6.

#### 6. FEASIBILITY:-

The consultant has not submitted the feasibility report with regards to the number of structures/trees/underground overhead services affected in the proposal.

#### 7. OBSERVATIONS:-

- i) The proposed layout of the intersection at the surface level needs to be redesigned for additional length of waiting lanes for the straight and right turning traffic.
- ii) The left turning radius is too large which will increase the speed this will require to be reduced for the safety of the road users. Similarly, the number of lanes need to be reduced to limit the speed of the vehicles. X
- iii) No provision has been made for cycle tracks. No provision has been made for movement of cyclist at the intersection.
- iv) The details of utilisation of the space below the flyover has not been shown.
- v) Right/U turn of turning below the flyover may be allowed for slow, light and medium vehicles.
- vi) The distance between Moti Bagh crossing and Africa Avenue crossing is about 2 kms. and in between there is very important link of Vivekanand Marg which has an available R/W of about 45 M. X

In the present proposal Africa Avenue circulation proposal, the junction in front of Vivekanand Marg has been closed and it is to be treated as left in and left out road. This is going to have a serious impact on the flow of traffic on Africa Avenue. Considering the overall circulation in the area, it is strongly recommended that either straight link on Africa Avenue be allowed in the form of grade separator of slow, light and medium vehicles or grade separation on Vivekanand Marg Intersection may be provided for slow, light and medium vehicles for straight movement towards the peripheral road of Netaji Nagar which can take of the area after crossing. Therefore, a non-conventional grade separation

of Vivekanand Marg intersection is very essential keeping in view the overall circulation of traffic to cater to the catchment area between Ring Road and Outer Ring Road.


8. The proposal is placed before the T.C. for consideration

Director(AE-II)✓

Director(TT)•

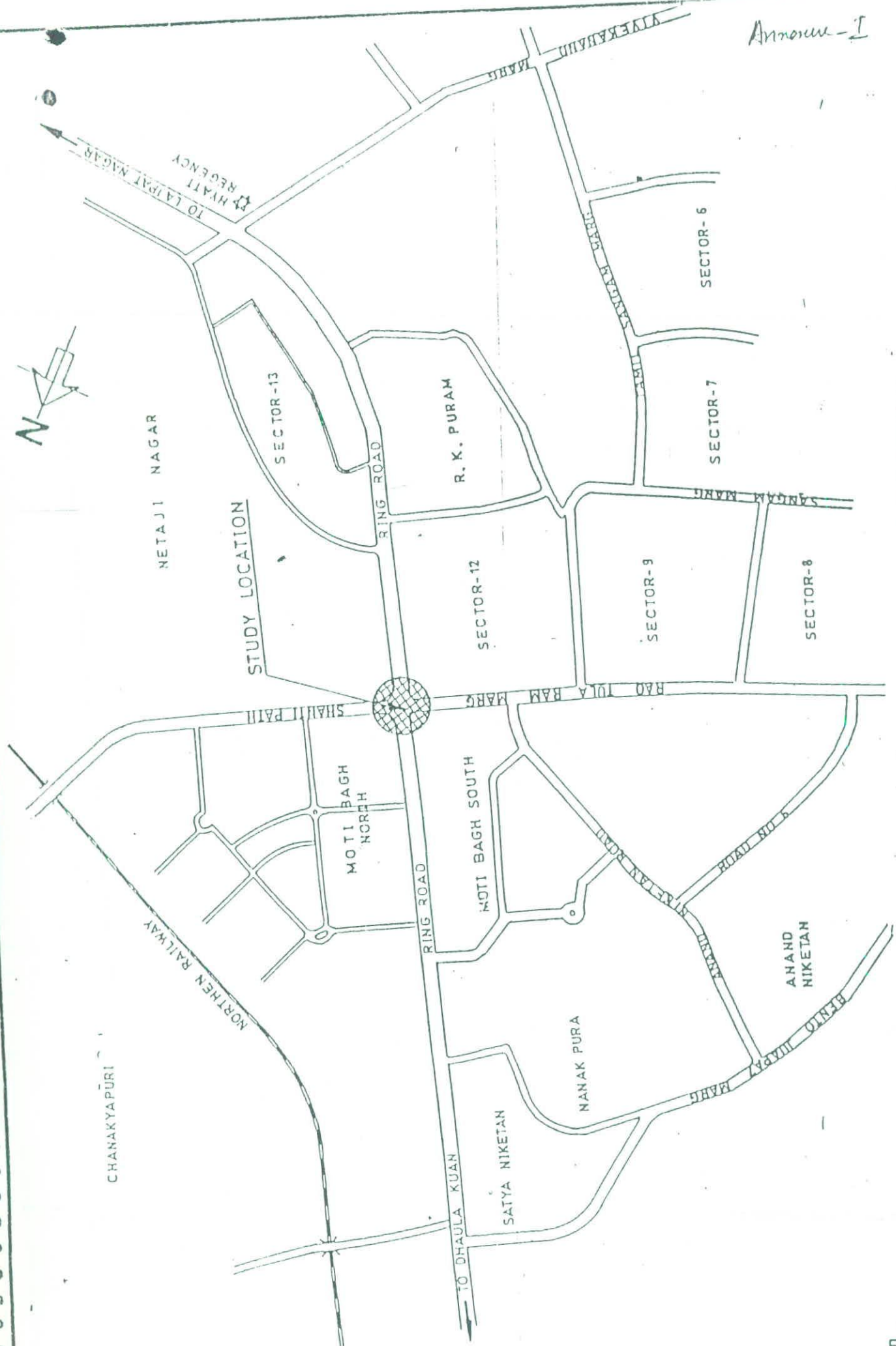
Jt.Director(MP)•

  
23/10/98  
(R.M.LAL)  
Jt.Director(TT)

  
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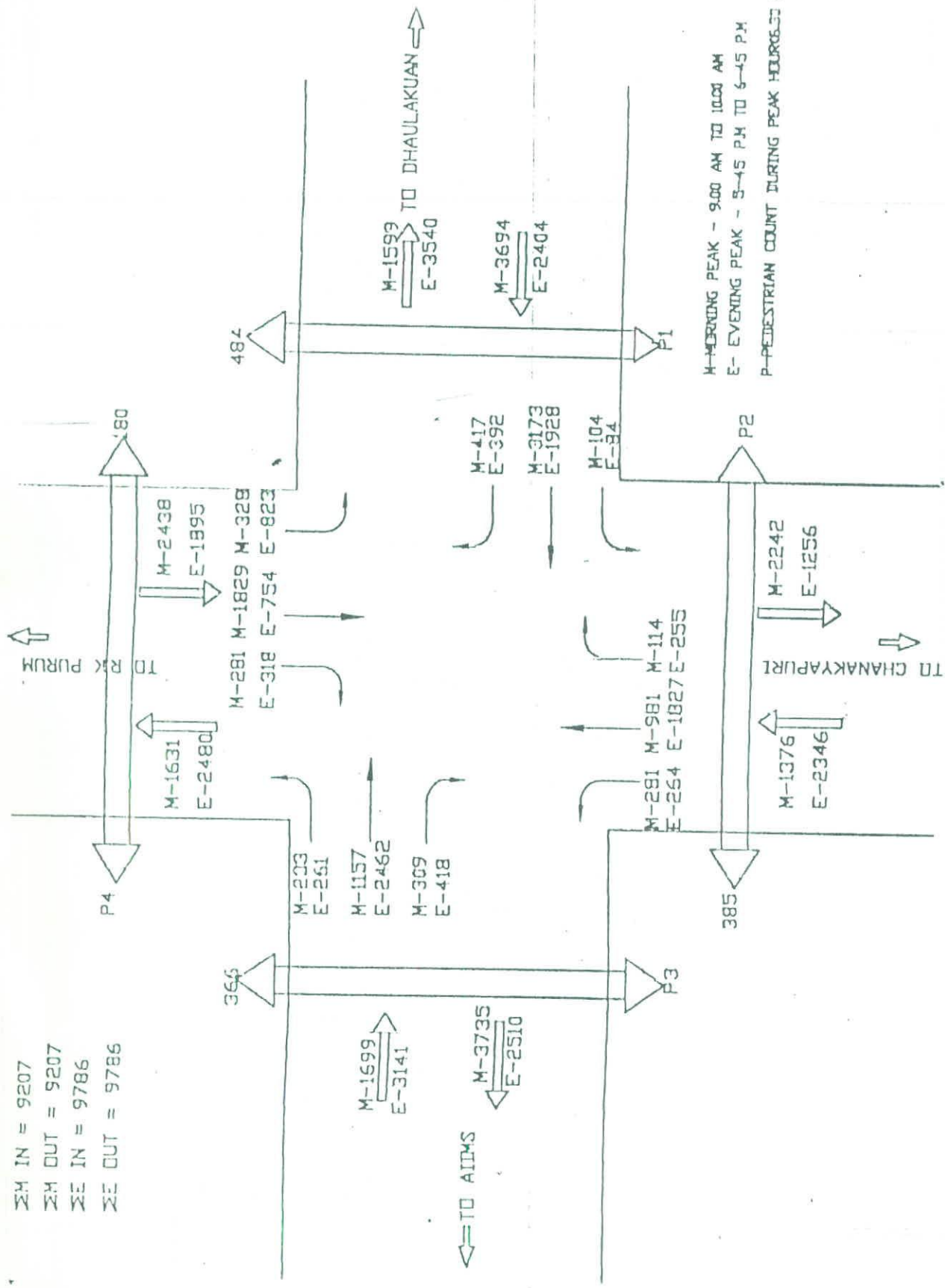
Annexure - I



KEY PLAN SHOWING THE STUDY LOCATION

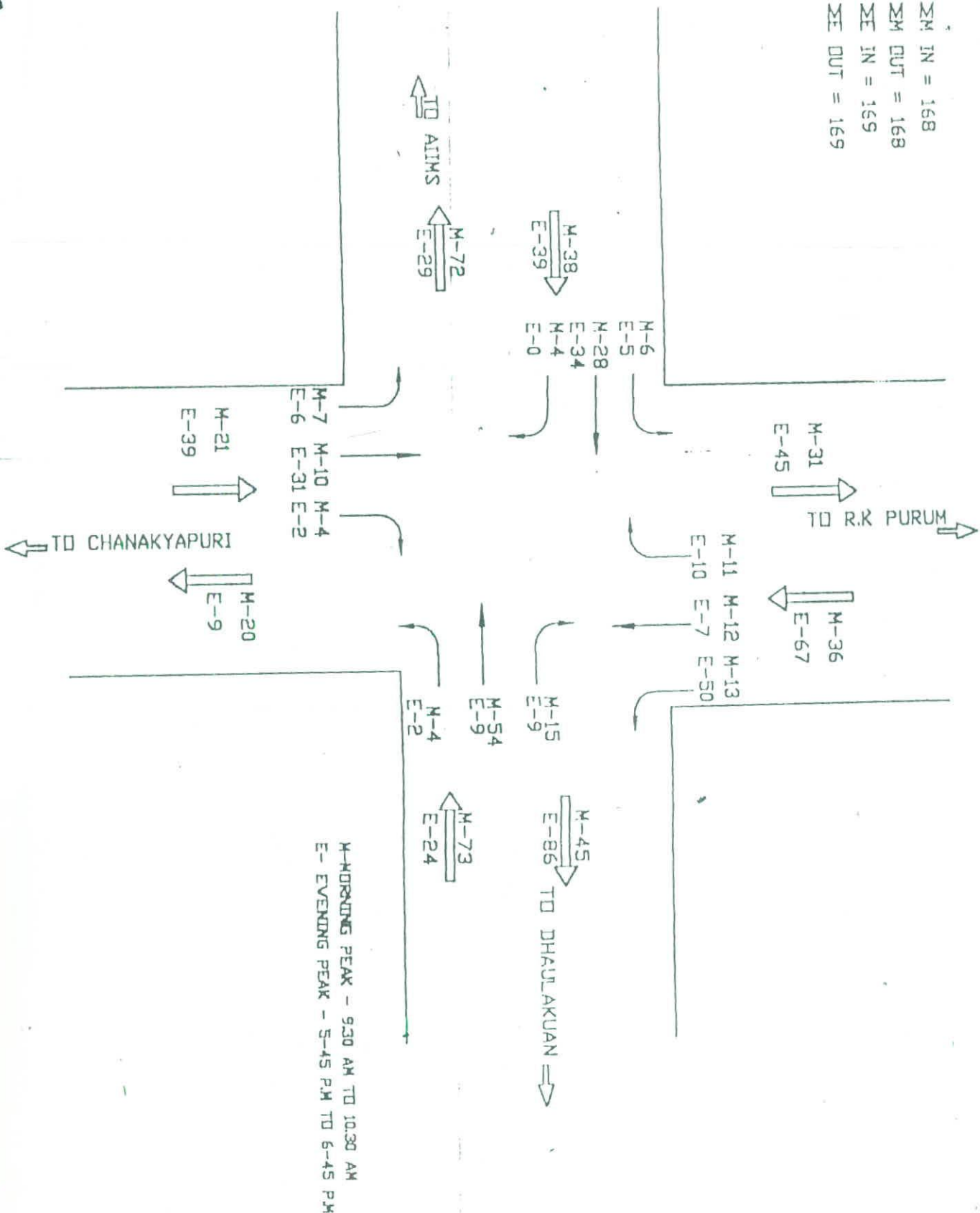


ΣM IN = 9207  
 ΣM OUT = 9207  
 ΣE IN = 9786  
 ΣE OUT = 9786



CRAPHTS  
 PEAK HOUR TRAFFIC FLOW DIAGRAM (IN FCU) AT MOTIBAGH INTERSECTION  
 PWD GOVT OF DELHI  
 FIGURE-2

$\Sigma M$  IN = 168  
 $\Sigma M$  OUT = 168  
 $\Sigma E$  IN = 169  
 $\Sigma E$  OUT = 169



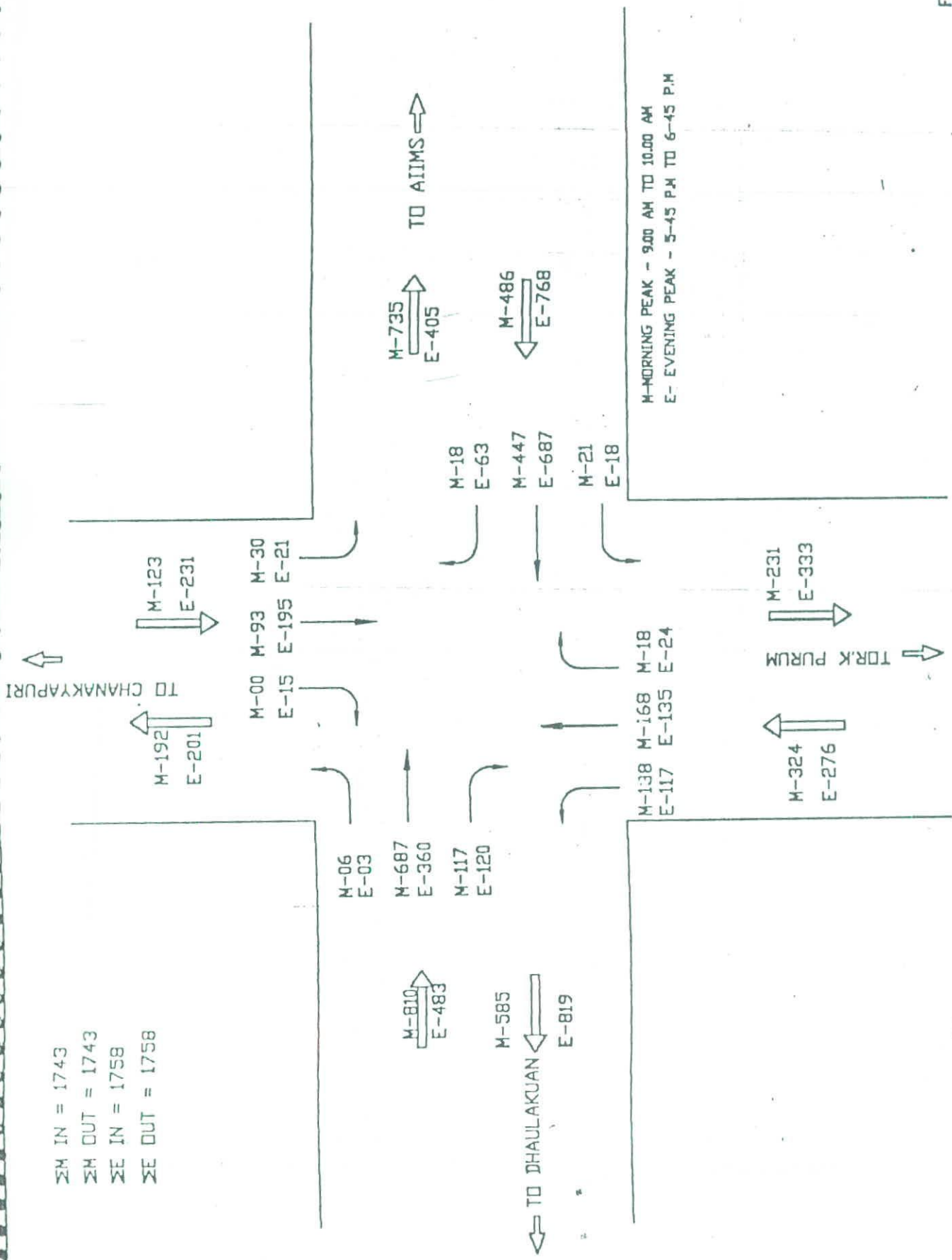
PEAK HOUR FLOW DIAGRAM FOR CYCLE CIN PCUD AT MOTIBAGH INT.

PWD GOVT OF DELHI

FIGURE-3

13

FIGURE-4  
PWD GOVT OF DELHI



$\Sigma M$  IN = 1743  
 $\Sigma M$  OUT = 1743  
 $\Sigma E$  IN = 1758  
 $\Sigma E$  OUT = 1758

PEAK HOUR FLOW DIAGRAM FOR BUSES (IN PCU) AT MOTIBAGH INTERSECTION

CRAPHTS



#### 4.6.2 Assessment of impacts

Environmental Impact Assessment (EIA) could be described as the assessment of environmental consequences or impacts of proposed projects or activities which could be positive or negative. An EIA is, therefore, a comprehensive study which focusses the probable changes in the various bio-physical and socio-economic characteristics of the environment and, is beyond the scope of the present study. However, a broad assessment of impacts on the various attributes associated with the proposed project have been made without detailing out the various steps involved in an EIA study.

Broadly, the impacts could be described as follows:

- The impact on topography would be negative for the intersection under study as the grade separator at these locations would intrude the urban landscape.
- The impact on air quality on commissioning of proposed grade separator would be significant and positive as the pollution load due to idling of vehicles at the signals for the study stretch of Ring Road would be reduced.
- The savings in travel time and vehicle operating cost due to improved level of service of the study stretch of Ring Road would have positive impact.
- Visual intrusion caused by overhead structures would have negative impact on aesthetics. However, the overall planning philosophy duly takes into consideration this aspect.
- Provision of grade separator at Moti Bagh intersection would eliminate all lower gear movements and would reduce the idling of vehicles, which will ultimately decrease the noise levels. Thus the impact will be positive.
- Approximately 67 trees of varying girth and species will be affected through provision of flyover at Moti Bagh intersection. Fresh plantation in the delineated pockets (as shown in the layout plan) could be organised on time bound basis for balancing the affected trees.

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VI

FLYOVER PROPOSAL DETAILS AT RING ROAD-RAO TULA RAM MARG  
INTERSECTION - MOTI BAGH CROSSING :

Name of Road	Existing R/W	Proposed R/W
Ring Road	Partly 60 M. 63 M.	63 M.
Rao Tula Ram Marg	45 M.	45 M.

Existing/Proposed Traffic Vol. 2021 at intersection	9786/14500 PCU'S
Name of Road on which Flyover is proposed	Ring Road
No. of lanes/width of Flyover in	Three lanes 11 M. width on either side of central verge
Width of Central verge	1.20 M.
Width of Curb/Railing	1.20 M. on either sides
No. of lanes/width of C/W at surface level	9.0 M. width on either sides
Width of inner Footpath on either side	2.5 M./3.5 M. wide
Width of service road	6.2 M./7.2 M.
Width of outer Footpath	Not given
Clear height below the Flyover	5.50 M.
Total height of Flyover	8.00 M.
Details of separate Cycle corridor	Not provided
Slope of ramp	1:30
Space reservation for H.T. Corridor	3.5 M. wide on the Northern side of Ring Road towards Dhaula Kuan side
Cycle time of signals on surface level before/after construction of Flyover	170/120 secs (approx.)
Lighting of Flyover	Overhead Sodium vapour lamps in central on M.S poles 30 G/C
Treatment for Noise/Air Pollution	
Treatment for vibration in abutting proportion	No specific treatment suggested
No. of trees affected & their species	67 Nos of varying girth and species
Utilisation of space below Flyover	Not mentioned
Movements of Public Transport	In the Bus lane on the surface level



NO. 17/111111-11/11/11

SUB: Utilisation of Vacant Pockets of DDA Land in and around village Lado Sarai.

File No. F 3(67)/98 MP.

1. BACKGROUND

All the villages falling in Delhi Urban Area were declared as Urban villages. The urban villages were transferred to DDA for planning and development. Redevelopment plans for most of the urban villages were prepared for which a special cell was created in the Planning Department. Majority of them were processed for approval by competent Authority.

In this background a plan for village Lado Sarai was also prepared in early eighties. The village is surrounded by Mehrauli-Badarpur Road (250' R/W) Bye-pass in the South, Mehrauli Road (200' R/W) in the West and 80' R/W Road/Distt. Park in the North-East. According to this the acquired/transferred Lands in and around the village were earmarked for development for various uses. Some of these pockets have already been developed for housing, shopping etc. However, formal approval of the plan by the competent authority is not traceable in the records with the Planning Department.

2. EXAMINATION:

The Master Plan for Delhi-2001 provides that village in any land use zone would be residential. In this case, the village Lado Sarai falls in the 'Recreational' use zone and is designated for a "district park" and the master Plan has also identified this district park for development of a children park. However, in the north of the village a Golf Course/Club of international standards is being developed spreading over an area of about 50 Ha. This can be seen as a specialised park having been developed where children and teenagers can also participate.

3. VILLAGE ABADI & EXTENSION:

There are about 10 to 12 vacant pockets of land out of which two to three have already been developed for housing, shopping etc. The remaining pockets are yet to be developed. Some references have been received regarding utilisation of these pockets for various purposes like college, housing etc. These pockets are at a close distance from the Mehrauli Urban Heritage



Zone and therefore, it will be advisable to use one or two pockets for development of International & National Tourist Facilities like food and craft bazar besides the shopping complex designed with this angle. In view of the proximity of the Mehrauli Heritage Zone the pocket facing/abutting Mehrauli-Mahipalpur Road are proposed to be utilised for tourist facilities, recreational activities like clubs with low FAR. Activities like housing and college are to be provided in pockets which are either on the other side of the village or at a distance from the Mehrauli road.

4. PROVISION OF COLLEGE:

Though college has not proposed with in Master Plan or Zonal in this area through envisaged at one time to cater Mehrauli Town and Lado Sarai Rural Areas. DDA in the year 1984 proposed and handedover premises of a college site of of 4 Ha in Vasant Kunj Scheme which later had to be withdrawn since it was found falling in Reserve Forest/Regional Park. The proposed site is 2.2 Ha. Some of the facilities can be shared with their existing college at Gokulajai.

5. THE PROPOSAL :

On the side of Mehrauli Road the vacant pockets are proposed to be utilised for food and craft bazar, facility plots hospital, recreational clubs etc. with a low FAR of 15 to maintain a low intensity of development. Housing is proposed towards the Eastern side of the village and college is proposed on the South Eastern side. The details of utilisation of various pockets is as under:-

S.No.	Pocket No.	Area	Use	Remarks
1.	1	0.83 Ha.	Recreational Club	
2.	2	1.21 Ha.	Hospital	
3.	3	0.615 Ha.	Food & Craft Bazar Facilities	
4.	4	0.14 Ha.	Park	
5.	5	2.926 Ha.	College	
6.	6	1.48 Ha.	DDA Housing	
7.	7	0.20 Ha.	Park	
8.	8	0.17Ha.	Park	
9.	9	0.19 Ha.	Park	
Total		9	7.761 Ha.	

6. The proposal is submitted for consideration of Technical Committee.

Subject: Allotment of land for setting up the compost plant near Gazipur Dairy Farm in Trans Yamuna area.

F3(13)98 MP

1. INTRODUCTION:

Executive Engineer CAC/SLF has requested for the allotment of land measuring about 12 acres for setting up a Compost Plant of 500 TPD capacity near Gazipur Dairy Farm and Cremation Ground in Zone 'E'.

2. DETAILS OF EXAMINATION:

The request has been examined and comments are as under:-

i) The issue of identification of new sanitary land fill site and location of compost plants in delhi was considered by the Technical Committee vide item No.7 dated 6/8/96 wherein the following was decided:

The Technical Committee recommended that the proposed sites for sanitary land fill and the compost plant contained in para 2A and 2B of the agenda note be approved from planning point of view with the following observations:

i) MCD shall initiate land acquisition proceedings directly with L&B Deptt., GNCTD in case of the proposed SLF sites, along Bawana Puth Khurd Road.

ii) MCD may request Development Commissioner, GNCTD for transfer/ allotment of the Gaon Sabha land for sanitary land fill and compost plant (about 10-15 acres) as proposed.

iii) For the site of compost plant in Dwarka Ph-II C&E Deptt of MCD to make about 10-15 acres land available out of the land allotted to MCD by DDA for Sewage Treatment Plant.

iv) MCD to initiate alternative sites for new compost plant in Trans Yamuna area with the help of their Town Planning Deptt. in North of Wazirabad road as the proposed sites for compost plant in Gazipur is surrounded by Urban Development Projects.

v) All the proposed sites for SLF and Compost Plant to be duly incorporated in the Growth Centre Plan being prepared by GNCTD

It has been submitted by the MCD, Ex. Engineer CSF/SLF vide his letter No.EE(CSE)/SLF/97-98/359 dated 19/1/98 that at present the sanitary land fill site at Gazipur meets the requirement for solid waste disposal of the areas from entire Shahdara, Slaughter House at Idgah, City Zone, SP Zone, NDHC and APHC for disposal and every day about 2000MT. of solid waste is received in SLF Ghazipur. In view of this fact and shortage of

25/1/98



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land for solid waste disposal in Delhi, they may be allotted about 12 acres of land for setting up of 500 TPD capacity compost plant at Ghazipur SLF site.

The site of sanitary land fill at Ghazipur in which the MCD has requested for allotment of 12 acres of land forms part of IFC Ghazipur. As per the approved plan of IFC Ghazipur the area on which the proposed compost plant is to be constructed is earmarked for truck parking and service industry. The site suggested by MCD is having bushes, vegetation, keekar trees and electric pylons of high tension lines allotted by DVB.

### 3. PROPOSAL

- i) Land measuring about 5.42 hect. out of the sanitary land fill site at the back of the electric sub-station is proposed to be allotted to MCD for setting up the compost plant (Plan laid on the table).
- ii) A 13.0 mt. wide road is proposed along drain to approach the compost plant site.
- iii) MCD will not cut the trees except in the approach road and will maintain the area under high tension line as green and will take care that appropriate measures are taken not to cause health and traffic hazard in the adjoining area of Ghazipur.
- iv) MCD will discontinue the use of present SLF site and hand it over back to DDA for utilisation of the same in accordance with the approved plan of Integrated Freight Complex at Ghazipur.
- v) Proposal contained in para 3 above is placed before the technical committee for its consideration.

  
25/9/58

  
25/9/58



CONCEPTUAL PLAN FOR REDEVELOPMENT OF ASHOK NAGAR  
AREA ALONGWITH FAIZ ROAD SUB ZONE A-4 ALONGWITH  
REHABILITATION OF PERSONS COVERED UNDER GADGIL ASSURANCE

F. 26(1) 83-MP. ....

BACKGROUND

1. The Hon'ble L.G. and C.M. have visited the area of Ashok Nagar on Faiz Road and have desired that the ownership rights to be conferred on the 80 old eligible families covered under Gadgil Assurance and also to provide 13.5 mtr. road along the schools to open on Faiz Road indicated as per allotment L&DO plan.
2. Ashok Nagar falls on East side of the Faiz Road at Karol Bagh (Sub-zone A4) in between Desh-Bandhu Gupta Road and Link Road. 80 families habitated since partition were earlier identified under the Gadgil Assurance Scheme. This Gadgil Assurance Scheme has been made applicable to the other areas in the adjoining localities as well.
3. With the time row schools facing west side heavy encroachments have come up on the eastern side all of them have approach through narrow path at present. This area is unauthorised squatted and is predominantly being used for commercial purposes. The children have to get down on Faiz Road and walk through these narrow lanes.
4. The eligible residents covered under Gadgil Assurance have approached the higher authorities from time to time for redevelopment of the area particularly on the west side of the school for suitable approaches. The area falls in the jurisdiction of MCD, however, the land belongs to DDA.
5. The Authority vide Resolution no. 153 dated 23.9.83 approved layout plan for rehabilitation of 80 families in 80 plots in an area of 3 ha. The widening of road was achieved, however, due to large demolition, project being not acceptable to the eligible and the question of giving approach to the schools the project could not be implemented.

6. A few residents filed a Writ Petition on which the orders of the Hon'ble High Court of 8.4.91 are given below:-

"We, however, direct that in case a part of the structure is required to be demolished because it falls in the excess land which the petitioners are required to surrender then the respondents will ensure that the petitioners will be compensated for the repairs to be carried out, in such a manner that the petitioners are able to occupy part of the same building, so far as possible to avoid demolishing the whole of it. We direct the Delhi Development Authority to take action for demolishing after taking the above aspect into account."

#### EXAMINATION

7. As per Master Plan/Draft Zonal Plan of this area the land use has been shown as residential with 400 PPH. This is however after widening the Faiz Road to 45 mtr. as per approved alignment plan.

8. The residents of this area had number of meetings with higher authorities including Hon'ble LG and Chief Minister. In the last meeting held with L.G. on 7.8.98 and the further discussion with the area MLA 3 alternative proposals were discussed. The proposal intended to improve the inner road systems to provide proper access to the school besides leaving adequate open spaces, parking etc.

9. The relaxation of Faiz Road r/w from 45 mtr. to 18 mtr. :-

Due to the construction of these eligible persons covered under Gadgil Assurance the existing width of road is available from 13.5 mtr. to 24 mtr. in this stretch. According to the approved alignment plan the entire widening is to be done towards Ashoka Pahari area. In view of the <sup>above</sup> decisions and prevailing circumstances at site it would not be feasible to widen the road and therefore the matter will need to be processed to recommend ~~the~~ to Govt. of India.



to relax the <sup>road</sup> r/w from 45 mtr. to 18 mtr. Similar decision has been given by the Govt. in case of Shanker Road in Rajinder Nagar area.

10. These three alternatives are briefly explained below:-

Alternative-I : To provide a 9 mtr. wide road along the western boundary of the school and also to give one or two linkages by widening the existing roads of 6 mtr. to 9 mtr. width. This proposal will involve demolition of structures including few properties belonging to eligible people. <sup>as per the Gadgil Assurance</sup> The other squatters are also largely retained involving the settlement of only about 40-45 families affected fully/partly.

Alternative-II : In this a parallel road to Faiz Road of minimum 9 mtr. width is proposed to link the Pusa Roadway with Desh Bandhu Gupta Road out of the vacant land falling in the set backs of these schools. Even today in this situation part of the set backs are functioning as roads/parking. This proposal does not disturb the existing situation and thereby all squatters can be resettled at the same place as per policy.

Alternative-III : In this exercise it is proposed to rehabilitate all the families residing in this area. The properties approved for eligible covered under Gadgil Assurance would be retained largely on their existing sites (a few properties which are isolated will be required to be readjusted in the total plan). The land under other squatters would be got vacated and shifted to some other squatter zone till such time, the comprehensive scheme including more than 15 tenements (as being experimented in Rohini). Part of this vacated land will also be used for commercial purposes and partly it will be used for facilities like parking, parks, community hall-cum-Barat Ghar, etc. The viability of the project will have to be worked out separately.



# 11. PROPOSAL

11.1 Out of the three alternatives explained in para 10 alternative III appears to be most viable. The proposed break-up of the area is given below:

## STATEMENT OF LAND USES :

S.No.	Land use	Area in sqm.	% of the tot area
i)	Residential	8,250	29.46
	a) Land for resettlement of G.A. (73 nos.)	- 7550	
	b) Under alternative plots	- 700	
ii)	Commercial	3,055	10.91
iii)	Rehabilitation area with shops on ground floor	4,310	15.39
iv)	Community facilities (C.H., religious, dispensary etc.)	1,250	4.47
v)	Parks & Totlots	1,250	4.47
vi)	Roads, streets and parking	9,885	35.30
Total		28,000sqm. or 2.8 ha	100.00

## 12. STATEMENT OF PLOTS :

i)	Total no. of plots found eligible	-80 nos.
ii)	Properties adjusted	-73 nos.
iii)	Properties effected/rehabilitation (in the same area)	- 7 nos.

13. It is proposed to accommodate all the effected eligible persons squatting in this area as per the policy, however, transit area has been identified near Anand Parbat Indl. Area where temporarily these squatters will be shifted in a phased manner for implementing redevelopment scheme. The number of eligible squatters will have to be scrutinised by the Land

Management Branch for which it is understood that the survey of the year 1993 is available with their department, which needs to be updated and <sup>checked</sup> scrutinised.

14. The proposal contained in para 9 to 13 are submitted for the consideration and approval of the Technical Committee.

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21.6.88  
J.O(MP) III

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