

MOST URGENT.

DRAFT MINUTES OF
FOR APPROVAL OF V.

DATE - 6-11-98



दिल्ली विकास प्राधिकरण

प्रनुनाम Master Plan

मिचिस संख्या F.1(30)/98-MP

टिप्पणी

पत्र-व्यवहार

Draft Minutes of the ^{विषय} Special Technical
Committee meeting held on 6.11.98

524

JDMD

Draft minutes of the special Technical Committee meeting held on 6.11.98 (Friday) at 9.30 AM in the Conference Hall, 5th floor, Vikas Minar is placed below along with the agenda note. Only one item having no. 77/98 on flyover proposal was placed and discussed.

Submitted for approval please.

(K.K. Bandyopadhyay)
Addl. Commr. (Plg.)/DC&B
6.11.98

COMMR. (PLG.)'S OFFICE

DIARY NO. 173

Date 6/11/98

Commr. (Plg.)

Vice-Chairman

C (Plg.)

AC (DC&B)

✓ DDC (PC)

Director (Tech. Control)
DDA. TS No. 524
Dated. 24/11/98

JD (MP)

AD (MP)

✓ UT-II

AD (MP)

C/S
2/12/98

✓ Jt. Dir (MP)

2/12/98

Director (DC)

AC (DC&B)

JD (MP)

2/12/98

Needful has been done. T.C minutes of TC dated 17/11/98 for reference.

2/12/98

S366P
9.11.98

AC/DC&B
M-173
23/11/98

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(30)/98-MP

Dated: 2.12.98

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etc

Vikas Saeed

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1. Item No. 77/98

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(K.K. BANDYOPADHAYA)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

No.F.1(30)98-MP

Dated 2.12.98

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

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e/c

P.R.D.

T.C.P.O.

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- ✓ 19. Secretary to Lt. Governor

✓ Director (Rohini Plg) DDA

✓ Director (DWB) Plg. DDA

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20. Dir. NERFUD
21. Dir. AP-D
22. Dir. (AP-D)
23. Dir. AP-D

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

✓ Director T-J → ~~9/12/98~~ 9/12/98

✓ OSD (Reg)

✓ Dir DE

~~9/12/98~~

✓ Dir - (MPPD - 2021) ~~9/12/98~~

~~9/12/98~~ Ac (VDP)

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6/11/98

Agenda of T.C on 6/11/98

Subject : Flyover proposal on the intersection of Ring Road
and Khelgaon Marg - Andrewsganj Crossing.

File No. : F.5(12)93/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 about 48 KM and there are 40 signalised junctions/intersections falling in this stretch. Andrewsganj Crossing falls on the southern segment of this stretch. While Ring Road is envisaged to be developed as a fast access control corridor, Khelgaon Marg has also become a very important radial with large residential, commercial complexes along this road apart from the prestigious HUDCO Plaza under construction.

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. CRAFTS 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 ^{and} Khelgaon Marg are 63M & 30M respectively as per MPD-2001. The R/Ws are generally available at site. Additional area outside the R/W is available on the northern arm of Khelgaon Marg which has to be used for circulation.

The intersection of Ring Road with Khelgaon Marg at Andrews-ganj saw a quantum jump in volume of traffic at the time of ASIAD'82 when the Sewanagar R.O.B. was constructed to provide a direct link between Ring Road and Lodi Road. Since then several more activities have come up along Khelgaon Marg - the latest being the addition of HUDCO PLAZA. As it is Ring Road, ever this segment serves dense residential colonies on either side besides providing connectivity to the markets in NDSE Part I & II. These two markets invite a lot of personalised mode of traffic in this area. In order to provide access to these two markets, two median openings have been provided along Ring Road over a very short stretch. One opening is located near Mahajan House while the other is near the State Bank of India building. Over the years commercial activities have spilled over the entire stretch of Ring Road between Andrewsganj intersection and the Kidwai Nagar Drain.

The stretch of Ring Road between Andrewsganj intersection and Kidwai Nagar drain sees a lot of traffic conflict arising out of the various turning movements that force significant delays on the through traffic along Ring Road. Because of commercial activities along either side of Ring Road, this area experiences heavy parking demand that erodes even the capacity of the service roads considerably. This segment of Ring Road also caters to a large number of buses (both public and chartered). The major intersections towards east and west of Andrewsganj intersection are the intersections at Moolchand and Safdarjung respectively.

Existing Traffic characteristics & Design year traffic details are given in Annexure-II.

3. ALTERNATIVE PROPOSALS.

Deciding on an appropriate grade separator form at Andrewsganj intersection would warrant due consideration for the traffic that is either originating from or destinating at the colonies and markets located alongside the Ring Road between this intersection and the Safdarjung intersection. The two intervening intersections (one at Mahajan House and the other at S.B.I. Building) are functionally very important even if these may cater to comparatively smaller volumes of traffic. The importance of these two intersections could be even more appreciated when one considers the fact that no 'U' turn facility is intended to be made available at Safdarjung intersection for the traffic moving from Andrewsganj intersection side. Provision of a flyover along Ring Road at Andrewsganj intersection would necessitate closure of the two intersections near NDSE markets for the purpose of ensuring safety and efficiency of traffic operation in this area. Unless certain means of right/'U' turns are provided in the process, the local traffic will be forced to travel all the way upto Africa Avenue for taking a 'U' turn (that would also substitute several right turns). There is additionally a need to resolve the problems of parking (augmentation of parking spaces) and pedestrian movements in this area. This section of Ring Road will also require eight 1-lane divided carriageway cross section to cater to the heavy volume of traffic moving straight along Ring Road. At the same time there are site constraints over this section in the form of the Kidwai Nagar drain with a culvert thereon, the level difference between the Ring Road and its service roads in certain portions and the H.T. pylons that are critically perched between the carriageway and the service roads (mostly on footpaths). The two alternative grade separator proposals are as follows :-

Alternative-I.

This alternative considers provision of a long flyover that could span across not only the Andrewsganj intersection but also the two intersections near NDSE markets. Such a scheme would allow

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allow the surface level roads to be used by local traffic even though the pedestrians would still have to be managed through the provision of subways. Such a proposition would most certainly force the buses to ply at the surface level only thereby bringing down the utilisation of the flyover. Over a total width of 42.5M of road land available on Ring Road between the markets, it could be extremely difficult to run a two tier road and yet organise proper bus bays at surface level without badly jeopardising the traffic circulation and parking facilities in these areas. Such a cross section would ultimately foul the pylons as well. Bus bays at South Extension would be a very important component of design and their proper placement and integration with pedestrian facilities cannot be ignored at all. Generally speaking a two tier road system in this area would leave the surface traffic condition fairly chaotic. The entire proposition would be quite cost intensive and time consuming. The western approach of this facility would land fairly close the eastern approach of Saldarjung interchange.

Alternative-II.

This alternative considers a short flyover across Andrews-ganj intersection only. The western ramp of the flyover reaches the surface level a good 170M east of the NDSE & Part I market. The flyover section (as also the surface level roads) has been restricted to 3 lanes of total 9M width on either side. This way, it has been possible to obviate the need to shift the pylons along the entire stretch. A short flyover gives the opportunity to utilise the section of Ring Road in front of the markets as eight lane divided carriageway and develop bus bays of adequate capacity on either side in front of the markets integrating

the scattered bus stops presently functioning in this area. This also advantageous from the point of view of connecting both the markets through a pedestrian subway that would eventually integrate the bus bays on either side.

This scheme would warrant closure of the two intervening in intersections near the South Extension markets. In order to maintain vehicular connectivity between both the sides, it would be essential to provide certain type of grade separated 'U' turn facility on this side. (on the other side vehicles could take 'U' turn under the Andrewsganj flyover).

The grade separated 'U' turn facility towards Kidwai Nagar has been visualised as an underpass that could allow passage of only light motor vehicles (buses do not turn in this area). The reasons for favouring an underpass is that the floor level of the underpass, at its deepest portion could be 4.7M below (3.5M of head room + 1.2M of slab depth) the road surface. In case of a 'U' turning overpass the deck level of the overpass at its highestpoint would be nearly 7.00M (5.00M of head room over Ring Road + 2.00M of girder depth). The ramp lengths in the case of an overpass would be significantly more. Keeping in view the volume of traffic that is expected to use this underpass, a total width of 6.5M of passage has been assigned along this (with widening on curve upto 8.00M). Two options have been examined by the Consultant with respect to placement of this underpass and shown in Drg.No.CRTS/PWD/FP/AG/001 & 002) and Drg. No.CRTS/PWD/FP/AG/003-005.

Grade Separator details are given in Annexure-III

6/-

The physical environment includes land, water, air and noise. The topography of the abutting land for the study area is generally flat ground with maximum variation of level up to 1.5m. The drainage pattern of the study area follows the ground contour. There are no surface water resources within the study area except few ditches and drains carrying filth and dirty water. One such drain exists towards western side of Andrewsganj intersection near Kidwai Nagar and other towards eastern side of the intersection near Moolchand intersection.

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 study stretch of Ring Road as the grade separator along Road at Andrewsganj intersection 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 Andrewsganj intersection and closure of median openings at the intersections in front of NDSE-I & NDSE-II 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 20 trees of varying girth and species will be affected through provision of flyover at Andrewsganj 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.

5.0 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 ^{and} given in DDA's standard format.

6.0 OBSERVATIONS.

- 1) Consultant has not given a total solution for free flow of traffic on both the arms.
- 1i) An Alternative proposal with Bulbs at surface level for right turning movements toward NDSE needs to be explored.

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- iii) A strip of 1.50M to 2.0M on Ring Road is affected in the 63M R/W.
- iv) Parking demand of NDSE Part I & II has not been considered for the flyover proposal.
- v) The Consultant has not made any special treatment/provision for Cyclists/Cycle Track on *Khelgaon Marg/ Bhaghatpuri Marg* which has a very heavy volume of bicycle traffic.
- vi) 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.
- vii) Pedestrian crossing between NDSE I & II should be in the form of an depressed shopping plaza and not an ordinary subway.
- viii) R/W line be shifted to property Boundary Lines along both arms of Khelgaon Marg.
- ix) The intersection geometry at surface level needs to be improved to provide additional waiting area for straight & right turning traffic.
- x) Improvement of level of Service on Ring Road is likely to increase commercialization along this stretch. Studies should made to see the extent of commercialization to be allowed alongwith conversion charges to be paid to DDA.

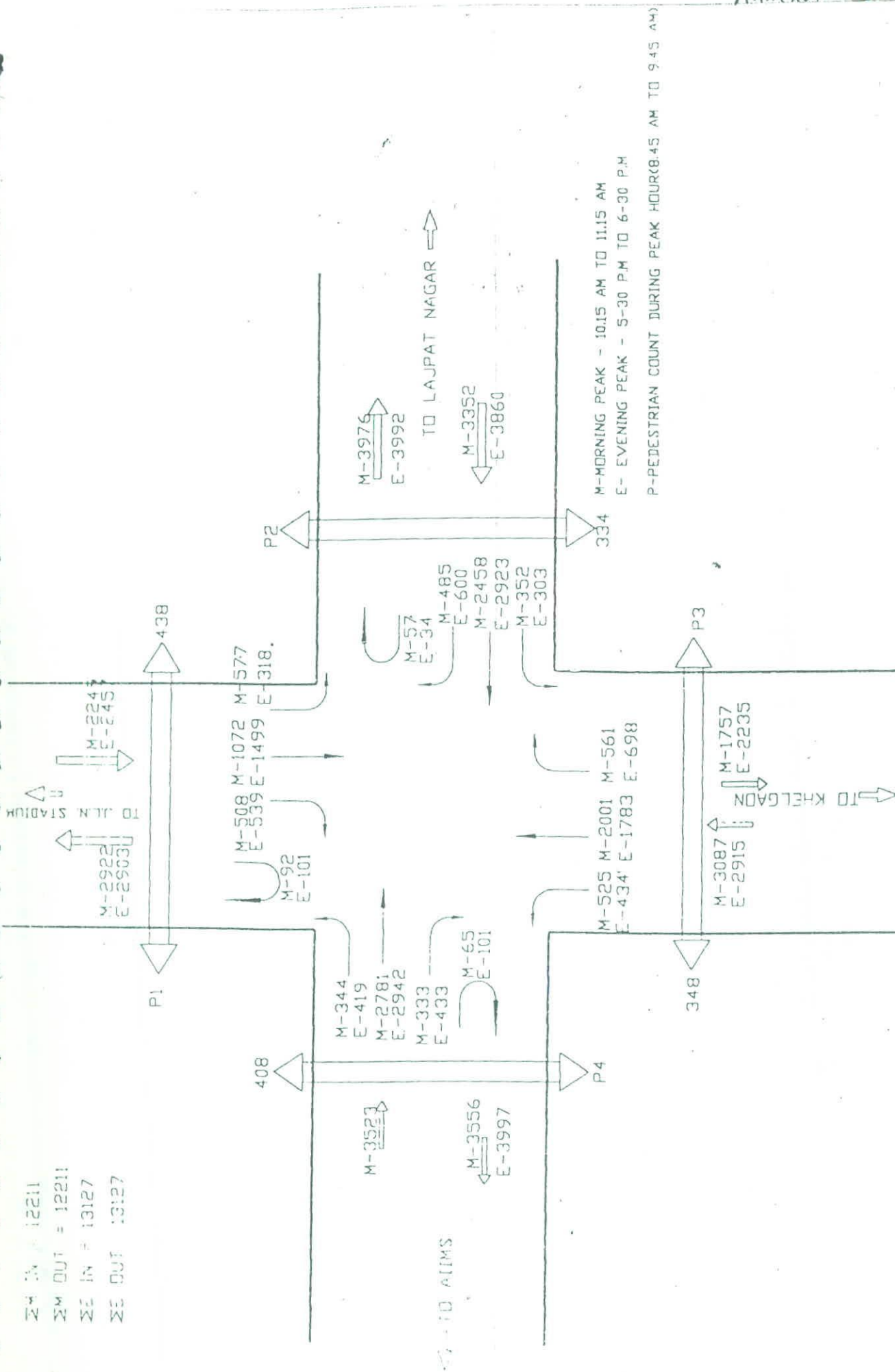
7. Details as desired in the Authority resolution dt. 13/8/90 for flyovers are covered in Annexure-III

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

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15/11/93

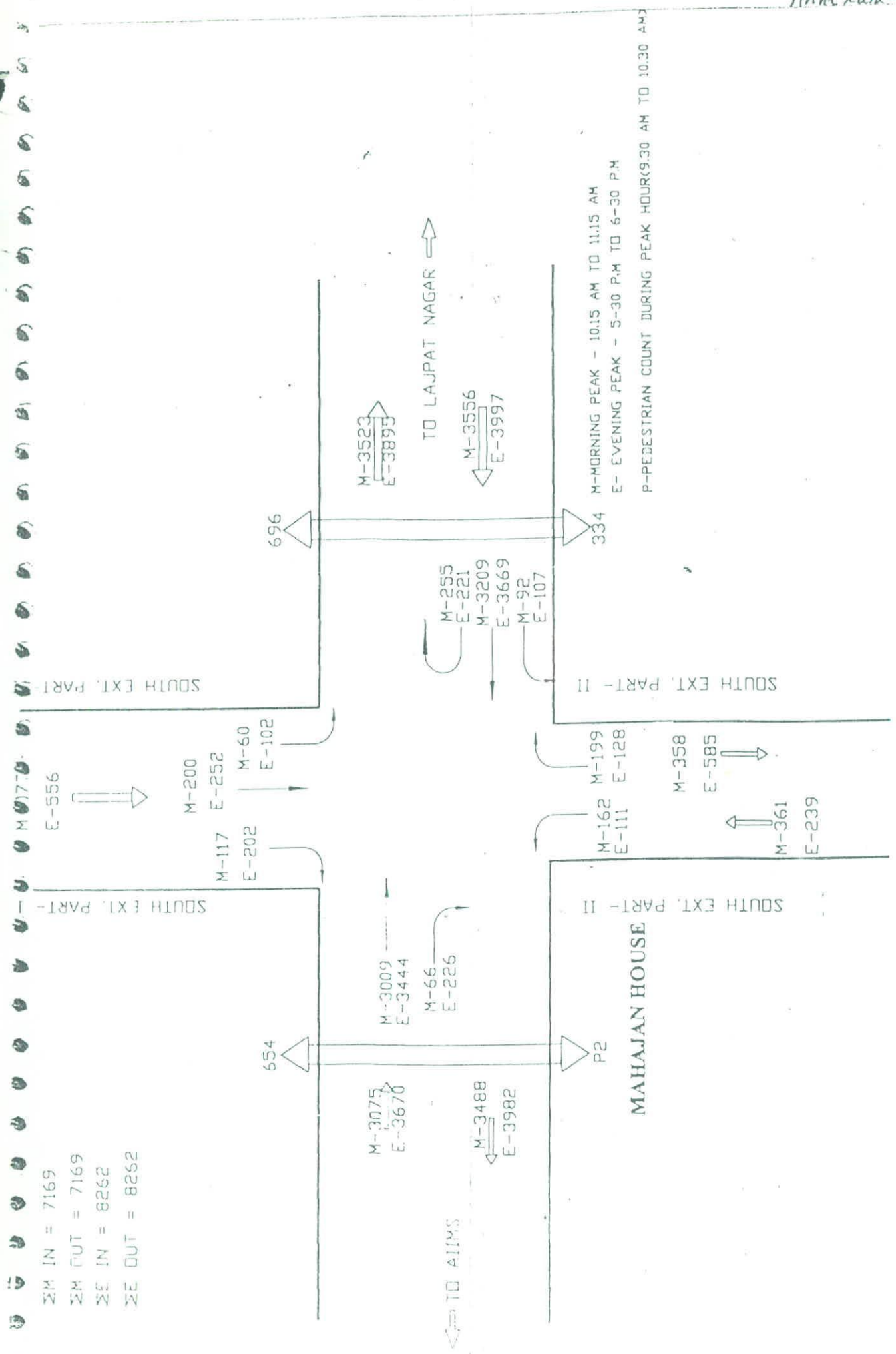


KEYPLAN SHOWING THE STUDY LOCATION

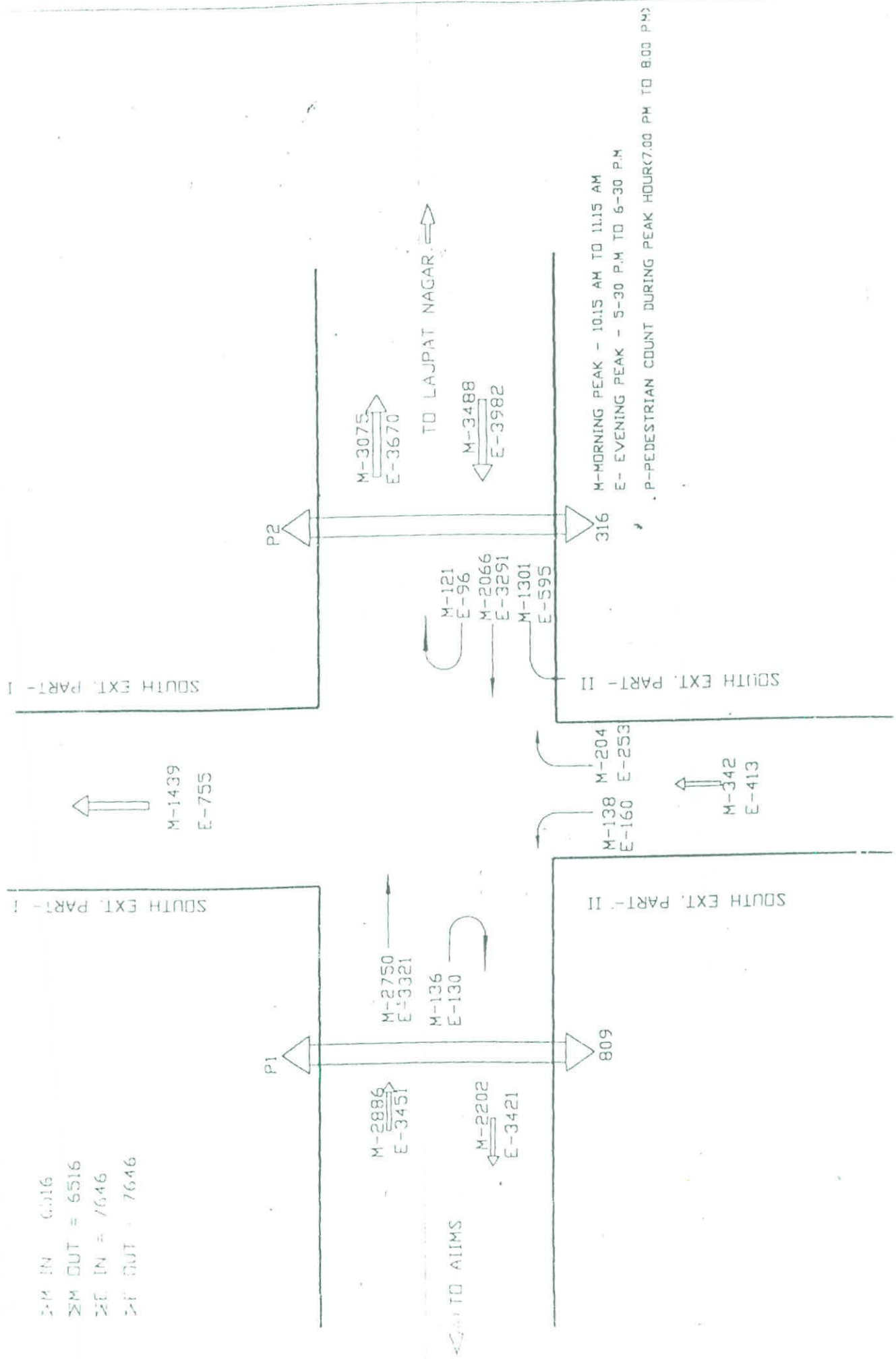


Σ IN = 12211
 Σ OUT = 12211
 Σ IN = 13127
 Σ OUT = 13127

ΣM IN = 7169
ΣM OUT = 7169
ΣE IN = 8262
ΣE OUT = 8262



M-MORNING PEAK - 10.15 AM TO 11.15 AM
E-EVENING PEAK - 5-30 P.M TO 6-30 P.M
P-PEDESTRIAN COUNT DURING PEAK HOUR(9.30 AM TO 10.30 AM)



OBSERVED TRAFFIC CHARACTERISTICS

A. Andrewganj intersection

Total peak hour intersection traffic volume	:	13,127 p.c.u.
Straight traffic along Ring Road (total in Both directions)	:	5,865 p.c.u.
Straight traffic along Khelgaon Marg Bhishm Pitamah Marg axis	:	3,282 p.c.u.
Left turning traffic (total)	:	1,474 p.c.u.
Right turning traffic (total)	:	2,270 p.c.u.
'U' turns	:	135 p.c.u. (Ring Rd. to Ring Road in two segments).

B. Intersection near Mahajan House

Total peak hour intersection traffic volume	:	8,262 p.c.u.
Straight traffic along Ring Road (total in both directions)	:	6,913 p.c.u.
Left turning traffic (total)	:	320 p.c.u.
Right turning traffic (total)	:	556 p.c.u.
'U' Turn (Ring Road to Ring Road)	:	221 p.c.u.

C. Intersection near SBI Building

Total peak hour intersection traffic volume	:	7646 p.c.u.
Straight traffic along Ring Road (total in both directions)	:	6412 p.c.u.
Left turning traffic	:	595 p.c.u.
'U' turns (Ring Road to Ring Road)	:	226 p.c.u.

 DESIGN YEAR TRAFFIC VOLUMES

The growth factor extracted from time series data (1990 and 1998) for traffic at Andrewsganj intersection works out to be 1.67% per annum (simple). At this rate the design year (2021 A.D.) peak hour traffic volumes could be estimated as follows:

Total peak hour intersection traffic volume	: 18000 p.c.u. (rounded off)
Straight traffic along Ring Road (total in both directions)	: 8100 p.c.u.
Straight traffic along Khelgaon Marg Bhishm Pitamah Marg axis (total in both directions)	: 4500 p.c.u.
Left turning traffic (total)	: 2000 p.c.u.
Right turning traffic (total)	: 3100 p.c.u.

Interestingly, beyond Andrewsganj intersection and towards NDSE markets the volume of straight component of traffic along Ring Road is estimated to escalate to 9500 p.c.u. This indeed is one of the most heavily loaded sections of Ring Road and this trend continues upto Moolchand intersection towards east and Safdarjung intersection towards West.

Annexure - III

Flyover Proposal On Ring Road / Khelgaon Marg Intersection

NAME OF THE ROAD	EXISTING R/W	PROPOSED R/W
Ring Road	60 Mts	63 Mts
Khelgaon Marg	30-36 Mts	30-48 Mts
Bhishm Pitamb Marg	30-37 Mts	30-36 Mts

Existing/Proposed Traffic Vol. 2021 at intersection	13,127/18000 PCU's
Name of the Road on which Flyover is proposed	Ring Road
No. of lanes/width of Flyover in each direction	3 lanes of 9 Mts width on either side of C/V
Width of Central verge	1.20 Mts.
Width of Curb/Railing	0.50 Mts on either sides
No. of lanes/width of C/V at surface level	9 Mts width on both sides
Width of inner Footpath on either side	2.50 / 3.50 Mts width
Width of Service Road	6 Mts on the eastern side 7 Mts on the western side of intersection
Width of Outer Footpath	Not provided
Clear height below the Flyover	5.00 Mts
Total height of Flyover	7.50 Mts
Details of separate cycle corridor	Not provided
Slope of Ramp	1:30
Space reservation for H.T. corridor	Yes
Cycle time of signals on surface level before/after construction of flyover	265 / 120 Secs (Approx)
Lighting on flyover	Overhead Sodium Vapor lamps
Treatment for Noise/Air	-
Treatment for vibrations in abutment proportion	-
No. of trees affected & their species	About 20 Nos of varying girths
Utilization of space below flyover	Not mentioned
Movements of Public Transport	Not shown