

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

....

NO.F.1(15)/99-MP/

Dated 22.6.99

Minutes of the Pre-Technical Committee meeting held on 10.6.99 at 10.00 A.M. in the Conference Hall, 5th Floor, Vikas Minar, I.P.Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice-Chairman (In Chair)
2. Sh.R.K.Bhandari, Engineer-Member
3. Sh.Vijay Rishbud, Commissioner(Plg.)
4. Sh.K.K.Bandyopadhyay, Addl.Commr.(DC&B)
5. Sh.Chander Ballabh, Addl.Commr.(AP)
6. Sh.Pradeep Behari, Chief Architect, DDA
7. Sh.N.K.Aggarwal, OSD(MPD-21)
8. Mrs.Savita Bhandari, Director(LS)

TOWN AND COUNTRY PLANNING ORGANISATION

9. Sh.K.T.Gurumukhi, Addl.Chief Planner

DELHI TRAFFIC POLICE

10. Sh.R.K.Meena, ACP(T)

SPECIAL INVITEES

11. Sh.S.P.Bainwait, Chief Engineer-I, PWD
12. Sh.S.S.Mandel, Project Manager, PWD
13. Sh.Niranjan Singh, S.E., PWD
14. Sh.A.P.Singh, S.E.(P&A) III, PWD
15. Sh.Sanjeev Rastogi, EE, PWD
16. Sh.Rajeev Singhal, EE, PWD
17. Sh.R.Lal, EE, PWD
18. Sh.Manoj Mathur, Consultant, PWD
19. Sh.Rajinder Singh, Director(Hort.), DDA
20. Sh.S.C.Tayal, Manager(FO) Grade-I, DDA
21. Sh.Prakash Naryan, Director(TT), DDA
22. Sh.S.Srivastava, Director(AP) T.DDA
23. Sh.I.M.Mamur, EE, FD-7, DDA
24. Sh.P.C.Sharma, EE, FD-2, DDA
25. Sh.P.K.Nanda, EE, FD-3, DDA
26. Sh.Shekhar Dey, EE, FD-1, DDA
27. Sh.J.M.Suneja, EE, FD-4, DDA
28. Sh.Sukhdev Singh, EE, FD-5, DDA
29. Sh.O.P.Verma, EE, FD-6, DDA
30. Sh.B.D.Ram, Director(Hort.) North, DDA

31. Sh.R.M.Lal,Jt.Dir.(TT),DDA
32. Sh.S.Ahmed,DLM(HQ),DDA
33. Sh.Piyush Kansal,Jt.G.M.,RITES
34. Sh.B.I.Singhal,Advisor,RITES
35. Sh.J.P.Kapur,JGM,RITES
36. Sh.Shaji Abraham,Consultant,RITES
37. Sh.Abhijit Samanta,AM,RITES
38. Sh.S.C.Jain,Architect,Architects Bureau
39. Sh.R.K.Mehra,Sr.Engineer,Architects Bureau
40. Sh.Shiv Kumar,Chief Bridge Engineer,Northern Railways
41. Sh.D.Sanyal,MD,CRAPHTS
42. Dr.A.C.Sarana,Consultant,LASA
43. Sh.Samay Ghosh,Sr.Tpt.Planner,LASA
44. Sh.R.K.Jain,Jt.Director(MP),DDA
45. Sh.S.P.Bansal,Director(DC),DDA
46. Sh.H.S.Dhillon,DD(TT),DDA

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN AND DEVELOPMENT CONTROL WING

SUB: MINUTES OF THE SPECIAL PRE TECHNICAL COMMITTEE
MEETING HELD ON 10-6-99 AT 10.00 A.M. UNDER THE CHAIRMAN-
SHIP OF V.C. DDA TO DISCUSS/REVIEW GRADE SEPARATOR
PROPOSALS.

The meeting was attended by the officers of PWD (GNCT Delhi), TCPO, DCP (Traffic), Railways, DDA and the Project consultants . The list of officers who attended the meeting is annexed.

1. Grade Separator proposal on Mehrauli Mahipalpur Road and Nelson Mandela Road:

The Consultant RITES explained the revised proposal. It was decided that based on the observations of Traffic and Transportation Unit of DDA, 5 sets of modified drawings and text of flyover stretch of phase-I of the scheme duly authenticated by the consultant and verified by the Project Manager be submitted for putting up the proposal to the Technical Committee/DDA for its formal approval. Simultaneously efforts for shifting of shops and other structures affected under the scheme within 600 mtr. stretch on both sides of intersection be taken up immediately by MCD.

The details of Phase-II of the scheme and the alignment plan may also be finalised by MCD keeping in view the future right of way of Mehrauli Mahipalpur Road .

2. Grade Separator proposal on Ring Road & Road No. 41 intersection.

The modified scheme was presented by the Consultant (RITES). Based on the discussion held earlier in Technical Committee it was once again desired that the proposal of grade separator at the junction of road no.37 be planned in an integrated manner. The alternative scheme prepared by Mr. D. Sanyal Consultant , PWD in this regard was also discussed. After detailed discussion the following was decided ;

- a) Grade separator proposal on Ring Road and road no. 41 intersection as presented by RITES in the form of a trumpet be taken up as the first priority. Feasibility of the proposal be re-examined with regard to DTC Depot /Workshop.
- b) In case the proposal of trumpet is not found feasible in terms of availability of DTC land, a straight flyover on Ring Road involving intersection of Road no. 37 & 41 as suggested by Mr. . Sanyal be examined with respect to proposed MRTS corridor/level

The details of the trumpet proposal as discussed may be finalised by the consultant and the drawings as per discussion duly authenticated by the consultant and verified by the Project Manager be submitted to /DDA for putting up to the Technical Committee for its formal approval.

3. Grade Separator proposal on Vikas Marg Wazirabad and Road No. 57.

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant & verified by Project Manager be submitted to DDA to prepare an agenda of Technical Committee DDA for its formal approval.

4. Grade separator proposal on Wazirabad Road & Road no. 66.

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant & verified by Project Manager be submitted to DDA to prepare an agenda of Technical Committee DDA for its formal approval

5. Grade Separator Proposal on NH-24 bye pass & Noida Road Mor.

The modified scheme was presented by the Consultant (RITES). The modified straight flyover proposal along marginal bandh road was discussed as phase I of the scheme. It was highlighted that in view of the ground constraints the marginal bandh road (North of NH-24 bye-pass) may have to be slightly changed from the original approved alignment plan. near the intersection. Five copies of modified drawings /text of the flyover stretch / duly authenticated by the project consultant and the Project Manager be submitted to DDA for putting up the phase-I of the scheme for consideration/approval of the Technical Committee.

Phase-II of the scheme indicating the loops to be constructed be also identified. Simultaneously marginal bandh road as per the approved alignment plan to be constructed by the PWD/ Delhi Government on priority.

6. Flyover at Mayapuri Road and Jail Road.

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant and verified by Project Manager be submitted to DDA to prepare an agenda of Technical Committee DDA for its formal approval.

7. Grade separator Proposal on Road no. 13 A and NH-2 (Sarita Vihar).

The modified proposal was presented by the consultant (RITES). Phase-I of the proposal be modified to accommodate a) use of proposed subway near Apollo Hospital for pedestrian / cyclists b) additional pedestrian sub-way to be provided towards Sarita Vihar. The modified drawings of phase- I incorporating the suggestions given above and those raised by TT Unit be incorporated. 5 copies of the modified drawings of flyover stretch duly authenticated by the consultant and and verified by the Project Manager be submitted to the Technical Committee DDA.

Phase-II of the scheme indicating the loops to be constructed be also identified.

8. Delhi Rewari Railway Line Level X-ing on Pankha Road.

The scheme was presented by the consultant Mr. D. Sanyal. The proposal of 4 lane road over the bridge with service lane on either side was considered appropriate. It was suggested that the proposal be discussed with the Defence Authorities and an integrated scheme up to Station Road intersection be prepared. The proposal be also referred to the railway authorities /DMRC for examining its feasibility.

9. Flyover at Ring Road & NH-24 Bye-pass (Nizamuddin).

The proposal was explained by the Consultant M/s. N.D.Lea Associates. Three alternatives were explained. The alternative with trumpet and a grade separator across the Ring

Road keeping the intersection as three armed junction was considered most appropriate. It was desired that the proposed underpasses across the Ring Road for pedestrian and cycle traffic be discussed with Irrigation and Flood Control Department with respect to HFL of Yamuna. Also the scheme of DDA for planning and development of river bed may have to be suitably incorporated in the proposal. With the proposed modifications, the modified drawings and text as well as feasibility and traffic management plan etc. be submitted to Director (TT) /DDA duly authenticated by the Consultant and the Project Manager /Local body for placing it before the next meeting of the Technical Committee.

10. Flyover at intersection of Sarai Kalan Khan ISBT and Ring Road.


The proposal was explained by M/s. N.D. Lea Associated. The Grade Separator design was proposed in two phased. Phase-I of the proposal considered the intersection as three armed junction whereas in Ph-II it was considered to be a four armed junction. After detailed discussion it was decided that a simple flyover along the Ring Road with provision of U turn may be desirable. The level of ISBT be confirmed from PWD, Delhi Govt. The revised proposal along with feasibility report and traffic management plan etc. duly authenticated by the Consultant and the Project Manager/local body be submitted to DDA for placing it before the Technical Committee.

11. Flyover at intersection of Ring Road and Sardar Patel Marg (Dhaura Kuan).

Engineer-in-chief, PWD explained the developments that have taken place since the item was last considered by the Technical Committee in 1991. It was decided that a brief background note of these developments shall be submitted by PWD to DDA along with the latest drawings and other supporting information of the grade separator proposals. These drawings/text may be examined for putting up in the next meeting of the Technical Committee.

12. Flyover at Ring Road and Aurbindo Marg (AIIMS).

Engineer-in-Chief, PWD explained the developments that have taken place since the item was last considered by the Technical Committee in 1990. It was decided that a background note of these developments shall be submitted by PWD to DDA along with the latest drawings and other supporting information of the grade separator proposals. These drawings/text may be examined for putting up in the next meeting of Technical Committee.


(K.K.BANDYOPADHAYAY)
ADDL.COMMR.(PLG.)(DC&B)
MEMBER SECRETARY.

No. F.1(15)99-MP

Dated: 28.6.99

COPY TO:

1. OSD to VC DDA for information of the latter.
2. Secy. to LG Delhi
3. Engineer Member, DDA
4. Principal Commissioner, DDA

5. Commissioner(Plg.) DDA
6. Commissioner(LM), DDA
7. Commissioner(LD), DDA
8. Chief Architect, DDA
9. Addl. Commr.(DC&B), DDA
10. Addl. Commr.(AP), DDA
11. Addl. Commr.(UDP), DDA
12. Chief Planner, TCPO
13. Chief Architect, NDMC
14. Town Planner, MCD
15. Secretary, DUAC
16. Land & Development Officer, MOUA&E
17. Sr. Architect, (H&TP) CPWD
18. Dy. Commr. of Police (Traffic), Delhi
19. Chief Engineer(Plg.), DDA
20. Director(LS), DDA.
21. Project Manager Flyover I
22. Project Manager Flyover II

R48
28/6/9,
(R. K. JAIN)
JT. DIRECTOR(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

....

NO.F.1(15)/99-MP/

Dated 11.6.99

Draft Minutes of the Pre-Technical Committee meeting held on 10.6.99 at 10.00 A.M. in the Conference Hall, 5th Floor, Vikas Minar, I.P.Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice-Chairman (In Chair)
2. Sh.R.K.Bhandari, Engineer-Member
3. Sh.Vijay Rishbud, Commissioner(Plg.)
4. Sh.K.K.Bandyopadhyay, Addl.Commr.(DC&B)
5. Sh.Chander Ballabh, Addl.Commr.(AP)
6. Sh.Pradeep Behari, Chief Architect, DDA
7. Sh.N.K.Aggarwal, OSD(MPD-21)
8. Mrs.Savita Bhandari, Director(LS)

TOWN AND COUNTRY PLANNING ORGANISATION

9. Sh.K.T.Gurumukhi, Addl.Chief Planner

DELHI TRAFFIC POLICE

- 10 Sh.R.K.Meena, ACP(T)

SPECIAL INVITEES

11. Sh.S.P.Bainwait, Chief Engineer-I, PWD
12. Sh.S.S.Mandal, Project Manager, PWD
13. Sh.Niranjan Singh, S.E., PWD
14. Sh.A.P.Singh, S.E.(P&A) III, PWD
15. Sh.Sanjeev Rastogi, EE, PWD
16. Sh.Rajeev Singhal, EE, PWD
17. Sh.R.Lal, EE, PWD
18. Sh.Manoj Mathur, Consultant, PWD
19. Sh.Rajinder Singh, Director(Hort.), DDA
20. Sh.S.C.Tayal, Manager(FO) Grade-I, DDA
21. Sh.Prakash Naryan, Director(TT), DDA
22. Sh.S.Srivastava, Director(AP) I, DDA
23. Sh.I.M.Mamur, EE, FD-7, DDA
4. Sh.P.C.Sharma, EE, FD-2, DDA
- Sh.P.K.Nanda, EE, FD-3, DDA
- Sh.Shekhar Dey, EE, FD-1, DDA
- Sh.J.M.Suneja, EE, FD-4, DDA
- Sh.Sukhdev Singh, EE, FD-5, DDA
- Sh.O.P.Verma, EE, FD-6, DDA
- Sh.B.D.Ram, Director(Hort.) North, DDA

31. Sh.R.M.Lal,Jt.Dir.(TT),DDA
32. Sh.S.Ahmed,DLM(HQ),DDA
33. Sh.Piyush Kansal,Jt.G.M.,RITES
34. Sh.B.I.Singhal,Advisor,RITES
35. Sh.J.P.Kapur,JGM,RITES
36. Sh.Shaji Abraham,Consultant,RITES
37. Sh.Abhijit Samanta,AM,RITES
38. Sh.S.C.Jain,Architect,Architects Bureau
39. Sh.R.K.Mehra,Sr.Engineer,Architects Bureau
40. Sh.Shiv Kumar,Chief Bridge Engineer,Northern Railways
41. Sh.D.Sanyal,MD,CRAPHS
42. Dr.A.C.Sarana,Consultant,LASA
43. Sh.Samay Ghosh,Sr.Tpt.Planner,LASA
44. Sh.R.K.Jain,Jt.Director(MP),DDA
45. Sh.S.P.Bansal,Director(DC,DDA
46. Sh.H.S.Dhillon,DD(TT),DDA

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN AND DEVELOPMENT CONTROL WING

SUB: DRAFT MINUTES OF THE SPECIAL PRE TECHNICAL COMMITTEE
MEETING HELD ON 10-6-99 AT 10.00 A.M. UNDER THE CHAIRMAN-
SHIP OF V.C. DDA TO DISCUSS/REVIEW GRADE SEPERATOR
PROPOSALS.

.....

The meeting was attended by the officers of PWD (GNCT Delhi), TCPO, DCP (Traffic), Railways, DDA and the Project consultants . The list of officers who attended the meeting is annexed.

1. Grade Separator proposal on Mehrauli Mahipalpur Road and Nelson Mandela Road:

The Consultant RITES explained the revised proposal. It was decided that based on the observations of Traffic and Transportation Unit of DDA, 5 sets of modified drawings and text of flyover stretch of phase-I of the scheme duly authenticated by the consultant and verified by the Project Manager be submitted for putting up the proposal to the Technical Committee/DDA for its formal approval. Simultaneously efforts for shifting of shops and other structures affected under the scheme within 600 mtr. stretch on both sides of intersection be taken up immediately by MCD.

The details of Phase-II of the scheme and the alignment plan may also be finalised by MCD keeping in view the future right of way of Mehrauli Mahipalpur Road .

2. Grade Separator proposal on Ring Road & Road No. 41 intersection.

The modified scheme was presented by the Consultant (RITES). Based on the discussion held earlier in Technical Committee it was once again desired that the proposal of grade separator at the junction of road no.37 be planned in an integrated manner. The alternative scheme prepared by Mr. D. Sanyal Consultant , PWD in this regard was also discussed. After detailed discussion the following was decided ;

- a) Grade separator proposal on Ring Road and road no. 41 intersection as presented by RITES in the form of a trumpet be taken up as the first priority. Feasibility of the proposal be re-examined with regard to DTC Depot /Workshop.
- b) In case the proposal of trumpet is not found feasible in terms of availability of DTC land, a straight flyover on Ring Road involving intersection of Road no. 37 & 41 as suggested by Mr. . Sanyal be examined with respect to proposed MRTS corridor/level

The details of the trumpet proposal as discussed may be finalised by the consultant and the drawings as per discussion duly authenticated by the consultant and verified by the Project Manager be submitted to /DDA for putting up to the Technical Committee for its formal approval.



3. Grade Separator proposal on Vikas Marg Wazirabad and Road No. 57.

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant & verified by Project Manager be submitted to DDA to prepare an agenda of Technical Committee DDA for its formal approval.

4. Grade Separator proposal on Wazirabad Road & Road no. 66..

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant & verified by Project Manager be submitted to DDA to prepare an agenda of Technical Committee DDA for its formal approval

5. Grade Separator Proposal on NH-24bye pass & Noida Road Mor..

The modified scheme was presented by the Consultant (RITES). The modified straight flyover proposal along marginal bandh road was discussed as phase I of the scheme. It was highlighted that in view of the ground constraints the marginal bandh road (North of NH-24 bye-pass) may have to be slightly changed from the original approved alignment plan. near the intersection. Five copies of modified drawings /text of the flyover stretch / duly authenticated by the project consultant and the Preoject Manager be submitted to ~~Director (TT)~~ for putting up the phase-I of the scheme for consideration/approval of the Technical Committee.

Phase-II of the scheme indicating the loops to be constructed be also identified. Simultaneously marginal bandh road as per the approved alignment plan to be constructed by the PWD/ Delhi Government on priority.

6. Flyover at Mayapuri Road and Jail Road.

It was decided that 5 sets of Grade Separator proposal drawing of flyover stretch duly authenticated by the consultant and verified by Project Manager be submitted to DDA to prepare an agenda pof Technical Committee DDA for its formal approval.

7. Grade seperator Proposal on Road no. 13 A and NH-2 (Sarita Vihar).

The modified proposal was presented by the consultant (RITES). Phase-I of the proposal be modified to accommodate a) use of proposed subway near Apollo Hospital for pedestrian / cyclists b) additional pedestrian sub-way to be provided towards Sarita Vihar. The modified drawings of phase- I incorporating the suggestions given above and those raised by TT Unit be incorporated. 5 copies of the modified drawings of flyover stretch duly authenticated by the consultant and and verified by the Project Manager be submitted to the Technical Committee DDA.

Phase-II of the scheme indicating the loops to be constructed be also identified. ~~Simultaneously marginal bandh road as per the approved alignment plan to be constructed by PWD/Delhi Government.~~



8. Delhi Rewari Railway Line Level X-ing on Pankha Road.

The scheme was presented by the consultant Mr. D. Sanyal. The proposal of 4 lane road over the bridge with service lane on either side was considered appropriate. It was suggested that the proposal be discussed with the Defence Authorities and an integrated scheme up to Station Road intersection be prepared. The proposal be also referred to the railway authorities /DMRC for examining its feasibility.

9. Flyover at Ring Road & NH-24 Bye-pass (Nizamuddin).

The proposal was explained by the Consultant M/s. N.D.Lea Associates. Three alternatives were explained. The alternative with trumpet and a grade separator across the Ring Road keeping the intersection as three armed junction was considered most appropriate. It was desired that the proposed underpasses across the Ring Road for pedestrian and cycle traffic be discussed with Irrigation and Flood Control Department with respect to HFL of Yamuna. Also the scheme of DDA for planning and development of river bed may have to be suitably incorporated in the proposal. With the proposed modifications, the modified drawings and text *as well as feasibility* be submitted to Director (TT) /DDA duly authenticated by the Consultant and the Project Manager /Local body for placing it before the next meeting of the Technical Committee. *traffic management plan etc.*

10. Flyover at intersection of Sarai Kalan Khan ISBT and Ring Road.


The proposal was explained by M/s. N.D.Lea Associated. The Grade Separator design was proposed in two phased. Phase-I of the proposal considered the intersection as three armed junction whereas in Ph-II it was considered to be a four armed junction. After detailed discussion it was decided that a simple flyover along the Ring Road with provision of U turn may be desirable. The level of ISBT be confirmed from PWD, Delhi Govt. The revised proposal alongwith feasibility report and traffic management plan etc. duly authenticated by the Consultant and the Project Manager/local body be submitted to DDA for placing it before the Technical Committee.

11. Flyover at intersection of Ring Road and Sardar Patel Marg (Dhaura Kuan).

Engineer-in-chief, PWD explained the developments that have taken place since the item was last considered by the Technical Committee in 1991. It was decided that a brief background note of these developments shall be submitted by PWD to DDA along with the latest drawings and other supporting information of the grade separator proposals. These drawings/text may be examined for putting up in the next meeting of the Technical Committee.

12. Flyover at Ring Road and Aurbindo Marg (AIIMS).

Engineer-in-Chief, PWD explained the developments that have taken place since the item was last considered by the Technical Committee in 1990. It was decided that a background note of these developments shall be submitted by PWD to DDA along with the latest drawings and other supporting information of the grade separator proposals. These drawings/text may be examined for putting up in the next meeting of Technical Committee.



DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL WING)

NO.F.1 (2)99-MP

DT.9.6.99


MEETING NOTICE

SUB: FLY OVER PROJECTS

It has been desired to discuss the following grade separator proposals in a meeting schedule to be held on 10.6.99 at 10.00 AM in the Conference Hall, 5th floor, Vikas Minar, DDA, under the chairmanship of VC, DDA.

1. Grade Separator Proposal on Mehrauli Mahipalpur Road and Nelson Mandela Road.
2. Grade Separator Proposal on Ring Road No. 41 intersection
3. Grade Separator Proposal on Vikas Marg and Road No. 57
4. Grade separator proposal on Wazirabad Road & Road No. 66
5. Grade Separator Proposal on NH-24-Noida Road Marg
6. Flyover at Mayapuri Road and Jail Road.
7. Grade Separator Proposal on Road no. 13A and NH-2(Sarita Vihar)
8. Delhi Rewari Railway Line Level X-ing on Pankha Road.
9. Flyover at Ring Road NH-24 Bypass (Nizamuddin)
10. Flyover at intersection of Sarai Kalan Khan ISBT & Ring Road
11. Flyover at intersection of Ring-Road and Sardar Patel Marg (Dhaura Kuan)
12. Flyover at Ring Road and Aurbindo Marg (AIIMS)

You are requested to please make it convenient to attend the meeting with relevant maps/text.


(DR. S.P. BANSAL)
DIRECTOR (DE)
PH.OFF.3736270

COPY TO:

1. PS to Vice Chairman, DDA for information.
2. Engineer Member, DDA
3. Principal Commissioner DDA
4. Commissioner (plg.) DDA

5. Commissioner (LD)DDA
6. Commissioner (LM) DDA
7. Chief Architect DDA
8. Adml. Commr. (MPD)DDA
9. Adml. Commr. (AP)DDA
10. Adml. Commr. (DC&B)DDA
11. Chief Planner TCPD
12. Chief Architect, NDMC
13. Town Planner MCD
14. Secretary, DUAC
15. Land & Development officer, MOU&F
16. Cr. Architect (H&T) CPWD
17. Chief Engineer (Plg.) DVB
18. Dy. Commr. of Police (T)
19. Director (Land Scapes) DVA
20. Flyover Project Manager GR I
21. Flyover Project Mgr GR II
22. Director (TT)DDA
23. Director Hwt. South DDA
24. Mr. Shashhar Dey, Es. Engrg. Flyover Project with a request to arrange to issue meeting notices to all concerned in time.

ADDITIONAL INVITEES

1. Chief Bridge Engrg. (Plg) Baroda House
2. Engineer in Chief PWB
3. Engineer in Chief MCH
4. Chief Engineer (General) DMRC
5. General Manager ISBT Sarai Kale Khan
6. Director (Hwt.) MCD
7. Director (AP) I
8. Director (AP) II

(Sd/-)
 DR. S. P. BANSAL
 DIRECTOR (H&T)
 CH. OF L. & D. DDA

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL WING)

NO.F.1 (2)99-MP

DT.9.6.99

MEETING NOTICE

SUB: FLY OVER PROJECTS

It has been desired to discuss the following grade separator proposals in a meeting schedule to be held on 10.6.99 at 10.00 AM in the Conference Hall, 5th floor, Vikas Minar, DDA, under the chairmanship of VC, DDA.

1. Grade Separator Proposal on Mehrauli Mahipalpur Road and Nelson Mandela Road.
2. Grade Separator Proposal on Ring Road No. 41 intersection
3. Grade Separator Proposal on Vikas Marg and Road No. 57
4. Grade separator proposal on Wazirabad Road & Road No. 66
5. Grade Separator Proposal on NH-24-Noida Road Marg
6. Flyover at Mayapuri Road and Jail Road.
7. Grade Separator Proposal on Road no. 13A and NH-2(Sarita Vihar)
8. Delhi Rewari Railway Line Level X-ing on Pankha Road.
9. Flyover at Ring Road NH-24 Bypass (Nizamudin)
10. Flyover at intersection of Sarai Kalan Khan ISBT & Ring Road
11. Flyover at intersection of Ring Road and Sardar Patel Marg (Dhaura Kuan)
12. Flyover at Ring Road and Aurbindo Marg (AIIMS)

You are requested to please make it convenient to attend the meeting with relevant maps/text.


(DR. S.P. BANSAL)
DIRECTOR (DE)
PH.OFF.3736270

COPY TO:

1. P.S. to Vice Chairman, DDA for information.
2. Engineer Member, DDA
3. Principal Commissioner DDA
4. Commissioner (plg.) DDA

1. Chief Engineer (LD)DDA
2. Chief Engineer (LM) DDA
3. Chief Architect DDA
4. Adll. Commr. (CPD)DDA
5. Adll. Commr. (AP)DDA
6. Adll. Commr. (IC&R)DDA
7. Chief Planner TCPO
8. Chief Architect, NPMs
9. Town Planner MCD
10. Director, DDA
11. Land & Development Officer, MWD&T
12. Sr. Architect (R&TP) MWD
13. Chief Engineer (Plg. DWR
14. Dy. Commr. of Police (T)
15. Director (Land Scope)DDA
16. Flyover Project Manager GR I
17. Flyover Project Mgr GR II
18. Director (TF)DDA
19. Director North DDA
20. Mr. Chokhat Dey, Ex. Engr. Flyover Project with a request to
arrange to issue meeting notices to all concerned in time.

SPECIAL DIRECTOR

1. Chief Bridge Engr. (Rly) Purobi House
2. Engineer in Chief TWD
3. Engineer in Chief MCD
4. Chief Engineer (General) DMRC
5. General Manager DRT Sarai Kale Khan
6. Director (Bridg.) JCD
7. *Director (AP) I*
8. *Director (AD) II*

(Signature)
MR. T.P. PANSAL
DIRECTOR (B)
PH. OFF. 3136220

**3Sub : GRADE SEPARATOR AT MEHRAULI MEHIPAL PUR ROAD AND NELSON-
MANDELA ROAD INTERSECTION**

Ref. File No. F 5(13) /98-MP

1. INTRODUCTION & LOCATION

This intersection is located in South Delhi (Division - F). At present it is a three armed (T-intersection) formed by Mehrauli Mehpal pur Road and Nelson-Mandela Road. This is an important link providing access to Vasant Kunj Scheme, proposed International Hotel Complex and is one of the major road link to Indra Gandhi Air Port. As per approved Vasant Kunj Scheme this three armed intersection is proposed to be converted to a four armed intersection.

2. TECHNICAL COMMITTEE DECISION:

a. DATED 17.11.98

Earlier the above item was considered by the Techn. Committee meeting vide S.No. 1/Item No. 77/98/TC dated 17.11.98. In this meeting, preliminary concept plan proposal prepared by the consultant RITES was discussed. The decisions of the Tech Committee are as follows :

"The scheme was discussed in detail and the RITES was advised to mark 45 mts R/W of Nelson-Mandela Road and 75 mts R/w of Mehrauli-Mahipalpur Road upto a length of 600 mtrs on all the 3 arms. Any available additional land beyond the R/w be included in the road R/w. The road R/W be suitably detailed out with 6/8 -lane divided carriage way and service roads on either sides of the central verge. The existing structures falling in the R/w are required to be removed and these be shown in the central verge to the extent possible for the time being. Accordingly, the half flyover on the Northern side of Mehrauli-Mahipalpur Road be taken up with rotary at the surface level on the T-junction for right turning movements. The details of underground / overhead services, structures, trees etc., affected in the proposal be shown on the plan and tabulated.

23/11/98

19/11/98

The general arrangement of the fly over, as suggested was approved RITES should submit the detailed scheme to a scale of 1:500 along with project report and feasibility note for final approval of the Technical Committee."

b. DATED 1.3.99.

In the light of the above observations of the T.C. RITES partially modified the earlier proposal and brought the same in the T.C. dated 1.3.99.

The decisions of the Tech. Committee is as follows

"After detailed discussion, on the proposal of Grade Separator at Mayapuri - Jail Road intersection together with other two Grade Separators (1) Nelson Mandela Marg - Mehrauli-Mahipalpur Road & (2) Ring Road & Road No 41 near Netaji Subash Distt. Centre Technical Committee observed that these grade separator proposals required to be discussed by the Project Consultants i.e. RITES with Director (Planning) TT Unit, DDA at the earliest & to put-up to the Tech. Committee in the next meeting along with all relevant drawings & write up incorporating observations of DDA. The Engineering details e.g. required super elevation, curves etc. be examined by the Engg. Deptt. / Manager Project, DDA in respect of these grade separator proposals"

c. Dated 7.4.99.

The modified scheme was presented by the Consultant - RITES, comprising two phases Phase 1 of the scheme of fly over along Mehrauli - Mehrauli-Mahipal Pur Road with other movements at grade was approved with the following conditions

- a. the proposal of long arm of the fly over with a slope of 1 : 47 be interchanged to provide better access for residents of the planned localities.
- b. The alignment of Mehrauli Mahipalpur Road within a length of 600 m. as part of this scheme be taken as an inbuilt constraint while preparing the overall road alignment plan of Mehrauli Mahipal Pur Road.
- c. The Project Manager to ensure submission of authenticated drawings of phase-1 of the grade separator and traffic management plan of 1.0 km around the intersection

[Signature]

[Signature]
9/6

Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

3. OBSERVATIONS:

- i) As per the decision of the Technical Committee the Consultant has modified the arms and the slope to provide access to D & C Block of Vasant Kunj Scheme to facilitate right hand turning under the bridge.
- ii) The alignment of Mehrauli-Mahipalpur Road upto a length of 600 m. has been made part of the scheme and the remaining R/W will be detailed out later by MCD.
- iii) The Consultant has submitted comprehensive proposal of the intersection improvement plan and he has to identify Phase-I part if any of the proposal clearly as desired by the decision of the Technical Committee dated 22.4.99.
- iv) The institution plots along Nelson-Mandela Marg are affected in the proposed road R/W. This requires consideration and decision.

v) OTHER REQUIREMENTS

- a) The design of the grade separator requires further examination by Engineering wing in terms of head clearance above the rotary, design speed, structure, super elevation, services, and other engineering aspects.
- b) Approval from various concerned agencies if required be taken by Executing agency.
- c) Landscape plan shall be prepared by Executing agency/
- d) The R/W will follow approved layout plans except indicated as affected on the proposed drawing/feasibility report of the project.

4. RECOMMENDATIONS FOR CONSIDERATION

The observations deficiencies on the proposal as given in para- 3 above are placed for consideration of the Technical Committee.

The consultant (RITES) explained my remarks proposed. It was decided that based on the observations of T.T. Unit the ^{5 sets of} digital drawings ^{of part of para I & II} duly authenticated by the ^{consultant} Project Manager & Director be submitted to Dir (T) for verification & further to T/c for formal approval.

9/6

4 S.No. 5 / ITEM No. 29 / 99 / TC

Subject : Grade Separator NH-24 (Byepass) and Noida Road
Intersection.

File No. : P.5(11)98 MP.

1. INTRODUCTION.

The proposed Grade Separator is located at the crossing of NH-24 (Byepass) and Noida Road near Nizamuddin Bridge. At present, it is a 'T' junction which would become a complete four arm junction once the proposed Eastern Marginal Bund Road connection to ITO is completed. It is an important location as NH-24 caters to the regional traffic along with Local traffic. Noida Road provides access to Mayur Vihar residential area and group housing societies in addition to being an important connection for Noida bound for central and North Delhi, ITO and Connaught Place etc.

2. PROPOSAL OF PHASE-I.

A straight Flyover along the Marginal Bund Road was agreed to in the T.C. meetings held on 18/8/98 and 25/8/98.

3. PREVIOUS T.C. DECISIONS.

The ~~proposal~~ was last discussed in the Technical Committee Meeting held on 7/4/99, the decision was as follows :-

"The proposal of grade separator at NH-24 Bypass and Marginal Bund Road East was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic Management Scheme of 1.0 km. around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed."

Subsequently Project Manager Group-11 Flyover Project vide letter no. PM2(FO)1(3)99/DDA/273 dated 15/4/99 has submitted modified Geometric Layout Plan, Circulation Plan, Traffic Diversion Plan, Feasibility Proforma and Project Report.

4/10/99
9/6/99

4. OBSERVATIONS.

1. The approved R/W line of Marginal Bund Road has been changed near the Intersection.
2. The R/W should be as per approved Layout Plan/Alignment Plans except indicated for change.
3. All engineering aspects are to be examined by Engg. Wing.
4. Approval from various concerned agencies if required be taken by the executive Agency.

5. RECOMMENDATIONS FOR CONSIDERATION.

The details as given in para 3 & 4 are placed before T.C. for its consideration.

Signature
2/6/79

Sub : GRADE SEPARATOR PROPOSAL ON ROAD NO. 13-A AND NH-2, SARITA VIHAR

Ref. File No. F.5 (9) 98 MP

1. INTRODUCTION & LOCATION

At present it is a three armed T junction along the Mathura Road NH-2 and road No. 13-A leading to NOIDA. The Railway line runs parallel to the Mathura Road. As per MPD-2001, it is a proposed four arm intersection where the forth arms is joining Road No. 13-A over/below the railway line connecting the Okhla Indl. Area.

The land use on the South Extn. side is residential where the residential locality of Sarita Vihar exists on the western side Okhla Indl. area exists. A Commercial centre is proposed along Road No. 13-A the eastern arm of this intersection.

2(a). TECHNICAL COMMITTEE DECISION Dated 25.8.98:

The modified proposal presented by RITES is approved in principle, by the Technical Committee with the following observations :

The necessity of construction of complete clover-leaf may be reviewed keeping in view the volume of traffic as well as proper access to non-heirarchy commercial centre and adjoining developments

2(b). TECHNICAL COMMITTEE DECISION Dated 7.4.99:

The proposal of grade separator at Mathura Road and Road no. 13 A intersection near Sarita Vihar was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase 1 of the scheme and traffic management scheme of 1 km. around the intersection duly signed by the Projectg Consultant and Project Manager incorporating the decisions of Technical Committee along wit h the text report, feasibility and diversion plan to DDA so that formal approval could be processed.

HKR
9/6

3 FUTURE ACTIONS

Subsequently Project Manager Group-II Flyover Project has submitted modified Geometric Layout Plan, Circulation Plan, Traffic Diversion Plan, Feasibility Proformas and Project Report.

4.OBSERVATIONS:

The above proposals has been examined and the following are the observations:-

- 4(a) The design of the grade separator requires further examination by Engineering wing in terms of design speed, structure, superelevation, services, and other engineering aspects.
- 4(b) LandSCAPE PLAN shall be prepared by
- 4(c) Approval from various concerned agencies if required be taken by Executing agency.
- 4(d) The land within R/w has not been utilised fully where as the land falling out side R/w (as shown in the plan) is demarketed for development in phase I.
- 4(e) As per the MPD-2001 and Zonal Development Plan of Zone F the road RW of Mathura Road (NH-2) is 45.0 m whereas as site is varies in same stretches from 60 m. to 75.0 m. in the plan submitted the RW has been shown 60.0 m. The RW should be as per approved layout plan/alignment plan except indicated for change.

5. RECOMMENDATIONS FOR CONSIDERATION

The details as given in para 3 & 4 are placed for consideration of the Technical Committee

[Handwritten signature]

H. Millon
9/6/99

SUB: GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD AND NH-8 (DHAULA KUAN)

REF : FILE NO. F5(22)89/M.P.

1. LOCATION : The DHAULA KUAN crossing is an important intersection on the southern part of Ring Road. As per MPD-2001, the proposed R/W's of Ring Road is 63mt and Sardar Patel Marg is 60 mts. This is an important intersection and is identified in the Master Plan for Delhi MPD-2001 for a grade separator.

2. BACKGROUND :

Two level grade separator at this location was recommended for approval of the Ministry by Technical Committee in its meeting on 29.1.91. The decision of the Technical Committee is given below.

"The Technical Committee recommended proposals subject to following conditions :

- i that proper bus bays are provided on Gurgaon Road on either side for incoming and outgoing buses from Gurgaon.*
- ii existing informal sector should be relocated along the proposed pedestrian subways*
- iii left side turning from Gurgaon to Ring Road (towards Naraina) should be further smoothened*
- iv The weaving length between Gurgaon Road and Ring Road towards Naraina and Ridge Road should be properly and equally distributed for smooth flow of traffic on the round about at the surface.*
- v An alternative circulation pattern be worked out for the period during the construction of fly over and got approved.*

3. ACTIONS TAKEN BY PWD.

The scheme did not find favour with the D.U.A.C. and to resolve the issue, it was decided that an architectural competition should be arranged to invite new concepts and ideas for the design of the scheme. To hold a competition, the Board of accessors was constituted by Secretary, PWD, NCTD vide notification no. F5(23)/89 - PWD-6658 dt. 25.1.94 (copy of the same is placed at the Annexure -A).

4. REVISED SCHEME

The CE - PWD (ZONE - 1), NCTD vide letter no.5(1)(13)98-W/NCTD/731 dt 12.4.99 has forwarded the general lay out plan of the best selected

24/10

entry in the above competition. This design has been approved by the members of the Board of assessors in their final meeting held on 26.3.99. The proposal consists of

- a) Fly over along Sardar Patel Marg.

CE-Zone-1, PWD vide his letter dt. 15.4.99, has forwarded 9 copies of the general lay out plan of the proposed improvement including grade separator at this intersection.

5. AUTHORITY'S DECISION :

" L.G. Delhi while reviewing the progress of Grade Separators in the meeting held on 15.6.90 and 20.7.90 at Raj Niwas desired that DDA in consultation with PWD(DA) may work out the guidelines for designing the flyover/grade separators and bring before the Authority for its consideration. According to the agenda prepared and placed before the Authority vide Res.no. 54 dt. 13.8.90. The guidelines as adopted by Authority are placed at Annexure-B."

6. EXAMINATION :

A. EXISTING LAND USE AROUND THIS INTERSECTION :

- | | |
|---------------------|--|
| i) Ring Road(N) | Dhaura Kuan Enclave 1 & 2 |
| ii) Ring Road(S) | Atma Ram S.D.College , Air Force Quarters, Satya Niketan |
| iii) NH-8 (E) | Taj Palace, Maurya |
| iv) NH-8 (W) | Defence Officers Club, Jheel Park |
| v) Upper Ridge Road | Dhaura Kuan Enclave-2, Air Force Public school |

B. OBSERVATIONS :

In the absence of detailed drawings the observations given below are based on the General Lay Out submitted by PWD. These may need modifications after the detailed drawings are received and reviewed.

- i. The existing and projected Traffic volume data has not been provided
- ii. The detailed drawings indicating , a) dimensions, b) cross section of the fly over and roads, and c) the circulation of the surrounding area covering 1 km in all directions have not been submitted by PWD.
- iii. The road improvement of all the arms upto 1 km length or upto the next major inter-section (which-ever is higher) has not been submitted.

[Signature]

- iv The feasibility report indicating affected structures/properties /services in the proposed improvements of intersection has not been submitted.
- v. As per the decision of the Authority, vide resolution no. 54 dt. 13.8.90, 3.5M, reservations for H.T. Tower lines, is required to be made along Sardar Patel Marg / NH-8 & also along Ring Road . This has not been shown on the general lay out drawing submitted by PWD.

6(C) TRAFFIC CIRCULATION :

The entry and exit of certain buildings e.g. officers club, 5 star Hotels, Residential colony had not been clearly defined. It appears that all traffic destined to these surrounding buildings may have to take U turn either for entering into the building or for the exit. This may need improvement/adjustment of some roads/intersection beyond the fly over length. This has not been indicated on the drawing submitted by PWD.

6(d) Cycle tracks have not been indicated on the drawings.

6(e) No pedestrian subways has been shown .

6(f) The design of the grade separator requires further examination by Engineering wing in terms of design speed , structure , superelevation, services, and other engineering aspects.

6(g) Traffic diversion plan during construction shall be got approved from traffic Police.

6(h) Approval from various concerned agencies if required be taken by Executing agency

6(i) LandSCAPE PLAN shall be prepared by Executing agency/Consultant

7.RECOMMENDATIONS FOR CONSIDERATION

The item is placed before the Technical Committee for preliminary discussion and to identify the issues which P.W.D. may examine before submitting the final drawings with all details for placing before the Technical Committee.

- 24/12 -
- Background note on developments to be by P.W.D.
 - Drawings to be presented
 - Observation to be incorporated.
 - ^{to be brought} ~~by~~ ^{by} T/c.

Annexure-A
11-
1/28

GOVT. OF THE NATIONAL CAPITAL TERRITORY OF DELHI
PUBLIC WORKS DEPARTMENT
VIKAS BHAWAN: NEW DELHI

No. F. 8(23)/89-PWD/6650-6669 Dated: 25-1-79

O R D E R

It has been decided by the govt. to constitute the following Screening Committee under the Chairmanship of Secretary(PWD) for the selection of the best design for grade separators or alternative solutions at the Safdarjung(Ring Road/Aurbindo Marg) and Dhaula Kuan Crossings:-

- | | |
|--|------------------|
| 1- Secretary(PWD)
Govt. of NCT, Delhi. |Chairman |
| 2- Secretary(Transport),
Govt. of NCT, of Delhi. | Member |
| 3- Dean,
School of Planning & Architecture | " |
| 4- Representative of
Delhi Urban Arts Commission | " |
| 5- D.G. (Roads),
Ministry of Surface Transport,
or his representative. | " |
| 6- Commissioner(Planning),
DDA, Vikas Sadan, New Delhi, | " |
| 7- Addl. Commissioner of Police,
Traffic, PHO, I.P. Estate,
New Delhi. | " |
| 8- Chief Engineer, PWD,
Zone-I, GNCT, K.G. Marg,
New Delhi. | " |
| 9- Supdg. Engineer(Plg.)
PWD, Zone-I, MSO Building | Member Secretary |

The terms of reference for the said Screening Committee shall be as under:

1. To prepare and approve the list of consultants for inviting competitive designs.
2. To prepare and approve the guidelines for calling competitive designs.
3. To prepare and approve the methodology of selection of a consultant.

...Contd.

- 4- To prepare and approve the terms of reference for the proposed assignment.
- 5- To evaluate competitive designs keeping in view the terms of reference and other specified matters, recommend, appointment of selected consultants, suggest consultants fee for carrying out detailed feasibility study and detailed engineering design including preparation of construction design.
- 6- To select the most suitable design for the proposed grade separators (or alternative solution) and thereafter conduct negotiations with the said consultants for finalising terms and conditions including the consultancy fee.
- 7- Any other work which in the opinion of the Screening Committee is necessary for the evaluation of the best possible design.

1- SECRETARY, D.D.P.
2- SECRETARY, D.D.P.

(G. SRIVASTAVA)
JOINT SECRETARY (PWD).

No. F. 8(23)/49-PWD

6688-69

Dated - 25/1/94

Copy forwarded to:

- 1- All concerned officers/participants.
- 2- Secretary to Lt. Governor, Delhi.
- 3- Secretary to Chief Minister, Govt. of NCT of Delhi.
- 4- P.A. to Chief Secretary, Govt. of NCT of Delhi.
- 5- P.A. to Secretary (PWD).
- ✓ 6- P.A. to Joint Secretary (PWD).

(G. SRIVASTAVA)
JOINT SECRETARY (PWD).

Authority Resolution no 54 dated 13.8.80

II GUIDE LINES RECOMMENDED BY AUTHORITY

Guidelines for Planning & Designing of grade separator on ring road & outer ring road as approved

The guidelines based on the detailed discussions among Commr.(Plg.), DDA, Chief Engg., PWD, Chief Engg. DTTDC and also discussions held at Raj Niwas on 15.6.90, 5.7.90 & 20.7.90. were placed before Authority vide Resolution No. 54 dt. 13.8.90. The guide lines are :-

i. Priority should be given to the traffic, on the ring road & Outer ring road and the grade separators should be provided on ring road/outer ring road so that the flow of traffic on these roads is made free.

ii The grade separator shall be aesthetically well designed & fit in with the environment. Considering the problems of storm water drainage and the cost, the grade separators should be over-ground as two level flyover provision could be made for 3rd level below ground which could be taken up later on when found necessary the peculiarities of location and economic of the scheme should also be taken into consideration in each individual case.

iii a On the ring road (60 mtr. R/W) and a parts of the Outer ring road (width 60 mtr. R/W) the flyover shall consist of 3 lanes (of 3 mtr. Each) in each direction shall be on at surface. In case additional space is available the carriageway at surface would be increased

iii b. In case of part of outer ring road where the R/W is 45 mtr. The above section is not possible. In such cases effort should be made to increase the right of way of Outer Ring Road in 300 mtr. Length on & both sides of the centre of inter section to 50 mtr. To provide a flyover of 2 lanes (7.5 mtr. Width) on each side and similar width should be provided for carriageway on surface. Where service road is not required this could be adjusted in 45 mtr. R/W

iii c. A service road of about 6 mtr. Carriageway should be provided which could be reduced to 4.5 mtr. In case of 45.0 mtr. R/W. In specific cases where service road is not required, the space could be used to increase the surface carriageways.

iii d. Footpath on both sides to the minimum width of 2.0 mtr. should be provided. The pedestrian subways should be provided at appropriate locations.

iii.e. The clear height of the grade separator shall be 5.5 mtr. Above road surface below.

- 14 -

iii f 3.5 mtr Wide strip (as base on one side) shall be reserved for I.L.T. Tower Lines. The approved standard section for 60 mtr And 45 mtr R/W road has provision of two I.L.T. Tower Lines on each side.

iii g The slope of grade separator should be 1 to 30.

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

iv a To optimise the use of grade separators, the road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator project.

iv b The circulation of the surrounding area covered in IV (A) shall be properly integrated with grade separator scheme so that grade separator does not become a obstruction for the

v A proper landscape plan shall be prepared for the scheme.

vi The grade separators presently under consideration by PWD & shall be reviewed in the light of the above guidelines before further processing/approval

vii Specific conditions and environment at each crossing shall be given due consideration

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

**SUB: GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD AND
AURBINDO MARG (AIMS CROSSING)**

REF : FILE NO : F5(7)/87/M.P.

1. LOCATION : The AIMS crossing is an important intersection on the southern part of Ring Road. The proposed R/W's of Ring Road and Aurbindo Marg are 63 mts. respectively as per MPD-2001 & approved alignment plan. This is an important intersection and is identified in the Master Plan for Delhi MPD-2001 for a grade separator.

2. BACKGROUND :

Two level grade separator at this location was recommended for approval of the Authority by Technical Committee in its meeting on 10.12.90 (copy of the same is placed at annexure A). The decision of the Technical Committee is given below :

" The Technical Committee endorsed its earlier re-commendations made in its meeting held on 15.5.89 and recommended a three level grade separator on the crossing of Ring Road and Aurbindo Marg with the following conditions :

- a The proposed rotary should be as low as practically possible.
- b The fly over should also be as low as possible with improvised appropriate engineering designs
- c In future proposals of flyover area level should be studied rather than spot proposals
- d The locational aspects should be taken into consideration.

3. ACTIONS TAKEN BY PWD.

The scheme did not find favour with the D.U.A.C. and to resolve the issue, it was decided that an architectural competition should be arranged to invite new concepts

4/1/99
9/6/99

and ideas for the design of the scheme . To hold a competition, the Board of assessors was constituted by Secretary, PWD, NCTD vide notification no. F5(23)/89 -PWD-6658 dt. 25.1.94 (copy of the same is placed at the Annexure -B).

4. REVISED SCHEME

The CE - PWD (ZONE-1), NCTD vide letter no 5(1)(13) / 98 /W /NCTD / 737 dt. 15.4.99, has forwarded the general lay out plan of the best selected entry in the above competition. This design has been approved by the members of the Board of assessors in their final meeting held on 26.3.99. The proposal consists of

- a) Fly over along Ring Road .
- b) Under bridge along Aurbindo Marg.

CE-Zone-1, PWD vide his letter dt. 15.4.99, has forwarded 9 copies of the general lay out plan of the proposed improvement including 3 level grade separator at this intersection.

5. AUTHORITY'S DECISION :

" L G. Delhi while reviewing the progress of Grade Separators in the meeting held on 15.6.90 and 20.7.90 at Raj Niwas desired that DDA on consultation with PWD(DA) may work out the guidelines for designing the flyover/grade separators and bring before the Authority for its consideration. According to the agenda prepared and placed before the Authority vide Res.no. 54 dt. 13.8.90. The guidelines as adopted by Authority are placed at Annexure-C."

6. EXAMINATION:

A. EXISTING LAND USE AROUND THIS INTERSECTION :

i) Ring Road (E)

- On North - Open ground, Kendriya Bhandar building and residential flats.
- On south - AIIMS Scooter parking, central workshop, park, open ground

ii) Ring Road (W)

- On north - Residential flats

HLR
9/6/99

On south - Safderjang Hospital

iii) Aurbindo Marg (N)

On East - Open space (Mela Ground) and INA Market

On West - open space/play ground, residential flats.

iv) Aurbindo Marg (S)

On East - AIIMS

On west - Safderjang Hospital

B. OBSERVATIONS :

In the absence of detailed drawings the observations given below are based on the General Lay Out submitted by PWD. These may need modifications after the detailed drawings are received and reviewed.

- i. The existing and projected Traffic volume data has not been provided
- ii. The detailed drawings indicating , a) dimensions, b) cross section of the fly over and on all the arms, and c) the circulation of the surrounding area covering 1 km. in all directions have not been submitted by PWD.
- iii. The road improvement of all the arms upto 1 km. length or upto the next major inter-section (whichever is higher) has not been submitted.
- iv. The feasibility report indicating affected structures/properties /services in the proposed improvements of intersection has not been submitted.
- v. The straight movement from Dhaura Kuan to Ashram along Ring Road have been provided along a curve towards INA Market. The impact of such diversion needs to be examined carefully.
- vi. There is a proposal of MRTS route along Aurbindo Marg in 2nd phase. As per the decisions, PWD has to obtain new No Objection from DMRC at the 1st instance.
- vii. As per the decision of the Authority, vide resolution no. 54 dt. 13.8.90, 3.5M, reservations for H.T. Tower lines, is required along Aurbindo Marg & also along Ring Road. This has not been shown on the general lay out drawing submitted by PWD.

14/9/99
9/6/99

- viii Due to construction of proposed fly-over, it appears that some improvements in the circulation of Safdarjung Hospital and A I I M S , shall be required, which have not been indicated on the drawing submitted by PWD. This may also need concurrence of the authorities of Safdarjung Hospital & A I I M S

6(c) TRAFFIC CIRCULATION :

The entry and exit of certain buildings e.g. Safdarjung Hospital and A I I M S, I N A Market et.c had not been clearly defined. It appears that all traffic destined to these surrounding important buildings / hospitals may have to take U turn for the exit. This may also need improvement / adjustment of some roads sections / intersection beyond the fly over length. This has not been indicated on the drawing submitted by PWD.

- 6(d) Cycle tracks have not been indicated on the drawings.

- 6(e) The pedestrian subways on the 3 arms, i.e. Aurbindo Marg(south), Ring Road have been provided but no pedestrian subways has been shown on the Aurbindo Marg(N).

- 6(f) The design of the grade separator requires further examination by Engineering wing in terms of design speed , structure , superelevation, services, and other engineering aspects.

- 5(g) Traffic diversion plan during construction shall be approved by traffic Police

- 5(h) Approval from various concerned agencies if required be taken by Executing agency.

- 5(i) LandSCAPE PLAN shall be prepared by Executing agency/

7. RECOMMENDATIONS FOR CONSIDERATION:

The item is placed before the Technical Committee with above observations for preliminary discussion and to identify the issues which P.W.D may examine before submitting the final drawings with all details for placing it again before the Technical Committee

H. Miller
9/6/99

Minutes of the Meeting held on 10.12.96

- 19 -

Item No. 7

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

LOCATION:

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

EXISTING CONDITIONS:

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

<u>Rd.</u>	<u>St.</u>	<u>Right</u>	<u>Left</u>	<u>Total</u>
Ring Road (E)	2598 **	712*	1105*	4315
-do- (W)	1709 **	544*	360*	2613
Aurobindo Mg(N)	2612*	752*	481*	3850
-do- (S)	2306*	615*	545*	3466
	9225*	2628*	2491*	14,344

* Remain at surface level.

** On flyover.

EXISTING R/W:

- (b) (1) Ring Road (E) 67.5 mt.
-do- (W) 53.0 mts.
Aurobindo Mg. (N) 40.0 mts.
-do- (S) 47.5 mts.

(c) The Building Areas at the corner of the intersection are as follows:-

- (i) Loc. 1 (E)-On North - Open ground, Residential Building, and residential plots.
- do- On South - Leather workshop, Central workshop, brick kiln, ground for plantations.

- Ring Road (W)-On North - Residential plots.
- On South - S.I.L. etc.

- (ii) Arching Road (N)-On East- Open space and IPL Market.
- do- On West- Open space/day ground.
- do- (S)-On East- Sankarajung Hospital.
- do- On West- Residential buildings.

2. BACKGROUND:

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

(a) OBSERVATIONS OF DUAC :

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

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

3.3 mts. wide strip (as based on 1971) shall be reserved for H.P. Lines. Reserved for power on north of Ring Road for H.P. Lines.

4. The plan for the bridge shall be as per the plan provided. This has been provided. be H.P. Lines and the new road alignment shall be upon the road.

5. The plan for the improvement of the Ring Road shall be as per the plan provided. Improvement upto the main major intersection on Ring Road shall be indicated in the long term improvement plan for the Ring Road.

4. FEASIBILITY REPORT

S.E., PWD vide letter No. S.E. (Plg.)/85-I/DA/SJ/22-24 dated 31.10.90 has submitted the filled in form for feasibility report along with general information of the proposed fly-over. The same is placed in Annexure-IV. The salient features of the feasibility report are as under:

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

DDA'S OBSERVATION:

- (i) R/W details:

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

(v) Ring Road: The R/V at Ring Road (3) is proposed to be increased from 63 lts. to 72 lts. and Indian Council of Medical Research, Shimla, on West side of Ring Road from 63 lts. to 72 lts. Master Plan 2001.

(vi) Ring Road: The R/V at Ring Road (4) is proposed to be increased from 63 lts. to 72 lts. and Indian Council of Medical Research, Shimla, on East side of Ring Road from 63 lts. to 72 lts. Master Plan 2001.

(ii) H.T. LINE:

Refer DEA's observation (E-point), to this regard, AGM, DESU vide letter No. AGM/29/4690 dated 25th Sept., 1990 has desired that reservation for H.T. line should be made for meeting the present and future requirements. (Refer Annexure-III).

(iii) CYCLE TRACK AND PEDESTRIAN SUBWAYS:

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

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

(b) PEDESTRIAN SUBWAYS:

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

(iv) TRAFFIC OF SURROUNDING:

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

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

(v) SERVICE ROAD:

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

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

(vi) IMPROVEMENT OF INTERSECTION A.I.S:

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

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

The details of the proposed flyover at the crossing of
Aurbinda Marg and Ring Road (AIIMS) were explained by Jt. Dir.
(Transport) DDA. The representatives of the DDA pointed out that
that they had not examined the proposal in regard to location
of high tension towers and as such, Technical committee approved
the proposal subject to clearance from DDA.

Minutes of the Technical Committee meeting, held
on 12.6.60.

DECISION

The Technical Committee endorsed its earlier
recommendation made in its meeting held on 15.6.60
and now amended a three level grade separated from
the crossing of Rina Road and Aurbinda Marg with the
following conditions:-

- a. The proposed rotary should be as low as prac-
tically possible.
- b. The flyover should also be as low as possible
with improvised appropriate engineering designs.
- c. In future proposals of flyovers area levels should
be study rather than spot proposals.
- d. The locational aspects should be taken into
consideration.

Annexure II

REPORT
OF
PUBLIC OBSERVATION:

C.E. DTDC vide letter No. P.BY/12003/3/LTDC/
B-6 dated 30th July, 1990 has communicated
the Board's observations.

The salient features of the observations are
as follows:-

- i. The ROB should not be too high and at the most
or be 8' above road level. This is because 8'
height is likely to cause least possible in-
fringement to urban values and was least obser-
structive visually. Upto the height it can well
be planned on earth embankment where adequate
landscaping is also possible which make it look
like a raised road without ruining the city
scape.
- ii. The movement of pedestrians and cyclists requires
to very carefully planned while planning any
grade separator. It must be ensured that conti-
nuity of pavement is maintained all around the
intersections it is experienced that pedestrians
and cyclists suffer the worst when such inter-
sections are planned.
- iii. Provision of service lanes is essential to cater
to the movement in adjoining area. It is generally
seen that this aspect is being ignored under a
plea that adequate width is not available. How-
ever, it is observed that it is not always
necessary to go in for a three lane flyover and
one lane could be sacrificed to have a proper
service lane which would also make the road
available (ROB) more economical and the over
speeding on the ROB will remain checked.
- iv. Utilisation of space under the bridge was an
important aspect and needs to be thought out
in the very beginning. It was pointed out that
landscaping with plants etc. was not really

- 2 -

feasible as the primary road now flows under the river bridge.

- v. The Urban Territory of Kuala Lumpur should have an Urban Road Plan, identifying the main roads and priority areas. The proposal under consideration appear to be piecemeal solutions and are unlikely solve the increasing traffic problem.
 - vi. It is essential to have a study of the whole city network. Detailed study of road network 1.0 km. around the intersection so that each solution is examined in the proper larger context so that the flyover does not become a disruptive element and created havoc. It is essential to go in for a technical solution with a proper movement planning and arrive at an environmentally desirable solution within the above parameters.
- The Commissioner while considering the grade separators mentioned above observed that the 7 flyovers constructed during ASIAD have affected the traffic movement of the adjoining areas seriously, affecting the pedestrian movement due to the physical barriers created by these flyovers and the over-speeding generated by the bridges.

- 29 -

GOVT. OF INDIA NATIONAL CAPITAL TERRITORY OF DELHI

GOVERNMENT OF DELHI

GOVERNMENT OF DELHI

No. P.O.(23)/H9-2000/

6650-69

Dated: 23/1/79

To: The Secretary, PWD, Govt. of Delhi.

It has been decided by the govt. to constitute the following Screening Committee under the Chairmanship of Secretary (PWD) for the selection of the best design for grade separators or alternative solutions at the Badli Jang (Ring Road/Ambala Marg) and Shauli Interchange Crossings:-

- | | |
|--|-----------------------|
| 1. Secretary (PWD)
Govt. of NCT, Delhi. |Chairman |
| 2. Secretary (Transport),
Govt. of NCT, of Delhi. |Member (P), |
| 3. Dean,
School of Planning & Architecture. | " |
| 4. Representative of
Delhi Urban Area Commission | " |
| 5. D.O. (Roads),
Ministry of Surface Transport. | " |
| or his representative. | " |
| 6. Commissioner (Planning),
DDA, Vikas Garden, New Delhi. | " |
| 7. Addl. Commissioner of Police,
Traffic, PWD, I.P. Estate,
New Delhi. | " |
| 8. Chief Engineer, PWD,
Zone-I, GHST, K.O. Marg,
New Delhi. | " |
| 9. Supdg. Engineer (Plg.)
PWD, Zone-I, HSO Building |Member Secretary |

The terms of reference for the said Screening Committee shall be as under:-

1. To prepare and approve the list of consultants for inviting competitive designs.
2. To prepare and approve the guidelines for calling competitive designs.
3. To prepare and approve the methodology of selection of a consultant.

- Government of India
Public Works Department, Delhi
- 1- To prepare and approve the terms of reference for the proposed assignment.
 - 2- To evaluate competitive designs keeping in view the terms of reference and other specified matters; to ascertain, appointment of selected consultants; to circulate the same carrying out detailed financial study and detailed engineering design, including preparation of construction designs.
 - 3- To select the most suitable design for the proposed bridge structures (or alternative solution) and through subsequent negotiations with the said consultants for finalizing terms and conditions including the consultancy fee.
 - 4- To carry out work which in the opinion of the competent Committee is necessary for the evaluation of the best possible design.

(Sd/-) (Signature)
(Sd/-) (Signature)
JOINT SECRETARY (P.W.D.)

La. 7.8(22)/89-PWD/

6680-67

Dated: 25/11/74

CC: 7 Forwarded to:

- 1- All concerned officers/participants.
- 2- Secretary to Lt. Governor, Delhi.
- 3- Secretary to Chief Minister, Govt. of NCT of Delhi.
- 4- Secretary to Chief Secretary, Govt. of NCT of Delhi.
- 5- P.O. to Secretary (P.W.D.).
- 6- P.O. to Joint Secretary (P.W.D.).

(Sd/-) (Signature)
(Sd/-) (Signature)
JOINT SECRETARY (P.W.D.)

APPENDIX 'B' TO ITEM NO. 12 (Pg. 7)

EXAMINATION AS PER AUTHORITY RESOLUTION IN 54
DATED 13.10.98 FOR GRADE SEPARATOR AND SIGNALS.

Authority's Guidelines

Observations

- I. Priority should be given to the traffic on the ring road and the grade separator should be provided on Ring/Outer Ring Road.
- II. The grade separator should be aesthetically well-designed & fit in with environment. Considering the problem of storm water drainage and the cost, the grade separator should be provided as two level fly-over, provisions could be made for 3rd level below ground which could be taken up later on when found necessary. The location of location and alignment of the scheme should also be taken into consideration in each individual case.
- III. On the ring road (60 mtr. R/W and a part of the Outer Ring Road (width 60 mtr. R/W) the fly-over should be consist of 3 lanes, each in each direction shall be at surface. In case addl. space is available the carriage way at surface would be increased.
- (a) In case of part of Outer Ring Rd. where the R/W is 45 mtr. the above section is not possible.
- (b) A service road of about 5 mtr. carriageway should be provided which could be reduced to 4.5 mtr. In case of 45.0 mtr. R/W in specific cases where service roads is not required, the same could be used to increase the surface carriageway.
- (c) Footpath on both sides of the minimum width of 2.0 mtr. should be provided. The location of appropriate.
- (d) The clear distance of the grade separator shall be 3.5 mtr. above road surface below.
- (e) 3.5 mtr. wide strip (as shown in the side) shall be reserved for H.T. Tower. Hence the approved standard section for 60 mtr. R/W roads has provision of the H.T. Tower strip on each side.

Grade separator is proposed on Outer Ring Road.

A two level grade separator has been proposed at the intersection with a flyover on Outer Ring Road.

Three lanes of 9 mtr. width are provided on the fly-over & three lanes of 11 mtr. width are proposed on surface level.

R/W of Outer Ring Road Rohitak Road in this stretch is 60 mtr. and R/W area is available.

This has been provided except a portion of Outer Ring Road (Towards Bahini) Rohitak Road & Outer Ring Road are has been provided with a 6-7 mtr. wide service road.

3 mtr. wide Outer Footpath has been provided. Pedestrian bridge is located on Vikas Park.

This has been maintained by 3.5 mtr.

This has been incorporated in the drawings. A space of 4.0 width has been reserved for H.T. Line.