

PART II
- E T I N G

PART-II

MINUTES OF MEETING

FROM: - 30 - 03 - 2002

No. SUB:-Planning, development and allotment of plots to residents of Ashok Nagar on Faiz Road (Karol Bagh) under Gadgil Assurance. (File No. F.2(53)/72.

A.23.9.83.

P R E C I S

Area along Faiz Road in Jhandewalan, Block-E, popularly known as Ashok Nagar has been encroached upon by squatters, jhuggies, khokhas, industrial sheds and all manner of - temporary residential structures. for quite some time.

2. The Committee constituted to examine the cases covered under the Gadgil Assurance had concluded that 78 individuals with adequate proofs of residence in this area are eligible for the benefits under "Gadgil Assurance Scheme".

3. The case was examined by the Technical Committee, DDA on 7th March, 1975 and it was decided that proposal for the rehabilitation of these people at the same site may not be accepted because sufficient land was not available after the strip required for the 45 mt. wide Faiz Road has been taken. Land use of the pocket in question has been shown as public-semi-public buildings, parks, playgrounds and open spaces.

4. The matter was again considered by the Technical Committee in its meeting held on 26.8.82 and it was noted that 75 persons are eligible for alternate accommodation it was therefore recommended that they should be allotted alternate plots in the residential scheme.

5. The matter was considered by the Authority and it was resolved that the matter with regard to change in land use may be processed and it was further resolved that no compromise be made in so far as road widening is concerned.

6. As per the information received ^{from} the Lands Deptt., the following accommodation is required for the rehabilitation of the families residing in the Ashok Nagar Area:-

- 78 families in Category 'A' to be given developed plots of 80 sq.yds.
- 3 families in category 'B' 'C' and 'D' to be given built-up flats.
- 218 families to be given resettlement plots of 25 sq-yds. each, alongwith 118 commercial khokhas.

7. A scheme has now been prepared to rehabilitate these people in Ashok Nagar Area. This area has existing schools on the periphery. The area has also a gurudwara and a temple which have to be retained while preparing the overall layout of the scheme. After leaving the strip required for the alignment of 45 mt. R/W of Faiz Road, the area available for accommodating the scheme is about 3.0 acres. It is to be observed that under the circumstances it will not be possible to accommodate plots of 80 sq.yds. after leaving area for giving access to the existing schools etc. It is felt necessary to reduce the area of plots to 72 sq.yds. (60sq.mt.) instead of 80 sq.yds.

8. Based upon the actual site conditions and requirements of the road etc. a modified ^{schemes} for Ashok Nagar Area has been prepared. An approach to the existing schools behind Ashok Nagar area has been given by providing 11.5 mt. R/W along the boundary of the school. This road will be approached by a link from Faiz Road towards Desh Bandhu Gupta Marg, and will have an exit from a link provided near the crossing of Faiz Road and Link Road, where Right turn movement will not be allowed for reasons of safety. Following is the land-use break-up:-

Total area of the scheme		: 2.890 acres
Area under plots	: 1.18 acs. (39.54%)	
Area under Roads	: 0.87 acs. (29.25 %)	
Area under service lanes:	0.10 acs. (3.37%)	
Area under religious structures	: 0.11 acs. (3.76%)	
Area under entrance playground & open spaces	: 0.72 acs. (24.19%)	

9. The case is now placed before the Authority for the approval of the comprehensive scheme.

RESOLUTION

Resolved that the proposal contained in the agenda item be approved.

L A I D O N T H E T A B L E

ITEM NO. SUB : MODIFICATIONS IN GUIDELINES APPROVED BY AUTHORITY FOR
22/7/001 PLANNING AND DESIGNING OF FLY OVERS VIDE RESOLUTION NO. 54 dated
13.8.90. 13.8.90..
11-3-2001 File no: F5(9)92-MP

P R E C I S

1. BACKGROUND :

The Authority vide Resolution number 54 dated 13.8.90 approved the guidelines for Planning and Designing of the Flyovers, proposed to be constructed on Ring Road and Outer Ring Road. These guidelines were framed after in-depth discussions with PWD, MOST, DDA, etc. and also after due consideration of observations of DUAC, MOUD etc. These are reproduced below:-

1.1 GUIDELINES AS APPROVED BY AUTHORITY VIDE RESOLUTION NO. 54/13.8.90.

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

- a) Priority should be given to the traffic on the Ring Road and Outer Ring Road and the grade Separators should be provided on Ring Road/Outer Ring Road so that the flow of traffic on these roads is made free.
- b) The grade separators shall be aesthetically well designed and 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 provisions 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.
- c) On the Ring Road (60 Mt. R/W) and as parts of the Outer Ring Road (width 60mtr.R/W and above), the fly-over shall consist of 3 lanes (of 3 mtrs each) in each direction and 3 lanes of 3 mtrs each in each direction shall be on surface. In case additional space is available the carriage way at surface would be increased. Authority modified this as 11 mt wide in either direction, wherever space permits on both Ring Road and Outer Ring Road.
- d) In case of part of the Outer Ring Road where the R/W is 45 Mt. the above road section is not possible and in such cases efforts should be made to increase the right of way. In case of Outer Ring Road in 300 Mt. length on both sides of the center intersection to 50 Mt. to provide a fly-over of 2 lanes(7.5 Mt. width) on each side and similar width should be provided for carriage way on surface. Where service road is not required this could be adjusted in 45 Mt. R/W.
- e) A service road of 6.0 MT carriage way should be provided which could be reduced to 4.5 mt. In case of 45 mt R/W. In case of specific cases where service road is not required, the space could be used to increase the surface carriage way.
- f) The three lane grade separators should be 11 Mt. wide in either direction, wherever space permits on both Ring Road and Outer Ring Road. This could be reduced to 4.5 Mt. in case of 45.0 Mt. R/W in specific cases where service road is not required, the space could be used as a part of the surface carriage ways.
- g) Footpath on both sides to the minimum width of 2.0 Mt. should be provided. The pedestrian subways should be provided at appropriate locations.
- h) The clear height of the grade separator shall be 5.5 Mt. above road surface below the grade separator.
- i) 3.5Mt. wide strip (as base on one side) shall be reserved for H.T. Tower lines. The approved standard section for 60mtr. and 45 Mt. R/W roads has provisions of two H.T tower lines on each side.
- j) The longitudinal Section (slop of gradient) of fly over can be aligned at the ratio of 1 : 30.

- k) The grade separator design should provide for smooth movement of cyclists depending up the volume by design or by traffic management depending upon the volume.
- l) To optimize the use of grade separators, the road improvement upto the next major intersection on all the arms shall form part of a grade separator project.
- m) The circulation of the surrounding area covered in 12 above shall be properly integrated with grade separator scheme so that grade separator does not become an obstruction for surrounding areas.
- n) A proper landscape plan shall be prepared for the scheme.
- o) The grade separators presently under consideration by PWD and shall be reviewed in the light of the above/guidelines before further processing / approval.
- p) Specific conditions and environment at each crossing shall be given due consideration.
- q) Regarding the issue of the preparation of traffic Master Plan for Delhi, it is submitted that Delhi Adm. has already awarded a study entitled 'Priorities for Road Development Delhi-2001' to Central Road Research Institute (CRRl). This study was in collaboration with DDA. The planning inputs for 1981 and 2001 have already been supplied by DDA to CRRl, CRRl is likely to complete the study by Sept. 1990. It is, therefore, suggested that any new proposals for grade separators should be taken up on the basis of priorities identified in this comprehensive study.

2. ISSUES

With the passage of time and experience gained by various road owning agencies, two following issues needs reconsideration / modification :

2.1 LANE WIDTH ON FLYOVER.

2.2 REDUCTION IN VERTICAL CLEARANCE FOR GRADE SEPARATOR FROM 5.5M TO 5M OR LESS eg 4.5 M.

The issue was discussed in the meeting held on 29.3.2001 under the chairmanship of V.C. DDA to discuss Pankha Road rail over bridge being constructed by DDA. V.C. desired that these issues be placed before the authority, so that uniform policy can be adopted by all agencies.

2.1 LANE WIDTH ON FLYOVER.

2.1.1 REFERENCES

Director (I and P), PWD vide letter no 23(4)Dir.(PandI)/684 dated 11.11.98 requested that in the Technical Committee. meeting held on 6.11.98 E in C , PWD confirmed that PWD can construct flyover on Ring Road by adopting carriage way of 9 meters for Africa Avenue also flyover. It is therefore requested that minutes of Technical Committee held on 24.10.98 and - may kindly be modified accordingly.

2.1.2 EXAMINATION

Technical Committee in its meeting held on considered the following grade separators of P.W.D.

- a) Grade Separator on Nehru Place intersection with Savitri Cinema T-Junction. (F5(40)89-MP pt.I.)
- b) Grade Separator on Najafgarh Road Outer Ring Road. (F5(40)/87-MP)
- c) Grade Separator at Maya Puri Road -Outer Ring Road. (F5(12)/98-MP)
- d) Flyover at Ashram Chowk, F5(13)/91/MP.
- e) Grade Separator at the intersection of Ring Road-Shanti Path (Moti Bagh) (F5(3)/92-MP).
- f) Flyover proposal on the intersection of Ring Road and Khelgaon Marg. (F5(12)/93-MP).

In the case of above 6 flyovers Technical Committee in its meeting held on 24.10.98 resolved that:-

"Maximum 9 MT wide carriage way on either side of the median be adopted on the flyover."

It has been seen that in some of the grade separators this width has not been mentioned in Technical Committee decision. and now the concerned agency is asking for clarification. in view of this it is suggested that to achieve uniformity the Authority decision dated 13.8.90 be modified as under:

"Maximum 9 MT wide carriage way on either side of the median be adopted on the flyover in general.

2.2 REDUCTION IN VERTICAL CLEARANCE FOR GRADE SEPARATOR FROM 5.5M TO 5M OR LESS EG. 4.5M.

2.2.1 REFERENCES RECEIVED FROM P.W.D ON THIS ISSUE:

- a) CE, (Zone-1), PWD vide letter no 5(1)(23)/98-W / NCTD/ DT. 28.10.98 informed that the IIT fly over on Aurbindo Marg has been constructed with the clearance of 5.0 Mt and PWD keeping the clearance of 5.0 Mt for all the fly overs which are being constructed, (App. 'A' Page -16)
- b) In response to this letter CE, (Zone-1), PWD DDA requested to supply the letter of clearance from M.O.S.T. vide letter number -F5(20)89/MP DT. 28.5.99. (App. 'B' - P-17)
- c) In response to this letter, CE, (ZONE-1), PWD, vide letter no 5(1)(23)/98-w/NCTD/1626 dated 16.6.99 again conveyed the decision of PWD for keeping the minimum vertical clearance of 5M in all the grade separators under construction and requested that before the matter is referred to M.O.S.T. the clearance of DDA could be given
- d) The CE, Zone-3, PWD, vide letter no 25(5)98-W/DA/2114 dated 23.6.99 again requested to reduce the vertical clearance of flyover from 5.5M to 4.5M. CE, Zone-3, PWD has also informed that in most of the developed countries like USA, Singapore and also in developing countries like Bangkok, 4.5M clearance under the fly over is being adopted and number of such fly overs are functioning efficiently. Therefore, he has suggested that DDA may also modify the guidelines to reduce the clearance under the flyover (App. 'C' - P-18)
- e) In response to above two letters, Secretary, PWD, NCTD vide letter no F5(20)89-MP DT. 19.7.99 was requested by Commissioner (Plg) to convey the approval of MOST so that the matter can be placed before the TECHNICAL COMMITTEE/Authority for consideration. (App. 'D' - P-19-20)
- f) Vide letter no 23 (3) /PM /DK /99 / 3'16 dated 15.9.99 the project Manager, Dhaulta Kuan Flyover Project, PWD has forwarded the copy of the DUAC letter no 19 (6) / 89 - DUAC dated 17. 2. 92 ((App. 'E' - P-21-22)

2.2.2 OBSERVATIONS / REFERENCES / DECISIONS ON VERTICAL CLEARANCE

i) OBSERVATIONS OF DUAC

DUAC in its meeting held on 5.11.90 made number of observations on IIT flyover. These observations were sent by DUAC to Delhi Tourism and Transport Corporation Ltd vide letter no. 21(1)/90-DUAC DT. 29.11.90 (App. F - P-21-24) The observation related with clearance is reproduced below:-

"Reducing the Ministry of Surface Transport (MOST) clearance of the flyover from 5.5M to 4.7M. would be desirable on aesthetic and economic considerations. The Ministry of Surface Transport be approached to accept the same recommendations since DTC is not in favour of acquiring double-decker buses any more. Letter suggesting this reduction be written to the M.O.S.T. by the Commission and the clearance should be so reduced if agreed to by M.O.S.T."

ii) DECISION OF THE AUTHORITY

The Authority while considering the fly over at Aurbindo Marg and Outer Ring Road crossing (IIT) along with the DUAC recommendations vide ITEM NO.18 DT.21.2.92 in File no.F5(20)98-MP also resolved that : (App. 'G' - P-25 to 30)

"DTTDC before starting the project shall obtain the required clearance from MOST on the recommendation of DUAC regarding the reduction of clear height from 5.5 M to 4.7M."

iii) MINISTRY OF SURFACE TRANSPORT'S OBSERVATIONS

The Chief Engineer (T and T), MOST vide letter no RW/NH-33054/36/89-D.O.II dated 30.12.91 (App. H) has conveyed to Chairman DUAC that:- (App. H - P-31)

" The matter regarding reduction in VERTICAL CLEARANCE for the flyovers in Delhi has been considered in the light of IRC Standards and the provisions of the Motor Vehicle Act 1988. This Ministry is agreeable to a reduced vertical clearance of atleast 5.0 mts provided there are no double decker buses plying on the route"

The copy of MOST letter collected from DUAC is placed at (App. ' F' I

iv) **DUAC RECOMMENDATION ON VERTICAL CLEARANCE**

.During the discussion on Dhaula Kuan Grade Separator, in the meeting under the Chairmanship of Com(Plg.) CE, (Zone-i), PWD supplied copy of a letter 19(6)/89-DUAC dt.17.2.92 addressed to Chief Secretary, NCTD from Secretary,DUAC. The DUAC letter has also been forwarded by Project Manager, Dhaula Kuan Flyover, PWD vide letter dated 15.9.99.(Annexure-E) The extract of the letter is re-produced below:

"The Commission noted the position in the matter and desired that this be conveyed to the Delhi Administration for their reference/information.
It is, therefore, requested that the MOST clearance of flyovers be restricted to maximum 5.0 mts in various schemes."

v) **Coordination Committee under the chairmanship of EM, DDA**

The issue was also placed before Coordination Committee in its meeting held on 27.8.99 (App. I-P-32-33) under the chairmanship of EM DDA, and it was decided that

"MOST's representative was of the firm view that on MOST roads they will continue to insist for 5.5mt. clearance and in other cases he was sure that no one will be able to guarantee that trams or double-deckers will not ply on urban roads in future. Shri Goel, Advisor, was of the view that highway-standard should not be applied for urban roads. After detailed discussion, it was decided that Chief Engineer GNCTD will take up the issue with Delhi Fire Services, DTC and Container Corporation to get their clearance - about the height restriction desired by them. Project Manager(Flyover)Gr.I will write to D.G.MOST to find out whether they can agree for lower vertical clearance or not."

vi) **CHIEF ENGINEER PWD LETTER DATED 23.9.99**

In pursuance to the discussins in the Cocrdination Committee under the chairmanship of EM DDA Chief Engineer PWD has informed vide letter no 25(5)98-w/da/3457 dated 23.9.99 (App. J-P-34-36) that "Perusal of the letters from Delhi Fire Services as well as Container Corpn. of India indicates that clearance of 4.5m to 4.7 is more than adequate and therefore reduction of the height of flyovers keeping in view the functional requirement is quite justified."

vii) **SUPERINTENDING ENGINEER, MOST LETTER DATED 14.10.99**

M.O.S.T. vide letter no. . dt. 14.10.99 has insisted on the minimum vertical clearance of 5.5M and class 70-R leading as per guidelines in clause 201.1 and 207.1 of IRC, 6-1966 (1997 Edition) (App. 'K' P-36)

3. **ISSUES :**

From the above references, decisions received from DUAC, MOST and PWD the following 2 broad issues have emerged :-

- a) As per the decisions of T.C dt. 24.10.99, width/lane on flyover is to restricted to 3M and maximum carriage way on each side of the flyover be restricted to 9 mts. to get uniformity in flyovers.
- b) The issue regarding vertical clearance, of Grade Separator needs discussion as (i) DUAC(App. F) has recommended 5M based on the recommendations of MOST (App. H) in 1991-92 (ii) The Authority (1990-91) (1.1 above) and MOST (App. K) (1999) has recommended 5.5M and (iii) PWD, GNCTD (App. A) is adopting vertical clearance of 5M and also has requested to reduce it futher to 4.5 mts.

4. **TECHNICAL COMMITTEE'S RECOMMENDATIONS**

This issue was considered by T.C vide item no. 18/2000 on 15.2.2000. The decision is as under:

" After detailed discussion, it was decided that the vertical clearance for G.S. on all urban roads of NCTD except on National Highways be maintained as 5 M and for National Highway, it would continue to be maintained as 5.5M."

DUAC OBSERVATIONS AND CLARIFICATIONS BY PWD

The matter was referred to DUAC. DUAC considered the matter in its meeting held on 6.6.2000. The observations of DUAC are reproduced as below:

" It was decided that before taking a view in the matter the cost differential by raising the height to 5.5 M needs to be ascertained. Accordingly, keeping in view its earlier observations in the matter the case would be reconsidered by the Commission after DDA indicates the cost differential."

PWD has supplied the above information to DUAC vide letter dt. 20.11.2000. However, the DUAC decision is awaited.

WEEKLY MEETING OF L.G. WITH OFFICERS OF THE DDA

The matter was further discussed in the weekly meeting of L.G. with officers of the DDA at Raj Niwas on 8.3.2001. The decision is reproduced below:

"LG stated that the technical feasibility of lowering the height of the flyovers from 5 M to 4.5M may be examined by Commr.(Plg). Commr.(plg) stated that Mumbai had constructed a number of flyovers and he would get the information from there in this regard. If the height of the flyovers in Mumbai is 4.5 M then the matter would be placed before the Technical Committee for lowering the height of flyovers to 4.5 M."

TECHNICAL COMMITTEE'S RECOMMENDATIONS

With the above background, the issue was again discussed in the Technical Committee. Meeting held on 15.3.2001. CE (Zone-IV) PWD high-lighted the advantages of lowering the clearance below the flyovers. CE, PWD also informed that he has already referred the matter to Ministry of Surface Transport for giving the concurrence for 4.75M clearance. Commr.(Plg) informed that flyovers in Mumbai are being constructed with 5M clearance. The minutes are awaited. The draft minutes are reproduced below;

The Technical Committee after considering the above issues has decided that the matter be referred to Ministry of Surface Transport for obtaining the concurrence on the proposal submitted by the CE, PWD. However, till such time the clearance below the flyovers will be as per the decision of Technical Committee meeting held on 15.2.2000 e.g. 5 M.

5. The item is placed before the Authority for its consideration

R E S O L U T I O N

Proposals contained in the agenda item were approved by the Authority and it was decided that the clear height of the grade separators shall be kept at a minimum of 5 mtrs above the road surface for the flyovers where the works are yet to be tendered. For the works already tendered a quick analysis should be made about the cost benefit analysis of the change of height from 5.5 meters to 5 meters at this stage vis-a-vis the likely delay for retendering keeping in view the urgency of these projects. LG was authorised to take a view in such cases.



कार्यालय मुख्य इंजीनियर, अंचल-1
 लोक निर्माण विभाग
 राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार
 कर्मचारी रोड बरैक,
 कस्तूरबा गांधी मार्ग, नई दिल्ली-110001
 Office of the Chief Engineer, Zone-1
 Public Works Department
 Government of National Capital Territory of Delhi
 Cutzon Road Barracks,
 Kasturba Gandhi Marg, New Delhi-110001
 Tel. : 3389760, 3389712, 3382147 Fax : 3385326

संख्या No. 5 (1)(23)/98-W/NCTD/9/6'0

दिनांक/Dated 28.10.98

RECEIVED
 A 26/10/98
 3-0-11-98

Sh.R.K.Bhandari,
 Engineer Member, DDA,
 Vikas Sadan, New Delhi.

Sub: Minimum vertical clearance at the grade separators.

Kindly recall the discussions held on 22.10.98 as also on earlier occasions on the above mentioned subject. It was explained by the undersigned that the minimum vertical clearance of 5.5 meters was from the point of view of double decker buses. There appears to be no chance of plying of double decker buses in Delhi. As such, we are keeping a clearance of 5 meters for all the new flyovers which are being constructed by us. This has been accepted by the Hon'ble, Lt. Governor. In this context, it is relevant to mention that the vertical clearance for the flyover at IIT crossing on Aurbindo Marg is 5 meters. It is requested that this proposal may kindly be placed in the Technical Advisory Committee for formal approval.

(S.P.BANWATI)
 Chief Engineer

Copy forwarded to:

1. Secretary (PWD & Housing).
2. Engineer-in-Chief.
3. Director (Infrastructure & Planning).
4. Project Manager, Dhaura Kuan and Safdarjung flyovers project.
5. Commissioner (Planning), DDA, Vikas Minar, New Delhi.

[Signature]
 Chief Engineer

11/10/98
 2/11/98
 (3)

[Handwritten notes and signatures]
 31.10.98
 DD/177
 9/11/98



Genl No. 15(20)09/HP
From
To

DELI TRANSPORT AUTHORITY
VIKAS BHAR
INDUSTRIAL ESTATE
New Delhi - 110028

Sh. S. P. Nayak,
Chief Engineer, Zone-1,
H.S.O. Building,
I.P. Estate,
New Delhi.

431
26/99

SUB: Minimum vertical clearance of the grade separator.

REF: No. 5(1)(23)/9B-W/ICTD/2160 dt. 28.10.90.

The issue related with vertical clearance for the fly-over has been examined. Your attention is invited to minutes of the DUAC meeting held on 5.11.90 to consider the IIT flyover. The related para is reproduced below.

"reducing the clearance of flyover from 5.5 M to 4.75 M would be desirable for aesthetic and economic considerations. The Ministry of Surface Transport should be approached to accept the same recommendations since D.T.C. is not in favour of acquiring double decker buses any more.

A letter suggesting this reduction be retained to MOST by commission and the clearance should be no reduced if agreed by MOST."

Further while approving the fly-over of IIT, vide item no. 18 dt. 21.2.92, the Authority resolved that

"DTM before starting the Project shall obtain the required clarifications on the recommendations of the DUAC regarding the reduction of clear height from 5.5 M, to 4.7 M."

In view of the above decisions of the DUAC and Authority, it is requested that no objection received from the Ministry of Surface Transport as recommended by DUAC & Authority may kindly be forwarded to DDA for placing before T.C. & Authority for making it uniformly applicable to ICTD.

Thanking you,

Yours faithfully,
(VIKAS BHAR) 28/3799
Director (IT)

*U.P. 5/8/92 E.D.
A copy may be
sent to the
for information with
me.*

*Cl. E.
It may be possible to
reduce the height of
the flyover with
the same project
as per the
5.5 M (20)*

*28/3799
28/3799
28/3799*

*28/3799
28/3799*



मुख्य इंजीनियर, अंचल - 3
 लोक निर्माण विभाग, दिल्ली सभ्दान
 एम. एस. ओ. भवन आई. पी. एस्टेट, नई दिल्ली-110002
 CHIEF ENGINEER, ZONE - III
 PUBLIC WORKS DEPARTMENT, GOVT. OF DELHI
 M.S.O. BUILDING, I.P. ESTATE, NEW DELHI-110002
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फैक्स / FAX : 3319952
 टेलीग्राम / NO. 25(5)/98-12/DA/2114
 दिनांक / DATE 23-6-99

To

Shri Vijay Rispud
 Commissioner - Planning
 Delhi Development Authority
 Vikas Minar, New Delhi.

Sub: C/o.flyover at ring road - road No.37 intersection.

Ref: Letter No.23(327)/PWDC-II/D.6/99/632 dt.5/5/99 received from S.E, PWD
 Cir-II.

The Superintending Engineer, PWD Cir-II has submitted the proposal for construction of flyover at ring road - road No.37 enclosed vide his above referred letter. During the discussion held with DMRC and as per the alignment received from them, it is observed that overhead railway line will cross the ring road at this junction and therefore adequate clearance is required between flyover and overhead railway line for safe movement of vehicular traffic.

As per the guidelines issued by DDA, clearance of 5.5m is being adopted for the flyover. This clearance was approved by DDA presumably taking in to consideration that DTC will be operating double decker buses. However, no such buses are operating within the capital territory of Delhi nor there is any proposal to operate such buses in the near future. In most of the developed countries i.e. USA, Singapore and developing countries like Bangkok 4.5m clearance under the flyover is being adopted and number of such flyovers are functioning efficiently. It is therefore, suggested that DDA may also modify the guidelines to reduce clearance under the flyover. This will help in reducing the length of flyover and at the same time reduce time of construction and cost appreciably.

In case of flyover on ring road - road No.37, reduction in the height of flyover is very essential keeping in view the fact that overhead railway line will be crossing at this location as per the alignment finalized by DMRC. It is therefore, requested that approval for reducing clearance under the flyover specially at ring road - road No.37 may kindly be accorded so as to enable us to modify the proposal accordingly. In this connection I am enclosing herewith a copy of note received from our consultant M/s.Craphts Consultant (I) Pvt.Ltd.for your perusal.

Encl : Copy of note

SHASHI SINGH
 CHIEF ENGINEER III

Contd. .pg. .2/-

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 DATE: 23-6-99
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Sir (P)

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12.99

विकास विभाग

COMMISSIONER (PLANNING)

विकास विभाग (योजना)

No. F.5(20)89/MP



DELHI DEVELOPMENT AUTHORITY
दिल्ली विकास प्राधिकरण
VIKAS MINAR, INDRAPRASTHA ESTATE
विकास मीनार, इन्द्रप्रस्था एस्टेट
NEW DELHI-110002
नई दिल्ली - 110002
Ph. (फोन) : 331 8086, 331 9836 (Fax)

Dated: 19.07.1998

To
The Secretary,
Public Works Departments,
Vikas Bhawan,
New Delhi.

Sub: Minimum vertical clearance at grade separators.

Ref: Letter no. 25(5)98-W/DA/2114 dated 23.06.1999 from the Chief Engineer-III, PWD and letter no. 5(1)23/98-N/NCTD/1626 dated 16.06.1999 from Chief Engineer-I, PWD.

Sir,

The Chief Engineer, PWD, Zone-1, vide letter dated 28.10.1998, informed that clearance from the flyover, IIT crossing at Aurbindo Marg is 5 meter and requested that this proposal be kindly be placed in the Technical Committee for formal approval.

The IIT crossing at Aurbindo Marg has been constructed by DTDC. It was approved by DDA in its meeting on 05.11.1990. The specific recommendations about the vertical clearance of flyover is reproduced below:

"Reducing the clearance at flyover from 5.5 meter to 4.7 meter would be desirable for aesthetic and economic considerations. The Ministry of Surface Transport should be approached to accept the same recommendations since DTC is not in favour of acquiring double decker buses. A letter suggesting this reduction be refer to Minister of Surface Transport of Commission and clearance should be reduced if agreed by Ministry of Surface Transport.

Further, while approving the flyover at IIT, the Authority vide item no. 18 dated 21.02.1990 resolved that:

"DTC before starting the project shall obtain the required clarifications from Ministry of Surface Transport on the recommendations of DDAAC regarding the reduction of clear height from 5 meter to 4.7 meter"

Keeping the above decisions in view, and the factual position stated by the Chief Engineer, PWD, Zone-1 it appears that DTDC/RWD, have obtained clearance of minimum vertical clearance of 5 meter at grade separators, instead of 5.5 meter from M.O.S.T. It is requested that the same may be sent to DDA so that uniform clearance of 5 meter in all flyovers can be adopted.

DEVELOPMENT
नियंत्रण विभाग
COMMISSIONER (PLANNING)
नियंत्रण (योजना)



DELHI DEVELOPMENT AUTHORITY
दिल्ली विकास प्राधिकरण
VIKAS MINAR, INDRAPRASTHA ESTATE
विकास मीनार, इन्द्रप्रस्थ एस्टेट
NEW DELHI-110002
नई दिल्ली - 110002
Ph. (फोन) : 331 0085, 331 9636 (Fax)

In view of the decisions of the Authority, dated 21.0.21992 (as reproduced above) the clearance from the Technical Committee is not required at this stage. In case, PWD/DTDC, have not obtained the NOC from M.O.S.T., they may be advised to do the needful.

We have also received a request of reducing the vertical clearance from 5.5 meter to 5 meter from Chief Engineer (PWD), Zone-I vide letter dated 10.06.1999 and from Chief Engineer, PWD, Zone-III for reducing the clearance from 5.5 meter to 4.5 meter. As per the above decisions of FIAC and Authority, any height between 5.5 meter to 4.7 meter could be adopted only after obtaining the NOC from the M.O.S.T./Competent Authority.

The final decision of PWD with the approval of Ministry of Surface Transport may please be conveyed at the earliest.

Thanking you,

Yours faithfully,

[VIJAY RISHU]

Copy to:

1. Engineer Member, DDA with reference to the discussions held in his chamber on 09.07.1999 on the flyover at Ring Road and Road No.41 (Wazir Pur Depot).
2. Engineer-in-Chief, PWD with the request to expedite the clearance from MOST for minimum vertical clearance at the grade separators.
3. Chief Engineer, Zone-I, PWD with reference to his letter dated 16.06.1999.
4. Chief Engineer, Zone-III, PWD with reference to his letter dated 26.03.1999.

[VIJAY RISHU]

OFFICE OF THE PROJECT MANAGER
DHAULA KUAN FLYOVER PROJECT: PWD
13-14 D.T. FLATS, KIDWAI NAGAR
NEW DELHI.

No. 23 (3/PM/DK/99/ 316

Dated: 15.9.99.

To: Sh. Prakash Narain,
Director (T & T),
DDA, 6th Floor, Vikas Minar,
New Delhi.

Sub: Minimum clearance of flyovers in Delhi.

Dear Sir,

Kindly recall our discussion on the above subject and the earlier decision of the Delhi Urban Arts Commission. In this regard a copy of DUAC letter No.19(6)/89-DUAC dated 17.2.92 is enclosed for your ready reference whereby the Commission had directed to restrict the maximum clearance of flyovers in Delhi to 5.0 metres. As brought out in the said letter, the Commission did not agree for a clearance of 5.5 metres from aesthetic and economic consideration even though the earlier guidelines for construction of flyovers in Delhi provide a minimum clearance of 5.5 metres.

Encl: As above.

Yours faithfully,

(S. S. MONDAL)
Project Manager.

OFFICE OF DIR. (T)

Duty No. 2487

Dated 19/9/99

Copy to:-

1. The Chief Engineer, PWD Zone I, GNCTD alongwith a copy of above enclosures for his kind perusal and record.

Encl: As above.

Project Manager

16/9

copy to

Manager (FOP) Group I

Director (Works)

JD(TT)

DD(TT)

sent



दिल्ली नगरपालिका आयोग
 DELHI URBAN ART COMMISSION
 नगर आयोग (दिल्ली नगर)
 लोक नयाँ बाजार (2nd FLOOR)
 पुरखिवाराज लाइन, नयाँ दिल्ली-110002
 टेलीफोन : 811048, 819503, 819607 & 820821
 February 17, 1992

No. 19(G)/89-DUAC

The Chief Secretary,
 Delhi Administration,
 S. Sham Nath Marg,
 Delhi-54.

Subj- Reducing of MOT clearance of Fly-overs from 5.5
 mtg. to 4.7 mtg.

Sir,

In view of the Commission's observations of November 5, 1990 while considering the proposal of Chirag Delhi Flyover and the IIT Gate Flyover, the Commission had observed that the height of the flyovers be reduced from 5.5mts. to 4.7mts. on aesthetic and economic considerations. The matter had accordingly been referred to the Ministry of Surface Transport. The letter received in response from the Ministry of Surface Transport was considered by the Commission in its meeting held on January 24, 1992 and the following observations were made:-

"A letter received from the Ministry of Surface Transport was tabled during the meeting wherein the it had been agreed to a reduced MOT clearance of 5 mts. in case double-decker buses do not ply on the route. This letter it was found had been received w/ reference to Commission's observations of November 5, 1990 and the subsequent request of the Commission to the Ministry of Surface Transport for reducing the height from 5.5 mts. to 4.7 mts. The Commission noted the position in the matter and decided that this be conveyed to the Delhi Administration for their reference/information."

It is, therefore, requested that the MOT clearance of flyovers be restricted to maximum 5 mts. in the various schemes.

Yours faithfully,

(M. D. SAXENA)
 SECRETARY

... 2/...

APPENDIX 'JJI' TO ITEM NO. 18

DELHI URBAN ART COMMISSION
LOK WYAK BHAVAN (2nd FLOOR),
PRETIVIR J LAKE, NEW DELHI-110003,
PHONES : 611948, 619593, 61866
690821.

November 29, 1990.

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

Shri S. Raghunathan,
Secretary,
Delhi Tourism & Transportation,
Development Corporation Ltd.,
18-A, DDA SCO Complex,
Defence Colony,
New Delhi.

Subject: Improvement of road intersection in Delhi Outer
Ring Road-Aurobindo Marg near IIT Gate.

Improvement of Road Intersection in Delhi-Outer
Ring Road, J.B. Tito Marg Intersection Chirag Delhi.

Sir,

With reference to your office letter No. DTDC(Engg.)-
I(06)/194, dated October 19, 1990, the above mentioned
schemes were considered in the Commission's meeting held
on November 5, 1990 and the observations made therein are
given below for further necessary action at your end:-

1. The proposals of flyovers including the (i)
improvement of Road Intersection on Delhi-
Outer Ring Road, J.B. Tito Marg Intersection
Chirag Delhi and (ii) road intersection on
Delhi-Outer Ring Road, Aurobindo Marg near
I.I.T. Gate had last been considered in
Commission's meeting held on Jan. 15, 1990.
The matter had been discussed in detail in
a number of Commission's regular and special
meetings beginning from July, 1989. The
Commission prepared an exhaustive list of
general suggestions and very specific ones
regarding individual flyovers which were
forwarded to Delhi Administration as well
as the Technical Committee of DDA.
2. The proposal now submitted by the Delhi
Administration was examined and also discussed
with Sh. S. Raghunathan, Secretary (Transport),
Sh. P. B. Vijay, Chief Engineer and other
officers of the Delhi Administration. It
was claimed that most of the suggestions of
the Commission have been incorporated. The
width of the flyover has been reduced from
11.0 mtrs. to 9.0 mtrs. and small stretches of
service roads have been introduced. It

Copy to Shri P. Vijay, Chief Engineer, Delhi
Program & Transportation Development Corporation Ltd.,
Community Centre, East of Kirti Ash, New Delhi-110065.
Sd/-
(H.N. SIKHRI,
SECRETARY,
Dated: 5.12.30

Copy to Shri P. Vijay, Chief Engineer, Delhi
Program & Transportation Development Corporation Ltd.,
Community Centre, East of Kirti Ash, New Delhi-110065.
Sd/-
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Dated: 5.12.30

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Program & Transportation Development Corporation Ltd.,
Community Centre, East of Kirti Ash, New Delhi-110065.
Sd/-
(H.N. SIKHRI,
SECRETARY,
Dated: 5.12.30

ITEM NO. Sub:- Construction of Flyover at the intersection
 1B of Lurbindo Marg in Outer Ring Road crossing
 A-21.2.92 (I.T.T. crossing).
 File No.: P.5 (20)/09-112.

P R E C I D

1. LOCATION & EXISTING CONDITIONS.

The proposed grade separator is located at the crossing of Outer Ring Road and Lurbindo Marg in South Delhi. As per R.P. 2001 the R/W of Outer Ring Road is 45 mts. and R/W of Lurbindo Marg is 60 mts. The location plan is placed at Appendix 'GG' Page 204

(a) As per the consultant's report, this intersection of Outer Ring Road with Lurbindo Marg is handling approximately 9000 pcus at present. The report also envisages that it would be handling 13,000 pcus by 2001 A.D.

The details of armwise existing traffic volume is placed at Appendix 'III' Page 205

- (b) Existing Right-of-ways: (i) Outer Ring Road (W) 45 mts.
 (ii) Outer Ring Road (E) 45 mts.
 (iii) Lurbindo Marg (S) 35 mts.
 (iv) Lurbindo Marg (N) 41 mts.

(c) The buildings uses at the corner of the intersection:

- (i) Outer Ring (E) - On North - Tel. Exchange Bldg. Saidajung Residential Area & Shopping.
 - On South - IIT Campus.

- Outer Ring (W) - On North - Hauz Khas, Police Residential Colony etc.
 On South - Petrol pump, Entry to IIT Terminal & Green belt etc.

- (ii) Lurbindo Marg (N) On East - Hauz Khas Residential Colony.
 On West - S.D. Res. Colony & Tel. Exch.

- Lurbindo Marg (S) On East - Petrol pump, Essex farm etc.
 On West - I.I.T.

PROPOSAL UNDER CONSIDERATION

The revised proposal as submitted by the DTDC vide letter dated 16th Sept., 1990 has been examined in accordance with the guidelines approved by the Authority vide Resolution No. 54 dated 13.8.90 (Appendix II)

Page 206-209) - vide details given below:-

AUTHORITY GUIDELINES	REVISED PROPOSAL SUBMITTED	REMARKS
I. Grade Separator provided on Ring Rd./Outer Ring Road.	Over Bridge on Outer Ring Rd.	Drq.No.DC/DTDC/004-7. Dated 5.9.90.
II. Provision could be made for 3rd level below ground as suggested when found necessary.	3rd level proposal envisaged.	- do -
III. On the Ring Rd. & Outer Ring Road (part 63 mtr. & part 60 mtr. respectively) the flyover shall consist of 9 mtrs.	3 lanes with 9 mtr. width in either direction as proposed.	- do -
IV. R/W of Outer Ring Rd. is 45 mtr. Effort should be made to increase the R/W of Outer Ring Rd. for 300 mts. length of flyover section.	In the proposal R/W is proposed to be increased to 48 mts. for 3 lanes on the fly-over and at grade-level carriageway.	a) R/W of Outer Ring has been increased from 48.0 mts. to 56.50 mts. on eastern arm & 47.30 mts. on western arm. b) IIT side R/W increased from 45 to 48 mts. c) On Khel Gaon Rd. side and from Petrol Pump to green buffer the r/w is 48 mts. d) For entry to bus this bus terminal, a separate service rd. on entry 6 mts. has been provided. Thus R/W increased to 56.50 mts.

For office use only

C. Service Rd. of 6 mts. should be provided which could be reduced to 4.5 mts. in case of 45 mts. r/w.

1) On an average 3.5 to 5.5 service has been proposed along Outer Ring Road.

D. The minimum width of the footpath should be specified as 2 mts.

2) North of the intersection along Aurbindo Marg a service rd. on an avg. 5.5 to 7.5 has been provided.

E. The clear headway between rd. Chamber & Bottom of the beam should be 5.5 mts.

2.0-2.5 mts. wide footpaths are provided on all four arms.

F. 3.5 mts. wide strip (as) base on one side shall be reserved for H.T. lines.

This has been provided.

DUAC observations are placed at (Opp. 209-210)

'JJ' Page No reservation has been made

Letter dated 25.11.91 from E.E. DPDC is placed at (Op. 211)

G. The slope of the bridge should be 1:30

'KK' Page 211 This has been provided.

IV. The road improvement upto the next major intersection on all the arms.

Improvement upto the next major intersection on the Ring Road has been indicated.

The conceptual plan (Drawing No. DS/MPDC/001-B) indicating the improvement of 4 arms & two intersections has been submitted. This also includes conversion of two 'T' intersections of Outer Ring Road & Khel Goo Road into one 4 arm intersection. Drawing No. DS/MPDC/001-B.

For office use only

B. The circulation of surrounding areas shall be in integrated with grade separator scheme.

Board conceptual circulation provided

FEASIBILITY REPORT.

177-170 dated 16th Oct., 1990 has been submitted to the Government.

Aurbindo Bldg (South) will have to be shifted. In addition to this some area from I.I.T. Campus will also be required for [redacted] areas are affected. The detailed feasibility report is placed at (i.e. 'III') Page 212-214.

4. TECHNICAL COMMITTEE DECISION

The proposed flyover at I.I.T. Crossing (Outer Ring Road and Aurbindo Mrg) was discussed in the Technical Committee Meeting held on 26.10.91. The minutes of T/C are as under:-

"The proposal was discussed in detail and was recommended for the approval of DUAC & Authority. Chief Engg., Min. of Surface & Transport desired that the projections for such a cost-intensive scheme should be made for at least for 20 to 30 years. The Chief Engineer(DTTDC) agreed to make the traffic projections upto 2010 and submit accordingly to DD/Ministry of Transport.

For office use only

The DTTDC may submit 9 copies of the drawings, duly authenticated, after the approval of the DUAC along with the model of the scheme, for the approval of the Authority.

5. IMPORTANT OBSERVATIONS:

(a) Ministry of Surface Transport(MOST) OBSERVATIONS:-

Vide letter No.PW/NIL-33045/36/89/D-I/II dated 4.3.91 Suptd. Engg.(PAT) for Director General, Road Deptt. MOST addressed to Asstt. Director (MP)DLA has brought into notice certain observations on the proposal which was discussed in the Technical Committee meeting held on 26.11.90. at (Appendix 'III') Page 215-216

(b) DTTDC'S CLARIFICATIONS ON THE MOST LETTER DATED 4TH MARCH, 1991.

Suptd. Engineer vide letter No.DTTDC (Engg.) I(22)/1028 dated 22nd/23rd May, 1991 has submitted necessary

subject to the following conditions:

- (i) Suggested improvements in respect of the 4 arms of this intersection along with other intersections as indicated on drawing No. DS/DTTDC/004-B by the agency as approved by Authority (Ref. para 6 above).
- (ii) DTTDC shall prepare the drainage plan, indicating relevant details of street furniture, lighting, landscaping and traffic signals etc. for approval by DUA (para 7(a)(ii)(iii) above).
- (iii) DTTDC, before starting the project, shall obtain the required clarifications on the recommendations of the DUA regarding the reduction of clear height from 5.5 mts. to 4.7 mts. (para 7(a)(i) above).
- (iv) DTTDC shall take up the matter with the various land owning agencies for the transfer of land as per rules required for the construction of the flyover/ services roads etc. (para-3 above).
- (v) DTTDC shall also take up the issue of the required modifications in circulation plan for IIT campus with IIT Authorities (para-3 above).
- (vi) DTTDC shall plant 3 times the trees (187 trees) affected in the proposed road widening.
- (vii) DTTDC shall also provide the proposed approach roads for the entry and exit of vehicles.
- (viii) DTTDC shall obtain the necessary approvals.

per conditions laid by Authority wide Resolution
No.54 dated 13.8.90.

FOR OFFICE USE ONLY

R E S O L U T I O N

The Authority resolved that the proposal for
construction of a flyover at Aurbindo Marg and Outer
Ring Road intersection be approved subject to the
conditions at (i) to (viii) of the Agenda Note.

Complained
83
16.3.92

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]
H. K. DABBAK
Asstt. Secy
Delhi Development Authority

तार : "भारतपथ"
Telegram : "ROADIND"
Fax No. 3710236

13418/192
27/1/92

भारत सरकार
GOVERNMENT OF INDIA
जन भवन परिवहन मंत्रालय
MINISTRY OF SURFACE TRANSPORT
(सड़क पक्ष)
(ROADS WING)
परिवहन भवन
PARIVAHAN BHAVAN
नं. 1, संसद मार्ग,
No. 1, SANSAD MARG,

संख्या
No. RW/NH-33054/36/89-D.O.II

नई दिल्ली-110001, दिनांक
New Delhi-110001 the 30 Dec. 1991

✓ Shri M.B. Saxena,
Secretary,
Delhi Urban Art Commission,
Lok Nayak Bhavan (2nd Floor),
Prithviraj Lane,
New Delhi-110003.

Sub: Improvement of road intersection in Delhi
Outer Ring Road-Aurobindo Marg near IIT
Gate, & Improvement of Road Intersection
Outer-Ring Road, J.B.Tito Marg Intersection
Chirag Delhi.

Sir,

Kindly refer to your letter No.21(1)/90-DUAC
and No.21(2)/90-DUAC dated 26.9.1991 on the above noted
subject.

The matter regarding reduction in vertical
clearance for the flyovers in Delhi has been considered
in the light of IRC Standards and the provisions of the
Motor Vehicle Act, 1988. This Ministry is agreeable to
a reduced vertical clearance of at least 5.0 m provided
there are no double-decker buses plying on the route.

Yours faithfully,

M.K. Bhalla

(M.K. BHALLA)

Chief Engineer

(Traffic & Transportation)

82/192
13418/192
परिवहन मंत्रालय
नई दिल्ली-110001
A. 11/11/91

PROJECT MANAGER (FLYOVER) CR. 1.

MINUTES OF COORDINATION-CUM-ADVISORY COMMITTEE MEETING.

A meeting of the Co-ordination-cum-advisory Committee constituted by VCP DDA vide No. EM.1(47)89/Vol. VI/Pt./326 -EP dt. 23.4.99 was held under the chairmanship of Engineer Member, DDA on 27.8.99. List of those present is annexed. Welcoming the members, EM, DDA gave a briefing about the background of the constitution of this Committee. First of all, the Chairman desired to have views from the members about the role this Committee could play. These were identified as follows:-

1. Settling of ticklish issues.
2. Adoption of new techniques/new materials.
3. Measures to minimise time and cost.
4. Suggestions regarding measures to improve quality.
5. Improvement of engineering design and geometrics of flyovers.
6. Issues related to coordination among various Deptts.
7. Review of progress.

OFFICE OF DIR. (TTU)
No. 2512 Min
dt. 21/9/99

In a nut-shell, it was decided that the Committee will discuss all issues as per terms of reference of the Committee constituted by Delhi Tourism and Development Corporation for flyover projects except contractual matters.

2. Director(TTU) moved an item regarding reduction in clear height for grade separators from 5.5m to 5m or so. He pointed out that in PWD itself there is no unanimity in the reduction of vertical clearance desired, as one of the Chief Engineers is asking for 5m clearance and the other one is asking for 4.5m clearance. During the meeting, Director(TTU) placed on the table a copy of letter received by him by-hand on 10.8.99 from Chief Engineer, Zone-I, PWD (letter No.19(6)/89/DUAC dt.17.2.92). According to this letter DUAC received some communication from MOST where MOST agreed for vertical clearance of 5mt. in case double-decker buses do not ply on the routes. MOST's representative was of the firm view that on MOST roads they will continue to insist for 5.5 mt. clearance and in other cases he was sure that no one will be able to guarantee that trams or double-deckers will not ply on urban roads in future. Shri Goel, Advisor, was of the view that highway

22/9
Copy to
DD(TTU)
DD(TTU)
Sgt
31
31
31

-standard should not be applied for urban roads. After detailed discussion, it was decided that Chief Engineer, GNCTD will take up the issue with Delhi Fire Services, DTC & Container Corporation to get their clearance about the height restriction desired by them. Project Manager(Flyover)Gr.I will write to D.G.MOST to find out whether they can agree for lower vertical clearance or not.

3. Advisor, Shri Goal moved an item that like Mumbai in Delhi urban roads also we should not insist for design of flyovers for 70R loading. After discussions, it was decided that a reference to this effect should be made to MOST.

4. Project Manager(Flyover)Gr.I brought out attention of various members to news item published in the Times of India dt.9.7.99, Mumbai Edition, suggesting change of mastic asphalt treatment on flyover surfaces. A reference was also invited to MOST's circular No.RW/NH-34041/86/90-S&R(Vol.II) dt.21.4.99 regarding use of rubber and polymer modified bitumen in road works. After detailed discussion, it was decided that we should continue with the mastic asphalt treatment on the flyovers.

5. Director(TTU) pointed out that road section improvement is being carried out by DDA where they are constructing the flyover upto around 300 mtr. On all sides of the intersection. The road owing agency should take up improvement of road section beyond that point. It was decided that copies of plans approved by Technical Committee be sent to road owing agency to improve the road section beyond these points. It was also decided that the road section along the length of the flyover should be improved by DDA upto 100mtr. from the toe of the flyover.

Meeting ended with the vote of thanks to the Chair. This issues with the approval of E.M., DDA.

Encl: As above.

Boyer

cc to: E.M. DDA for favour of D.D.A.

APPENDIX 'J' TO ITEM NO. 28/2001



OFFICE OF THE
To Dated 25/9/99

Shri R.K. Bhambri
Engineer Member
DDA, Vikas Sadan
J.N.A Colony, New Delhi.

मुख्य इंजीनियर, अंचल - 3
श्री. लक्ष्मी भवन, दिल्ली राज्य

CHIEF ENGINEER, ZONE - III
PUBLIC WORKS DEPARTMENT, GOVT. OF DELHI
M.S.O. BUILDING, L.P. ESTATE, NEW DELHI-110002

TELEPHONE: 3356195, 3319952, 3327811

फैक्स/फैक्स: 3319952

संकेत/NO. 25(5)/98-W/PN/3457

दिनांक/DATE 23/9/99

Sub: Clearance under the flyovers.
Ref: Minutes of co-ordination-cum-advisory committee meeting issued vide No.F.5(2)EA/FP/Gr.1/98-99/DDA/Ft.VII/1181 dt.17/9/99 by Project Manager (flyover) DDA.

REPLY NO. 25/9/99
DATE 23/9/99

Your attention is drawn to para 2 of the minutes wherein PWD was to take up the matter with Delhi Fire Services, DTC & Container Corpn.of India to obtain their views regarding clearance to be provided under the flyover for safe movement of vehicles to be used by the respective departments.

This office took up this issue with the above mentioned departments. We have since received replies from Chief Fire Officer, Delhi Fire Services and Managing Director, Container Corpn.of India. Copy of the letters received from them are enclosed herewith. Reply from DTC is still awaited. DTC is being reminded to send their views at the earliest.

Purport of the letters from Delhi Fire Services as well as Container Corpn.of India will indicate that clearance of 4.5m to 4.7 is more than adequate and therefore reduction of the height of flyovers keeping inview the functional requirement is quite justified.

You may like to take up this issue during the next co-ordination meeting so as to finalise the case at the earliest.

Encl. Copy of letter (2 nos)

Sd/-
PRANJAN SINGH
CHIEF ENGINEER III

Copy to :

1. The Engineer-in-Chief, PWD for kind information alongwith copy of letter received from Delhi Fire Services and Container Corpn.of India.
Encl : As above
2. Sh.S.C. Tayal, Manager (Chief Engineer), Flyover Projects, DDA, B-2/R, Jankapuri, New Delhi for information alongwith copy of letter received from Delhi Fire Service and Container Corpn.of India. This is with reference to the minutes of co-ordination-cum-advisory committee meeting issued by you.
Encl : As above
3. Sh.Vijay Rishbud, Commissioner-Planning, DDA, Vikas Minar, New Delhi for information alongwith copy of letter received from Delhi Fire Services and Container Copn.of India.
Encl : As above.

Sd/-
CHIEF ENGINEER III

Government of National Capital Territory of Delhi

S.K. DHARI
CHIEF FIRE OFFICER



DELHI FIRE SERVICE
110, CONNAUGHT PLACE,
NEW DELHI-110 001
PHONE : 331 4000

Ref. No. F-2/DES/14(100)/10004

Dated 18/8/99

Dear Shri Singh,

(P. 124)

Thank you very much for your D.O. letter No. 25(5)/98-W/DA/2686 dated 5.8.99 received on 13.8.99. In this connection please find enclosed chart containing all relevant details concerning fire fighting appliances in use by Delhi Fire Service for further necessary action at your end. Hope this will suffice.

Should you require any clarification/additional information, please do write to us or fax.

With warm regards,

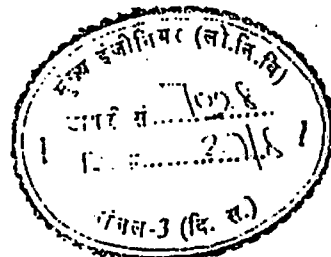
Yours sincerely,

S.K. Dhari

(S.K. DHARI) 17-8-99

Enclosure

Mr. Prabash Singh,
Chief Engineer,
P.W.D. (Zone-III),
MSO Bldg., J.P. Estate,
New Delhi-110002.



Function	Hydraulic Platform			Aerial Ladder Platform		Turn Table Ladder		
	SCA 160 16 mtrs.	SS 300 30 mtrs.	SS 600 60 mtrs.	F 42 HDT 40 mtrs.	F 32 HDT 30 mtrs.	D L 30 30 mtrs.	D L 37 37 mtrs.	D L 50 50 mtrs.
Working length	9.27 mtrs.	13.48 mtrs.	12.00 mtrs.	11.7 mtrs.	10.00 mtrs.	9.45 mtrs.	9.95 mtrs.	11.40 mtr
Working width	2.49 mtrs.	2.44 mtrs	2.5 mtrs.	2.5 mtrs.	2.5 mtrs.	2.5 mtrs.	2.5 mtrs.	2.5 mtrs.
Working height	3.53 mtrs.	3.43 mtrs.	3.85 mtrs.	3.90 mtrs.	3.60 mtrs.	3.20 mtrs.	3.40 mtrs.	3.70 mtrs
Reach with boom extended	3.19 mtrs.	4.24 mtrs.	5.50 mtrs.	5.50 mtrs.	5.50 mtrs.	3.65 mtrs.	3.65 mtrs.	4.50 mtrs
Working floor area	16.00 mtrs.	30.00 mtrs.	60.00 mtrs.	40.00 mtrs.	30.00 mtrs.	30.00 mtrs.	37.00 mtrs.	50.00 mtr
Working load in cage	340 kgs.	365 kgs.	400 kgs.	400 kgs.	400 kgs.	180 kgs.	180 kgs.	180 kgs
Working height in boom	9.00 mtrs.	15.75 mtrs.	22.00 mtrs.	19.50 mtrs	20.00 mtrs	27.00 mtrs	12.00 mtrs	17.00 mtr
Working capacity	5°	5°	7.5°	9°	9°	7°	7°	6°
Jack Plate pressure	9.41 kg/cm ²	9.41 kg/cm ²	8.85 kg/cm ²	8.9 kg/cm ²	8.9 kg/cm ²	Not available	Not available	Not available
Working circle	13 mtrs.	23 mtrs.	27 mtrs.	25 mtrs.	27 mtrs.	16 mtrs.	17.8 mtrs.	22 mtrs
Weight of vehicle	13 tonnes	16.26 Tons	42.00 Tons	27.00 Tons	22.00 Tons	13.00 Tons	17.50 Tons	25.00 Tons



भारतीय कंटेनर निगम लिमिटेड
CONCOR

भारतीय कंटेनर निगम लिमिटेड
Container Corporation of India Ltd.

(सरकार का उद्योग)
(A Govt. of India Undertaking)

A.K.KOHLI
DIRECTOR (PROJ. & SER.)

13/9/99
14/9
3 (30. 30)

No: CON/W/OPJ-TECH/18/1050
Dt: September 13, 1999

Dear Shri Prabhash Singh

Sub: Clearance below the flyover for movement of vehicles

We are operating high cube containers having a height of 2896mm. The deck height of trailer is 1346 mm. Thus, the total height of the container on a trailer is 4242mm. This will leave a clearance of only 258 mm if the flyover clearance is 4500 mm from road level. An additional clearance for sway is also to be provided.

Considering the road conditions and the fact that resurfacing is done every now and then, a view may be taken whether the clearance, as will be available as per above, will suffice in future.

With regards,

E. O.
F. O.
A. E.
CNSLT

Shri Prabhash Singh,
Chief Engineer
Zone III, PWD
MSD Bulding

11, Bhagat
New Delhi - 110002
श्री प्रभाश सिंह

Yours sincerely,

(Signature)
13/9/99
A.K. KOHLI

प्रकृति विलय
सुलभ

पत्रिका प्रकाशक के द्वारा (1) प्रकाशित

1999

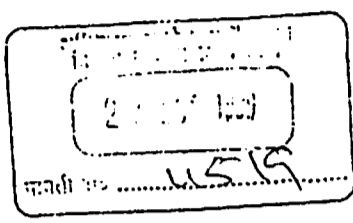
All communications should be addressed to the Secretary to the Government of India, Ministry of Surface Transport (Transport wing) by the NCT by name.

भारत सरकार
परिवहन विभाग
पत्र, भूतल परिवहन मन्त्रालय
MINISTRY OF SURFACE TRANSPORT

No. RW/NH-29013/34/98-DLH/OR

New Delhi, the 14th Oct., 99

To OFFICE OF I.R. (T.M.)
Date No. 2699
Dated 26/10/99
The Engineer Member
Delhi Development Authority
Vikas Sadan, INA
New Delhi



CON. DIARY DATE 25-10-99 A 3092

Subject:- Reduction in vertical clearance from 5.5 m to 4.5 m. and design loading for flyovers in Delhi.

Sir,

Please refer to the letter Nos. F-5(2)EATP (Gr 1)DDA/Pt VI/1127/1130 dated 6.9.99 from the Manager, fly over project, Delhi addressed to this Ministry and copy endorsed to you regarding the subject cited above.

2. The proposal to reduce vertical clearance underneath the proposed flyovers in Delhi from 5.5m to 4.5m is not advisable as it violates IRC stipulations in clause 114.2 of IRC :5-1998. The future transportation system for Delhi is difficult to foresee keeping in view the unprecedented growth of the city and complex traffic movements. In view of this from the long term perspective, it is desirable that all flyovers in Delhi are designed for a minimum vertical clearance of 5.50 m and for class 70 R loadings as per guidelines given in clauses 201.1 and 207.1 of IRC : 6-1966 (1997 Edition). This was also impressed upon you by DG(RD)&AS on 24.9.99 at the occasion of valedictory address for the NITHE Training Programme of DDA Engineers for construction of flyovers.

- Copy to (1) ✓ Com (Rd)
- 1999 (2) P.H. F.O.G.D.
- DAI 2/10 (3) " " " "
- 2001 (4) En. Prakash Narayan

Yours faithfully,

(Signature)
14/10/99
(N.S. Jain)

Superintending Engineer
For Director General (Road Development)

(Signature)
सचिव
दिल्ली विकास प्राधिकरण
21.5.2001

(Signature)
अध्यक्ष
दिल्ली विकास प्राधिकरण
सई दिल्ली

