

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG.& ENGG.)CENTRE
2nd Floor, VikasMinar, New Delhi
Phone No. 23379042, Telefax : 23379931
E-mail:diruttipec@gmail.com

No. F.1(2)2014/UTTIPEC/47th/D-236

Dated: 19.08.2014

MINUTES OF THE 47th UTTIPEC GOVERNING BODY MEETING, HELD ON 25.06.14 at 10.30 A.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The 47th Governing Body meeting of the UTTIPEC was held on 25.06.14 at 10.30 A.M. at Raj Niwas under the Chairmanship of the **Hon'ble L.G.** of Delhi. The detailed agenda items for discussion were circulated to members in advance containing brief background and proposal of each project recommended by Working Groups and Minutes of 46th Governing Body meeting held on 21.02.14. The list of members and participants, who attended this meeting is enclosed as Annexure 'X'.
2. Addl. Commr. (Plg.)TC&B, DDA welcomed **Hon'ble L.G.**, Chairman, UTTIPEC and other members/ special invitees to the 47th Governing Body meeting of UTTIPEC.
3. The Minutes of the 46th Governing Body meeting circulated on 21.4.14 were **confirmed** as no comments /observations were received from members.
4. **Presentations:**
 - a) **Regional Connectivity (Haryana to Delhi)- Alignment of 80 M R/W road from the boundary of NCT Delhi to village Bijwasan road extended upto UER-I- Preparation of DPR for the Link Road from Dwarka (UER-II to Delhi-Haryana Border) DDA.**

Background

The proposal (Stage-I) was presented and approved in the 46th UTTIPEC Governing Body Meeting on 21.02.14 and it was decided that detailed design of the road alignment needs to be prepared as per UTTIPEC Street Design Guidelines and submitted as Stage-II submission to UTTIPEC for approval. As a follow up a Core Group meeting was held on 13.05.14 to discuss the detailed design options of the road alignment (Stage-II submission) and the same was recommended for discussion in next Working Group. This stage-II submission was discussed in the Working Group II-A on 19.6.14.

Proposal/Presentation

The Consultant (DIMTS) has prepared four detailed conceptual design options of the detailed alignment plan, which included treatment of intersections with at grade and with grade separator options along UER-I and Dwarka link road, and development of the Road RoW as per Street Design Guidelines. Since this is a new link, a detailed transport modeling exercise was taken up by DIMTS for estimating the various directional traffic volumes projected for this new Link, using the previously approved Transport Demand Forecast model of Delhi as the basis.

Along with this, the Consultant has also prepared and presented the evaluation criteria of all the four options to the Working Group, which were mainly based on the traffic circulation, engineering feasibility, cost, social and environmental impact and

aesthetic considerations. Among the all conceptual designs, Option-4 was agreed upon which recommends two flyovers at the two intersections of UERs along the project road in the direction of the Link Road between Gurgaon and Dwarka, along which traffic volume is highest.

Recommendation of the Working Group

Working Group recommended Option-4 of the detailed conceptual design for Regional Connectivity (Haryana to Delhi)- Alignment of 80 M R/W road from the boundary of NCT Delhi to village Bijwasan road extended upto UER-I- DDA, for consideration of the Governing Body..

Observations of Governing Body:

Traffic Police raised the issue that Dwarka will get congested when the traffic from Gurgaon is allowed to enter Delhi via this new link road. EM, DDA informed that consultant has already been engaged by DDA to take up the Traffic & Transportation study for entire Dwarka sub-city and will suggest various solutions to decongest Dwarka. Traffic Police also pointed out the need for separate lanes for slow and fast moving vehicles along this corridor. Consultant of DDA informed that the same has already been incorporated in the design and can be further improved in consultation with Traffic Police.

Chief Town Planner, SDMC advised for provision of clover leaves at both the junctions of UER's to make them signal free for vehicular traffic as suggested in Option-2 of the proposal. EM, DDA stated that the clover leaves at both the junctions will consume too much valuable land. Consultant of DDA explained that in the recommended Option-4, signal free turning movements are already achieved by the utilizing the existing U-turns loop on the railway line side and elevated U-turn loops on other side along both UER's, thus providing a signal free alternative that consumes less land, less disruptive and reduces the project cost.

Decision of Governing Body:

Option-4 of the Stage-II drawings of the above proposal was approved by the Governing Body with the above observations and further actions have to be initiated immediately by the concerned departments of DDA.

Action: CE (Projects), CE (Dwarka), Dir.(Plg.) Dwarka, Commissioner (Lands) DDA

b) M.G. Road/Mahipalpur Road/Nelson Mandela Extension in Zone 'J' for access to MOUD's Ghittorni Projects (Comprehensive proposal for change in ROW) Transportation Modelling - DDA

Background

A notification had been issued by DDA for reduction ROW of the above road. UTTIPEC had provided inputs and suggestions on the matter as per directions of Secy., (UD), MoUD. The matter was presented at the Authority Meeting of DDA dt. 24.02.14. However, "*Hon'ble L.G., Delhi, directed that a comprehensive proposal in the matter should be brought before the Authority*". In reference to the above, a comprehensive proposal was jointly presented by UTTIPEC and the Consultant Team to the Working Group II-A Meeting held on 19.6.14

Proposal/ Presentation:

Consultants made a presentation demonstrating the scientifically developed methodology for assessment of Right of Way for proposed road near Ghittorni

connecting between Nelson Mandela Road and M G Road, with various network configurations.

Consultants explained that analysis is based on detailed modelling done using the Transport Demand Forecast Model of Delhi, considering the Regional Traffic to/from NCR, as well as all Zonal Plan population/employment and network proposals including the recently approved LDRA scenario.

They further explained that various network configurations are tested as part of this analysis and in place of providing few super wide roads, a network of multiple moderately wide roads is found more efficient in reducing Vehicle-km travelled, network delays and improving pedestrian & NMT accessibility. An evaluation table with all the criteria was presented which was the basis for the recommended Network option with reduced ROW for the Road under consideration.

It was recommended by UTTIPEC consultant that the 60m R/W for the Road under notification could be reduced to 40-45 m, subject to development of the additional road networks as proposed by the UTTIPEC consultant.

- The additional road networks are essential in order to reduce long delays at the junctions along the proposed road and also reduce future pressure on the Andheria Modh junction which would get severely congested after the MOUD projects develop on ground.
- In addition, the additional networks are required to give proper public transport access and walking/ cycling access to the proposed new developments of MOUD as well as other existing developments in the area.
- The sections of the R/Ws show the suggested minimum spatial allocation required for various modes including private motor vehicles, public transport (Metro/BRT), non-motorized transport lanes, footpaths, Multi-utility zones to accommodate trees, storm-water management, bus-stops, vending spaces, public toilets, amenities, etc.

Recommendations of Working Group:

- i. The reduction of ROW from 60m to 45m was agreed and recommended to the Governing Body for consideration, subject to development of the Road Network along the concerned road, as proposed by the consultant. Subsequent processing of the proposal is to be taken up by the Plg. Dept for the Authority.
- ii. Meanwhile, as decided in the last Working Group II-A meeting, CE (Projects) to simultaneously take up the detailed feasibility study of the proposed Road Network as per the decision of the Governing Body, so that the implementation may be initiated after the decision of the Authority.

Decision of Governing Body:

It was decided that the R/W of the M.G. Road/ Mahipalpur Road/ Nelson Mandela Road Extension in Zone 'J' will remain as per the Zonal Development Plan which is 60 M ROW and in addition, the additional road networks proposed by UTTIPEC to be developed. Chief Engineer (Projects), DDA will take up the detailed feasibility study of the proposed Road Network and the additional road Networks that need to be implemented in addition to 60m Road may be incorporated in the Zonal Development Plan of Zone-J.

Action: CE(Projects), Dir. (Plg.) Zone J

c) Traffic circulation plan (of cluster buses) at Kushak Nallah Bus Depot – Transport Deptt., GNCTD.

Background

The proposal of Traffic circulation plan of cluster buses at Kushak Nallah depot was approved in the Governing Body Meeting dt. 25.05.2012. It was decided that the matter of access to the depot needs to be decided mutually by Transport Department & Sports Authority of India. As a follow up, one core group meeting and subsequent joint site visit was conducted by UTTIPEC and the matter was subsequently deliberated at the 27th Working Group II-A meeting held on 19.6.14.

Proposal/Presentation:

Transport Deptt. GNCTD has presented the proposal of the approved plan in which for access to the depot is through Gate no. 7 of Jawarhal Lal Nehru Stadium to the Working Group II-A. The Working Group had observed the following:

- The previously Governing Body approved circulation plan of cluster buses at Kushak Nallah depot in which entry of the buses into the depot land is from Gate No.7 of the Jawahar Lal Nehru Stadium seems the most appropriate entry of buses.
- The opening of Gate No.7 of Jawahar Lal Nehru Stadium is justified by the bus bay parking locations and location of gas filling stations within the depot which was constructed taking in view of the approved circulation plan by the Governing Body.
- At the site, it was observed that the Gates No. 7 of Jawahar Lal Nehru Stadium can be shifted some meters behind and placed along the boundary of Jawahar Lal Nehru Stadium to allow the entry of Buses to the Kushak Nallah Depot.
- Transport Deptt. has ensured that all the cost incurred for shifting of the gate will be borne by them and the same was already communicated to SAI earlier.

Recommendations of Working Group:

Working Group recommended the proposal for consideration of the Governing Body with all the above observations.

Decision of Governing Body:

Governing Body approved the proposal for shifting and opening of Gate No.7 of Jawahar Lal Nehru Stadium to allow the entry of Buses to Kushak Nallah Depot. Transport Department, GNCTD was directed to take up this matter with Jawahar Lal Nehru Stadium /Sport Authority of India as per the decision.

Action: Transport Deptt. (GNCTD), Sports Authority of India

d) Barapullah Phase-II Project with redevelopment of Kidwai Nagar (East) Project-Improvement of alternative routes /secondary network for Barapullah Phase-II corridor PWD & NBCC

Background

As a follow up of the meetings held under the Chairmanship of Secy. (UD) & Addl. Secy., (UD), MoUD and the correspondences received in the UTTIPEC from NBCC, PWD & MoUD, a meeting was held under the Chairmanship of Pr. Secy., PWD to discuss the issues related to integration of the plan for Barapullah Phase-II project with redevelopment of Kidwai Nagar (East) project and the surroundings connectivity to Aurobindo Marg. Following three issues have emerged during the

meeting which were further discussed in the 27th and 28th Working Group –IIA and NBCC/PWD to present the solution to the issue in this regard.:

- i. Redesign of proposed Barapullah Ph- II loop at Aurobindo Marg.
- ii. Access to East Kidwai Nagar Redevelopment (GPRA) project, and
- iii. Provision of another exit/ entry access from Barapullah Ph-II elevated road to ease traffic pressure on INA junction.

Proposal / Presentation :

i. Redesign of proposed Barapullah Ph- II loop at Aurobindo Marg

- The earlier original approved proposal of Barapullah Phase-II has been dropped by PWD due to the issues raised by the Traffic Police in which a loop was proposed from Barapullah Ph-II to Aurobindo Marg (Safdarjung Airport side). PWD has prepared the proposal of 4 alternative options of loops to be constructed for connecting Barapullah Ph- II elevated road and Aurobindo Marg.

ii. Access to East Kidwai Nagar Redevelopment GPRA project

- NBCC desires that the redevelopment project of East Kidwai Nagar Redevelopment, at-grade connection at the junction of Vikas Sadan road is most desirable as it would substantially reduce traffic congestion on Ring Road and Aurobindo Marg side.
- PWD explained that the piers and pier caps for elevated road of Barapullah Ph- II was already constructed at their respective locations and at present it is not feasible to dismantle the structures as it will incur a huge cost and it will also adversely impact the whole construction of the elevated road structure.
- In view of the above, PWD proposed a service road along the Barapullah drain to provide an extra exit/ entry to East Kidwai Nagar which will be further detailed out by PWD in consultation with NBCC. DMRC has also discussed the underground Metro Phase-III alignment plan which is passing through the East Kidwai Nagar Project.

iii. Provision of another exit/ entry access from Barapullah Ph-II elevated road to ease traffic impact on INA junction

- It was suggested by Traffic Police in various meetings of UTTIPEC/ PWD to explore the options for providing an elevated road existing from the Barapullah Ph-II road and connecting Hoshiar Singh Road through Gang Nath Marg near SafdarJung flyover. It was decided that the proposal may be developed by PWD as part of Barapullah Phase-IV and presented to the next Working Group Meeting.

Recommendations of Working Group:

Working Group recommended Option-4 of Barapullah Ph-II for consideration of the Governing Body along with provision of access to the NBCC/ MOUD project and integration of the Metro subway and implementation of the Multi-modal Integration Plans developed by UTTIPEC.

A presentation was made by PWD and Option-4 was presented in detail during the meeting.

Decision of Governing Body:

As recommended by the Working Group, the **Option-4** was approved by the Governing Body along with provision of access to the NBCC/ MOUD project and integration of the Metro subway and implementation of the Multi-modal Integration Plans developed by UTTIPEC with following:

- i) A new link road along the Barapullah drain connecting East Kidwai Nagar to Tyagaraja Stadium and onwards to Aurobindo Marg.
- ii) A U-turn at grade on the Barapullah Phase 2 road where it touches the Aurobindo Marg to provide link from East Kidwai Nagar to Tyagaraja Stadium side.
- iii) The Loop connecting Ring Road to the Barapullah Elevated corridor Phase II for facilitating traffic from Dhaula Kuan side to enter Barapullah Phase II elevated road near Aurobindo Marg.

Action: PWD, NBCC, DMRC, Traffic Police, UTTIPEC

e) Street Scape Plan of EPDP Road (Malik Ram Issar Marg) earlier known as Darshan Munjal Marg-(Road Development Plan for EPDP Road) PWD**Background:**

This project of PWD for EPDP Road (Malik Ram Issar Marg) earlier known as Darshan Munjal Marg is Corridor Improvement Plan for upgradation with design of intersections, midsections and all other features as per the UTTIPEC Street Design Guidelines for the corridor.

In 40th Governing Body meeting held on 21.11.2013, it was decided to immediately stop the work wrongly taken up for Darshan Munjal Marg, C.R. Park and constructed portion of the road to be immediately pulled down and the road to be retrofitted by SDMC / PWD as per Street Design Guidelines. Accordingly, PWD presented the proposal of the above mentioned corridor.

Proposal/Presentation:

The entire length of the corridor is about 1.8 km and the objective is to retrofit the corridor on **as in where in basis** addressing to the need of motor vehicular and pedestrian /NMT traffic. The conceptual design proposal has been prepared by the consultants of PWD and was presented in the Working Group-II-B meeting on 26.05.2014. The proposal includes carriage way of average 7m width on both directions which also includes footpath & cycle track of 3m on both sides of the road.

Observations of Working Group:

- i) All the features such as table tops at intersections, bollards, disabled friendly ramps for approaching the footpath etc. and detail design of road prepared as per Street Design Guidelines was discussed in this Working Group.
- ii) PWD to take necessary clearance from all statutory bodies such as Forest Deptt, Delhi Traffic Police etc.

Recommendations of Working Group:

Working Group recommended the proposal for consideration of Governing Body with the suggestion that in future such projects may not be submitted for the approval of UTTIPEC.

Decision of Governing Body:

Based on the observations and recommendation of Working Group, Governing Body approved the proposal for implementation. As per the mandate of UTTIPEC, all the projects should be placed in the Governing Body for approval. However, in case of any minor modifications in the projects already approved/considered by Governing Body, the same may be decided by the respective Working Groups with an intimation to Governing Body.

Action: PWD

f) **Improvement of corridor Development Plan of Mehrauli Mahipal Pur Road from Andheria Mor to Aruna Asaf Ali Marg (MM Road Streetscape Planning of Phase-I)- PWD.**

Background:

- i) Conceptual proposal of Mehrauli Mahipalpur Road (MG Road to NH-8) was approved in principle by the Governing Body dated 10.5.13 under the chairmanship of Hon'ble L.G., Delhi, with the direction that PWD will submit detailed plan/design of the **road (Ph-I)** i.e. from Andheria Mor to Aruna Asaf Ali Marg based on certain observations for taking final approval before implementation.
- ii) The above proposal for Phase-I (from Andheria Mor to Aruna Asaf Ali Marg) was uploaded on UTTIPEC website for Community feedback on 22.10.2013. In response to above, various references which were received from the RWA were forwarded to PWD for examination.
- iii) Governing Body in its meeting dated 22.8.13 clarified that:
"The Zonal Plan Road of 75 mt R/W may be maintained by providing green strips on both sides of the proposed development within the R/W as per the conceptual plan presented in the meeting and a comprehensive network plan and feasibility check for the entire corridor to be made."
- iv) Subsequently, PWD vide letter dated 24.12.13 was requested to send the plan/design of the **road Ph-I (from Andheria Mor to Aruna Asaf Ali Road)** based on all above observations for finalizing the design proposal (Stage- III) before the same is considered by Working Group and Governing Body for final approval before implementation.

Proposal / Presentation:

Stage-III proposal of **Ph-I (from Andheria Mor to Aruna Asaf Ali Road)** was submitted by PWD vide letter dated 21.5.2014 was presented by Project Manager, M-11, PWD and their consultants in WG-II-B meeting held on 26.5.14. The proposal includes the detailing of the corridor with 75m road RoW as per Street Design Guidelines which are as follows:

- 3m median
- 3 MV lanes of 10.5m on both sides.
- Fourth future lane /BRT of 3.5m on both sides.
- Green strip of 1.5m on both sides
- Cycle track of 3m on both sides
- Green belt /MUZ of 1.0m on both sides
- 3.5m pathway on both sides.
- Green belt /MUZ of 1.5 m on both sides
- 6.5m shared street on both sides.
- 5m MUZ / green belt on both sides

Observations of Working Group:

It was agreed that PWD will send the final drawings to all stakeholders like Forest Deptt., Delhi Traffic Police etc. for further comments.

Recommendations of Working Group:

Based on the above observations, Working Group recommended the proposal of Stage –III drawings to Governing Body for final approval for issuance of the drawing.

Decision of Governing Body:

Based on the recommendation of the Working Group, Governing Body approved the Stage-III final drawings of Ph-I proposal i.e. from Andheria Mode to junction of Aruna Asaf Ali Road on Mehrauli Mahipal pur Road for implementation by PWD.

Action : PWD

- g) Integrated Transit Corridor Development Plan of Mathura Road (NH-2) i) from Bhogal to Ishwar Nagar (Modi Mills Interchange) and ii) Ring Road from Ashram Flyover to DND Flyover)- PWD**

Background:

This project is to provide Integrated Transit Corridor Plan and detailed design of all intersection and mid-intersection based on various traffic feasibilities / studies from (i) Bhogal to Ishwar Nagar (Modi Mill flyover) and (ii) from Ashram flyover to DND flyover.

Proposal / Presentation:**a) Bhogal to Ishwar Nagar (Modi Mill flyover).**

The proposal of Mathura Road Corridor (45m RoW as per Zonal Development Plan of Zone 'F'-2021) includes upgradation and retrofitting of the Corridor from Modi Mills flyover upto Bhogal as per Street Design Guidelines. PWD has also proposed an underpass at Ashram Chowk along Mathura Road.

Following two proposed options were discussed in Core Group Meeting held on 20.05.2014 for suggestions with respect to provide safe movement of pedestrian, NMT & public transport etc.

Option-I

The original proposal of PWD with the underpass as per the RoW of 45m at Ashram Chowk intersection as a signal free high speed corridor.

Option-II

Delhi Traffic Police and representatives of UTTIPEC expressed their views for at-grade design upgradation of intersection at Ashram Chowk with proper signalization as per Street Design Guidelines so that the thorough traffic at Mathura road flows in packets and becomes manageable.

The above two proposals/options were presented by PWD and their consultants in the Working Group Meeting on 26.05.2014 and observation of the Core Group for the option-II based on traffic survey and analyst data was expressed. This option would provide minor retrofitting intervention at Ashram

Chowk intersection with synchronization of signals of this intersection with safe pedestrian/NMV facility as per Street Design Guidelines.

Observations of Working Group:

Clear depth for constructing underpass (option-I) was observed to be falling shorter than 5.5.m mandatory clearance due to upcoming Ashram Metro Station at 8m below ground. PWD was directed to consult with DMRC for the same.

Recommendation of Working Group:

It was decided that PWD will co-ordinate with DMRC to workout the feasibility of the underpass at Ashram Chowk and also feasibility of the comprehensive proposal of the entire stretch to be worked out for further discussion in WG-II-B meeting.

b) Ring Road from Ashram Flyover to DND Flyover.

PWD proposed the extension of Ashram flyover over Maharani Bagh intersection and its landing in front of Kilokri village, for providing right-turn for the people of the Kilokri Village towards Lajpat Nagar side.

The proposal was discussed in the Core Group Meeting on 20.05.2014 with PWD and others stake holders. It was observed that the major objective of extension of the flyover is to provide the right turn for the people of the Kilokri village towards Lajpat Nagar side, therefore all the representatives were of the opinion that the U-turn option to be worked out at DND intersection to solve this matter

Accordingly, following two proposed options were discussed:

Option-I

Extension of Ashram flyover over Maharani Bagh intersection and its landing in front of Kilokri village for providing right turn for the people of Kilokri towards Lajpat Nagar side.

Option-II

Provision of U-turn at DND intersection for traffic coming from Kilokri Village towards Lajpat Nagar side.

The above two proposals/options were presented by PWD and their consultants in the Working Group Meeting on 26.05.2014 and observation of the Core Group for the option-II based on traffic survey and analyst data was expressed.

Observations of Working Group:

1. It was agreed that PWD to co-ordinate with the authorities of DND (Noida toll bridge) for working out the provision of U-turn by integrating the proposed Barapullah Phase-III corridor and Kalindi bypass connectivity which will be economical & will lead to least disruption of traffic during construction.
2. The proposed underpass was redesigned and mandatory clearance of 5.5m was available.

Recommendation of Working Group:

Based on the above observations, Working Group recommended the following for consideration of the Governing Body:

1. Provision of 'U' turn at DND intersection on Ring Road.
2. Underpass at Ashram junction on Mathura Road.

Observations of the Governing Body:

It was observed that underpass at Ashram intersection on Mathura Road may lead to increase in traffic volume and congestion at Jangpura intersection and at stretch from Ashram Chowk to Modi Mill Flyover. It was observed that a comprehensive proposal to be worked out from Badarpur Border upto Central Delhi along Mathura Road. However, at present the TOR issued by UTTIPEC is from Jangpura to Modi Mill Flyover. If required by PWD, the influence zone area of the same can be reviewed.

Decision of Governing Body:

Based on the above observations, Governing Body approved in principle the proposal (b) option-II, i.e. provision of "U"-turn at DND intersection on Ring Road.

Regarding proposal (a) proposed option-I recommended by Working Group, i.e. provision of "underpass on Mathura Road at Ashram Junction, a detailed examination of entire corridor i.e. from Nizamuddin to Badarpur Border needs to be taken up. However, in view of recent construction of Metro station at Ashram Chowk a dialog with DMRC may be initiated by PWD about the possibility / feasibility of underpass on Mathura Road and a network analysis and recirculation of traffic movement in and around the Ashram Chowk to be worked out. Accordingly, a comprehensive proposal be worked out by PWD.

Action: PWD

h) Comprehensive Development of Corridor (Outer Ring Road)- Modifications in the Corridor Improvement Plan between VIKASPURI to MEERA BAGH, MANGOLPURI to MADHUBAN CHOWK & MADHUBAN CHOWK to MUKARBA CHOWK-PWD.

Background:

Proposal of Signal Free Movement of Traffic on Outer Ring Road between VIKASPURI to MEERA BAGH was presented in the 13th Governing Body meeting under the chairmanship of Hon'ble L.G., Delhi on 20.3.2009. Governing Body approved the broad features of the scheme with certain observations:

PWD vide letter dated 5.2.2014 has mentioned that in the approved drawing by UTTIPEC dated 10.2.2010, road width of the main carriage way on ground (in between ramp portion of elevated corridor) was 11m. When the proposal was approved by DUAC during its meeting on 22.12.2011, it was directed to reduce the width of the piers of elevated corridor on central verge of elevated corridor from 10m (earlier proposed), so that more space at ground is released for local traffic. Accordingly, the new cross section of the road for the portion of the road in between the ramp area was submitted by PWD to DUAC wherein the width of the central verge was reduced from earlier 10m to 6m and main carriage way width on ground was increased from 11m to 13m. After detailed structural design of the elevated corridor, the width of the central verge has been kept as 4m and road width of main carriage way as 13m as approved by DUAC. To utilize the area obtained after further reduction in width of central verge from 6m to 4m, 1.50m wide footpath was also proposed on both side at

the end of Right of Way (ROW) after adjusting Green Belt width from 4.50m to 4.0m.

PWD in their letter has mentioned that as per directions of Hon'ble NGT, in its hearing held on 29.1.2014, PWD will reduce the road width of an at-grade main carriage way to 12m in place of 13m to save 70 numbers of trees in the stretch from Vikaspuri to Meera Bagh. This reduction in carriage way width from 13 to 12m shall be done only locally at places assuring smooth road geometry at places where these 70 trees are standing so as to save them. The additional space of 4m wide green belt will also be split up in two parts (one adjoining to 2.5m footpath adjacent to main carriage way and another adjoining 1.5m footpath on edge of right of way to save maximum number of the existing trees as committed to Hon'ble NGT.

Proposal / Presentation:

- i)** In view of the above, Project Manager F-13 PWD proposed the 3 modifications in Working Group II-B meeting:
 - a. Reduction in main carriage way width below elevated corridor from 13m to 12m to save existing trees as per NGT order dated 29.01.2014.
 - b. Combining of Green belt with main footpath and 1.50m wide footpath on the extreme side to save existing trees on both side of the road.
 - c. Increasing nos. of Bus stops / Bus bays keeping in view existing bus stops.

- ii)** Project Manager, F-13, PWD, mentioned in the meeting that the above mentioned modifications are also applicable in the following stretches of Outer Ring Road as per NGT order dated 29.1.2014:
 - a. From Mangolpuri to Madhuban Chowk** (PWD vide letter dated 30.5.14 has also conveyed that the Hon'ble NGT has given the directions on 29.1.14 similar to the case of Corridor from Vikaspuri to Meera Bagh.
 - b. Madhuban Chowk to Mukarba Chowk** (PWD vide letter dated 26.5.14 has mentioned that this is a very much similar to the case of the corridor from Vikaspuri to Meera Bagh).

Observations of Working Group:

- (i) Working Group was of the opinion that though the carriageway width should have been kept 13 m as approved by DUAC but in compliance of order of NGT dated 29.01.2014, width can be reduced locally to 12 mts to save few trees.
- (ii) It was observed by the Working Group that to maintain the uniform width of the carriage way, the MUZ may be designed in such a way so that 70 number of trees can be saved as per order of NGT in the stretch from Vikaspuri to Meera Bagh.
- (iii) PWD to consult and take necessary clearances from DTC regarding any modification in increase of bus stops / bus bays.

Recommendations of Working Group:

Based on the above observations Working Group recommended the proposal of above three stretches for consideration by Governing Body.

Observations of Governing Body:

Based on the site condition / position of trees the proposed green belt shall be taken up either in adjacent to carriage way or combined with footpath. However, the continuity/ uniformity of carriage way should be maintained.

Decision of Governing Body:

Based on the observations, Governing Body approved all the three modifications as suggested by PWD.

- i) **Corridor improvement Proposal (ORR- Rao Tula Ram Marg & Benito Jurez Marg) (Stage-III drawings for final recommendation & approval) Traffic Improvement Plan of ORR(From IIT Gate to NH-8 Influence Area)- PWD.**
 - i) **Underpass at B. J. Marg.**
 - ii) **Parallel flyover along the existing flyover at ORR-RTR Junction.**

Background:

Proposal for flyover on Portal structure at the junction and extending it as a elevated corridor linking Munirka flyover in the east and point beyond the RR hospital in the west and under pass at BJ Marg was approved in principle in Governing Body meeting under Hon'ble LG on 05.04.2013 with the direction that the detail designs to be finalized and placed before the Governing Body for approval with all new and existing roads with intersection / mid-section as per Street Design Guidelines and to be submitted as per stage-III submission format for consideration of final approval of Governing Body.

Subsequently, the stage-III drawings were uploaded on UTTIPEC website for community feedback on 21.08.2013 and the feedback received were sent to PWD for examination.

Proposal / Presentation:

PWD and their consultant presented the proposals in the Working Group-II-B meeting held on 26.5.14 the details of the proposal are as follows:

a. Underpass at BJ Marg

Governing Body in its meeting dated 05.04.2013 approved in principle 3 lane underpass and 3 lane surface level road in either side of underpass on BJ Marg with a right turning movement towards Moti Bagh junction on Ring Road and straight movement towards San Martin Road.

PWD and their consultants presented the detailed proposal of underpass with clear width of 8.5m (9.0 m is feasible) and surface level road of 7.0m on both sides of underpass on BJ Marg and San Martin Road as per ground condition due to construction of metro station. On Ring Road side underpass of 9.0m clear width has been proposed.

Observations of Working Group:

- i. DMRC officials present in the meeting confirmed that the alignment of the Metro Sick Line has been fixed in such a way that a clear carriageway width

- of 14mtr will be available on the Ring Road between the central verge and the footpath towards Chanakya Puri side.
- ii. An escape staircase will be provided from the proposed underpass along the Ring Road for access to the bus stop on the ground. This will enable passengers to avail public transport facility at grade in case of vehicle break-down inside the underpass.
 - iii. PWD suggested there was no need to provide a footpath in the exit ramp of the underpass along Ring Road. It was decided that PWD will take the views of the Delhi Traffic Police in the matter.
 - iv. DMRC agreed to re-work the alignment of the Metro Sick Line and pillars keeping the requirements of PWD for 10mtr (9.0 mtr carriage way + 0.5 mtr Crash barrier on each side) clear carriage way of the underpass ramp along Ring Road.
 - v. PWD to design the central verge on Ring Road by incorporating the metro columns within it.
 - vi. PWD to incorporate the proposal of Multi Modal Integration (MMI) at Dhaula Kuan metro station for 300 m radius of metro station at the intersection of Ring Road & B.J. Marg. It was not discussed during the meeting, however, MMI is an important aspect which eases the pedestrian and traffic chaos in and around the metro station. As this is a parallel exercise being under active consideration in UTTIPEC hence which needs to be worked out and to be integrated with this proposal.
 - vii. The proposal of providing 4-wheeler parking along the central verge of Benito Jurez Marg should be removed.
 - viii. Longitudinal section of underpass to be shown in drawing.
 - ix. Delhi Traffic Police in the Core Group meeting mentioned about provision of safety measures in the underpass by providing proper light & ventilation and proper drainage system.
 - x. Parking on the underpass and Ring Road designated for cars & two wheelers to be removed.
 - xi. PWD admitted that an undertaking will be provided to UTTIPEC mentioning that the execution of the proposal will be done as per IRC standards, UTTIPEC Street Design Guidelines and Standard Typical Crossing Design of UTTIPEC.
 - xii. Right of Way (RoW) to be shown in the drawings.
 - xiii. Affected properties to be highlighted in drawings.

Recommendation of Working Group:

Based on the above observations, Working Group recommended the proposal for consideration of Governing Body.

Observations of Governing Body:

The modified proposal of underpass as required by UTTIPEC was presented in this Governing Body meeting with clear carriageway width of underpass 7.4 mtrs. on B.J. Marg, San Martin Marg and Ring Road side.

Decision of Governing Body:

Based on the above observations of Working Group, Governing Body approved the final drawings of underpass at B.J. Marg (Stage-III drawings).

b. Parallel flyover along the existing flyover at ORR-RTR Corridor.

3 lane flyover on portal structure at the junction and extending it as an elevated corridor linking Munirka flyover in the east and the point beyond RR hospital in the West was presented by PWD and their consultants.

Observations of Working Group:

- i). It was agreed that a dedicated NMV lane should be provided in continuity. However, where there is a space constraint, it can be shared with service lane. Further, it was agreed that where NMV cannot be shared with service lane then it should be shared with MV lane with proper signage and traffic calming / safety measures.
- ii). ROW to be shown in the drawing as per Zonal Development Plan of zone 'F'.
- iii). PWD admitted that an undertaking will be provided to UTTIPEC mentioning that the execution of the proposal will be done as per IRC standards, UTTIPEC Street Design Guidelines and Standard Typical Crossing Design of UTTIPEC.
- iv). It was agreed to provide space for toilets and other public utilities wherever space existed on ground and show the same in the drawings.
- v). All affected properties should be shown in plan.
- vi). PWD mentioned that the concerns of all stakeholders (RWAs etc.) are taken into consideration and report sent to UTTIPEC.
- vii). Drawings incorporating the above observations to be submitted to UTTIPEC before presenting it to Governing Body.

Recommendations of Working Group:

Based on the above observations Working Group recommended the proposal for consideration of Governing Body.

Decision of Governing Body:

Based on the above observations of Working Group, Governing Body approved the final drawings of portal flyover (Stage-III drawings)

Action: PWD/UTTIPEC

j) Traffic Improvement Plan of Outer Ring Road from IIT-Gate to NH-8 and its influence area-(RTR-RR Underpass) – PWD

Background:

PWD vide letter dated 27.1.2014 submitted the stage-1 submission of the above mentioned proposal. Further, modified proposal as required by UTTIPEC was submitted by PWD on 20.3.2014 was discussed in UTTIPEC Core Group meeting held on 21.3.2014. Observations for the same were forwarded to PWD. The proposal was discussed in Working Group II-B meeting on 26.5.14

Proposal/Presentation:

Proposal includes 6 lane underpass at RTR Ring Road junction. The underpass is aligned from RTR to Shantipath on 45m ROW as per Zonal Development Plan of Zone 'F' & 'D'.

Observations of Working Group:

- i). It was observed that DMRC has constructed a pillar of proposed metro station on the central verge as well as on the other side of RTR. DMRC

- officials in the meeting confirmed that a clear width of 8.75 m will be available on both sides of carriage way of the Moti Bagh underpass.
- ii). ROW of 45m is to be marked on the drawing.
 - iii). PWD mentioned that on both sides of the underpass at RTR, the junction requires widening by acquiring CPWD quarters (South Moti Bagh). This will lead to widening of the road beyond the 45 RoW as per Zonal Development Plan of Zone 'F'.
 - iv). Proposal should include all features of road cross section as per UTTIPEC Street Design Guidelines and junction to be designed as per Standard Typical Crossing Design of UTTIPEC.
 - v). Longitudinal sections to be provided for the underpass showing clear height & other details.
 - vi). Continuous NMVs and pedestrian path to be shown in the drawings.
 - vii). NOC from all stakeholders such as DMRC, Forest Deptt. etc. to be taken up by PWD.
 - viii). PWD agreed that all parameters of Street Design Guidelines and IRC codes which are not shown in the drawing will be incorporated / designed during execution of project.
 - ix). PWD to incorporate the proposal of Multi Modal Integration (MMI) at Moti Bagh metro station for 300 m radius of metro station. It was not discussed during the meeting, however, MMI is an important aspect which eases the pedestrian and traffic chaos in and around the metro station. As this is a parallel exercise being under active consideration in UTTIPEC hence which needs to be worked out and to be integrated with this proposal.
 - x). Drawings incorporating the above observations to be submitted to UTTIPEC before presenting it to Governing Body.

Recommendations of Working Group:

Based on the above observations, Working Group recommended the proposal for consideration of Governing Body.

Observations of Governing Body:

- i.) It was observed that due to the construction of the proposed underpass, there will be a sudden increase of traffic at junction of RTR-Baba Ganu Marg, RTR-ORR Junction.
- ii.) Due to signal free movement of traffic from Shanti Path side to RTR-ORR, the available width below the portal flyover on ORR need to be examined carefully. PWD has suggested that a one way tunnel shall be constructed at RTR-ORR junction for the traffic moving from RTR to ORR.
- iii.) As per the Traffic decongestion study taken up PWD with RITES, two proposals were in immediate consideration by PWD i.e. Portal flyover on ORR and one way underpass at BJ Marg and its new traffic circulation system needs to be studied further. In view of this, proposed one way tunnel at the junction of RTR-ORR is not required at this stage.
- iv.) Availability & possibility of acquisition of land for construction of Moti Bagh underpass needs to be examined.
- v.) Proposed removal of service lane near the junction at Moti Bagh on RTR needs to be discussed with the neighbourhood residents along with traffic police.
- vi.) Traffic signals at the junction of RTR-Baba Ganu Marg, RTR-ORR (below the portal flyover) needs to be in synchronization and real time traffic management system needs to be worked out by PWD in consultation with Traffic Police.

Decision of Governing Body:

Based on the above observations, Governing Body decided that the proposal of underpass at Moti Bagh junction to be worked out with detailed comprehensive along with entire traffic circulation plan of the vicinity and the same may be discussed in Governing Body with the recommendation of Working Group.

Action: PWD

5. Other Items

Sh. Anil Shukla, Jt. Commr of Police presented the issues relating to Akshardham, ITO, Dhaula Kuan, Aurobindo Marg, Shastri Park, Todapur Road etc. In this regard, Hon'ble L.G. desired that a meeting of concerned Working Group be convened on priority and action be taken as per the directions of Working Group

The meeting ended with vote of thanks to the Chair.

Sd/-

(Dr. K. Srirangan)
Director (Plg.) UTTIPEC/
Member Secretary, UTTIPEC

To:

L. G. Office

1. PS to Hon'ble L.G., Delhi for information of the Hon'ble L.G., Chairman, UTTIPEC
2. Ms. N. Guha Biswas, Pr. Secretary to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. Balvinder Kumar, V.C., DDA
2. Sh. Abhai Sinha, E.M.
3. Commissioner (Plg.)
4. Sh. P.M. Parate, Addl. Commr. (TC&B)
5. Sh. Vinod Dhar, Chief Architect, DDA
6. Sh. Puneet Kumar Vats, Chief Engr. (Projects)
7. Sh. D.P. Singh, Chief Engr. (Dwarka), DDA
8. Sh. P.S. Uttarwar, Director (Plg) Dwarka
9. Sh. Chandu Bhutia, Director(Plg.) Zone 'J'
10. Sh. N.R. Aravind, Dy. Director(Plg.)-I, UTTIPEC
11. Sh. Sudhir Kumar Kain, Dy. Director(Plg.)-II, UTTIPEC
12. Ms. Paromita Roy, Dy. Director (Arch.)/Dy. Dir. (UTTIPEC)
13. Consultant, UTTIPEC

MOUD

Sh. B.I. Singal, Director/OSD (MRTS)

TRAFFIC POLICE

1. Spl. Commr. (Traffic)
2. Sh. Anil Shukla, Jt. C.P. (Traffic)

P.W.D. GNCTD

1. Sh. Arun Baroka, Secretary
2. Engineer-in-Chief, PWD

3. Sh. Sarvagya Srivastava, Chief Engr. (F 1)
4. Sh. Jayesh Kumar, Chief Engr. (M4)
5. Sh. Manoj Kumar, Project Manager, F-13
6. Sh. Manu Amitabh, Project Manager, Flyover Project Circle, F-11
7. Sh. Diwakar Aggarwal, S.E., M-11
8. Sh. Shishir Bansal, Project Manager, F-12

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

Principal Secretary cum Commissioner (Transport)

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. S. Kumaraswamy, Commissioner (East)
4. Sh. Ravi Dass, Engineer-in-Chief
5. Sh. Shamsheer Singh, Chief Town Planner

N.D.M.C

Sh. Anant Kumar, Chief Engineer (R)

DIMTS

Sh. Sanjiv Sahai, MD

DMRC

1. Managing Director
2. Sh. D.K. Saini, Director (Projects)

IRC

Sh. Vishnu Shanker Prasad, Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

Sports Authority of India

Sh. Jiji Thomson, Director General

CRRI

Dr. Velmurugan, HOD- (Traffic & Tpt.)

AAUI

Sh. T. K. Malhotra, President

NBCC

Sh. P.K. Seth, Executive Director

Railways

Chief Engineer, Northern Railways (Centre)