

**DELHI DEVELOPMENT AUTHORITY  
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG.&  
ENGG.)CENTRE**

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No. F.1.(2)2014/UTTIPEC/46<sup>th</sup>/D-106

Dated: 21.04.2014

**MINUTES OF THE 46<sup>th</sup> UTTIPEC GOVERNING BODY MEETING, HELD ON 21.02.14  
at 11.00 A.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF  
DELHI.**

1. The 46<sup>th</sup> Governing Body meeting of the UTTIPEC was held on 21.02.14 at 11.00 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 45<sup>th</sup> Governing Body meeting held on 22.11.13. The list of members and participants, who attended this meeting is enclosed (Annexure 'X').
2. Addl. Commr. (Plg.), DDA welcomed **Hon'ble L.G.**, Chairman, UTTIPEC and other members/ special invitees to the 46<sup>th</sup> Governing Body meeting of UTTIPEC.
3. The Minutes of the 45<sup>th</sup> Governing Body meeting circulated on 09.01.14 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-DDA**

**Background:**

This proposal was discussed in the 45<sup>th</sup> Governing Body Meeting held on 22.11.2013 and the following was decided:

*"After detailed deliberation, the Governing Body decided that Cost-Benefit Analysis for all 3 alignment options based on land acquisition cost and elevated road construction cost be worked out and placed before the next Governing Body meeting with photo documentation of the present situation of the area."*

As a follow up to the above, the Flyover Division-1 of Delhi Development Authority has worked out the cost-benefit analysis for all the three options discussed in the 45<sup>th</sup> GBM and also worked out an additional option through consultant DIMTS, which was presented to EM/DDA along with Director (Plg.) Dwarka, CE (Projects), Director (UTTIPEC), where Option 4 was recommended for consideration of the Governing Body. The modified copy of the presentation was submitted to UTTIPEC for processing in the Governing Body.

### **Proposal/ Presentation:**

A brief introduction about the location of the proposed road alignment in Zonal Development Plan of Zone K-II (Dwarka) Delhi, was presented by Director (Plg.) Dwarka. The Zonal Plan proposed the 80m. ROW road to connect the boundary of GNCTD with Haryana (at Gurgaon). From the Haryana side, 150M. ROW road is proposed to connect to this road. At present, the link coming from Gurgaon is almost under completion and there is a deviation of about 250M. from the alignment of proposed Zonal Plan road. The consultant of DDA (DIMTS) presented **four alternative options** for this alignment along with comparative land acquisition cost, elevated road construction cost and photo documentation of the present situation of the area.

Based on the engineering feasibility and cost comparison of the land acquisition and construction, and number of affected farm houses/ structures, alignment of Option-IV was recommended as the best option and presented to the Governing Body for consideration and approval.

### **Previous Recommendation of the Working Group II-A:**

- i) Working Group had recommended the option in which minimal disruption to built structures and road geometrics are considered to meet the already constructed road on Haryana side for consideration in Governing Body meeting.
- ii) DDA shall appoint the Consultant for detailed design of the recommended alignment and it was also recommended that at the time of detailed design of this alignment, the option for elevated corridor should also be explored by the Consultants.
- iii) 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.
- iv) The above proposal was recommended for approval by the Governing Body before initiating the process for modification in the Zonal Development Plan & acquisition of land.

### **Observations:**

During the discussion, the following emerged:

- i) Principal Secy., PWD suggested that an elevated road along the junction point would be useful in the long run as traffic may increase over the next 15 years.
- ii) The VC/ DDA also viewed that a subway along the junction points could be an alternative to the elevated road considering the existing built up structures.
- iii) MD, DIMTS observed that the Option-IV alignment was most suitable as it causes minimum disruption to structures on ground. He also suggested that the S-shaped alignment would calm the traffic as the speed along the road would drop for approx. 50km/hr. He also observed that there was no need to consider a flyover as it would make it difficult to limit the speed to 50km/hr. The junctions should be signalized to minimize queue lengths and make the road safe for all road users.
- iv) Principal Secy. to LG viewed that the entire stretch of alignment would need to be acquired irrespective of elevated or at-grade, because any activity including

- farming or private land ownership cannot be permitted to continue under the canopy/easement of any elevated road.
- v) With the at-grade alignment, future elevated/ flyover/ underpass options can be explored, as and when the requirement arises.
  - vi) The speed of traffic entering Delhi via this alignment also needs to be studied and safety issues considered, before finalizing the detailed design of the ROW alignment.

After detailed discussion, it was felt that the fourth option along with the necessary land acquisition and construction of road at-grade would be most suitable for this stretch.

### **Decision:**

The Governing Body approved Option IV with the necessary land acquisition and construction of road at-grade, as the alignment of 80 M ROW road from the boundary of NCT Delhi to village Bijwasan road extended upto UER-I.

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.

### **(b) Flyover-cum ROB on UER-I and FCI Godowns, Delhi- Karnal Railway Line and Alipur Road Junction (Narela)- DDA**

#### **Background:**

Flyover-cum ROB on UER-I and FCI Godowns, Delhi- Karnal Railway Line and Alipur Road Junction was discussed in Core Group Meeting & subsequently in Working Group –II A meeting under the Chairmanship of Engineer Member, DDA on 17.01.2014.

#### **Proposal**

The proposal of Flyover-cum-ROB on UER-I and FCI Godowns, Delhi-Karnal Railway Line and Alipur Road Junction submitted by the Consultants of DDA i.e. RITES to UTTIPEC was presented with following clarifications:

- i. The proposal is of a flyover-cum ROB on Delhi-Karnal Railway Line/ Alipur Road over FCI Godowns along UER- I alignment.
- ii. The road on both sides of the Railway line/ Alipur Road is already existing.
- iii. The proposal consists of 6 lanes (3 lanes on either side) for traffic movement and one lane on each side for cycle/ NMT movement.
- iv. Height of the structure of Flyover-cum-ROB is proposed to be approx. 13 M. as it has to cross the building blocks of FCI which are existing and in height approx. 9 M.
- v. The road section is proposed as per the cross-section of UER's approved by the Governing Body of UTTIPEC.

### **Observations / Recommendation of Working Group II-A:**

- i. The gradient of the flyover is to be kept gentle (preferably 1:50) for smooth access, ascent and movement of cycles and other NMT modes on the flyover/ROB.
- ii. Separate lanes on both sides of the carriageway are to be provided for smooth and safe movement of cycle/ NMT modes.
- iii. Provision of ramps/stairs along with the future requirement of lift/elevators should also be made in the detail construction drawings for universal accessibility.

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

### **Decision:**

As recommended by Working Group II-A, the Governing Body approved the proposal with all the above observations/ recommendations.

The meeting ended with vote of thanks to the Chair.

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

Copy to:

#### **L. G. Office**

1. P.S. to Hon'ble L.G., Delhi
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. Sh. J.B. Kshirsagar, Commr.(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. S.P. Singh, Chief Engr. (Dwarka), DDA
8. Sh. P.S. Uttarwar, Director (Plg) Dwarka
9. Sh. R.K. Gupta, Project Manager (MPR) DDA
10. Sh. A.K. Goel, Project Manager, Flyover
11. Sh. P.C. Soni Dy. Director (Plg.)-I, UTTIPEC
12. Sh. Sudhir Kumar Kain, Dy. Director(Plg.)-II, UTTIPEC
13. Sh. L.K. Jain, E.E. (Civil) UTTIPEC.
14. Ms. Paromita Roy, Dy. Director (Arch.)/Dy. Dir. (UTTIPEC)

**MOUD**

OSD (MRTS)

**TRAFFIC POLICE**

1. Sh. Taj Hassan, Spl. Commr. (Traffic)
2. Sh. Anil Shukla, Addl. Commr. (Traffic)

**P.W.D. GNCTD**

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

**TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD**

Sh. Gyanesh Bharti, Secy-cum- Commr. (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, MCD

**N.D.M.C**

1. Chairperson, NDMC
2. Chief Engineer, NDMC

**DIMTS**

Sh. Sanjiv Sahai, MD

**DMRC**

1. Managing Director
2. Director (Projects)

**IRC**

Secretary General

**TCPO**

Chief Planner

**SRI**

Director

**CRRI**

HOD- (Traffic &Tpt. Division)

**AAUI**

President

**Railways**

Chief Engineer, Northern Railways (Centre)