

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
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No. F.1.(2)2013/UTTIPEC/44th/D-237

Dated:11.9.13

MINUTES OF THE 44th UTTIPEC GOVERNING BODY MEETING, HELD ON 22.8.13 at 4.00 P.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The 44th Governing Body meeting of the UTTIPEC was held on 22.8.13 at 4.00 P.M. at Vikas Minar, 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 report on Working Group meetings and Minutes of 43rd Governing Body meeting held on 10.5.13. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Vice Chairman, DDA welcomed **Hon'ble L.G.-** Chairman, UTTIPEC to the 44th Governing Body meeting of UTTIPEC.

2. The Minutes of the 43rd Governing Body meeting circulated on 21.6.13 were **confirmed with modification** after deliberation on the comments of the E-in-C, PWD that the reduction of the r/w of the road was not decided in the last Governing Body meeting. Accordingly, it was decided to modify the Para i) of 'Observation' under the item no 5(i) of the minutes of the meeting dated 10.5.13 as under:-

"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."

3. Brief report on projects/proposals discussed in Working Group Meeting/TOD Workshop Meetings was placed before the Governing Body.

a) **Management Action Group (MAG) of Transport** -3 meetings were held **under the Chairmanship of Secretary-cum-Commissioner (Transport), GNCTD**, on 17.5.2013, 22.5.2013 & 2.7.2013. The draft Transport Chapter was discussed. The approach and rationale for the proposed modifications/additions were agreed. Further suggestions given by the Advisory Group are being incorporated for discussion in the next Advisory Group Meeting.

b) **Working Group II-B (Retrofitting of existing Corridors)** meeting was held **under the Chairmanship of Principal Secretary, PWD**, on 18.07.2013. 5 projects/proposals were discussed/reviewed by the Working Group. Out of which, 1 project/proposal has been recommended for consideration/direction by the Governing Body **[Presentation Item No. 3(i)]**.

c) **Working Group II-A-** 2 meetings were held on 22.5.13 and 21.8.13 **under the Chairmanship of E.M., DDA**. 6 projects/proposals were discussed/reviewed by the

Working Group. Out of which, 2 projects/proposals to be recommended for consideration/direction by the Governing Body **[Presentation Item No. 3 (ii) & (iii)]**.

4. Presentations:-

i) **Re-development of Chandni Chowk Road from Netaji Subhash Marg to Fateh Puri (Recommended by the Working Group)** [(File No.F.6 (109) 09/UTTIPEC)].

Background:

Proposal for Re-development of Chandni Chowk Road from Netaji Subhash Marg to Fateh Puri was approved in the 29th Governing Body meeting held on 4.3.2011 with some observations. In the matter of W.P.(C) 4572 of 2007, Manushi Sangathan, Delhi VS Govt. of Delhi & others, the Double Bench of Hon'ble High Court pronounced the judgement on 24.5.2013 with the direction to convene a joint meeting of STF, UTTIPEC, PWD and Delhi Traffic Police by Hon'ble L.G within 4 weeks. Accordingly, a joint meeting of UTTIPEC & Special Task Force (STF) was held under the then Hon'ble L.G., Delhi on 14.06.2013. The decision of the meeting is reproduced below:

- a) *"The Comprehensive Redevelopment of Chandni Chowk will be implemented in Phases as presented by Secretary, PWD, GNCTD.*
- b) *Alternative 1 for Phase 1 was approved for implementation with the following conditions:*
 1. *A 2.5 M Multi-Utility Zone (MUZ) to be provided as part of the 7.5M footpath on either side as per the Street Design Guidelines*
 2. *Designated Vending Zones to be provided on the northern side of the ROW within the MUZ. The MUZ along the southern edge could be used for the provision of Bus Q-shelter, lights, signage, NMV Parking etc. as per the UTTIPEC Street Design Guidelines.*
 3. *Final drawings for the above to be discussed with UTTIPEC before finalization.*

The modified proposal of Chandni Chowk based on the above decision was presented by PWD in WG-II-B meeting dated 18.7.13. Working Group **recommended** that phase I plan to be modified as per the following observations and presented before the next Governing Body meeting for consideration/ approval:-

- The phase-1 proposal to be implemented by the PWD with the provision for further implementation of original proposal in future.
- Proposed Curve /Kink on the road, in front of Gauri Shankar Mandir needs to be smoothened.
- Development of MUZ (2.5 m. wide) on both sides of the carriageway as decided in L.G. meeting held on 14.6.2013 will be planned/ designed in detail accommodating vendors and all other street components as per the Street Design Guidelines.
- In front of Gurudwara ShishGanj (Bhai Mati Das Chowk), 'Table Top' is to be provided and HMV will be restricted on H.C.Sen Marg & will not be allowed to reach Fountain Chowk i.e. Bhai Mati Das Chowk.

- Plaza in front of Town Hall to be developed with 'Table Top' and U–turn will be provided for traffic coming from Fatehpuri Masjid.

A Presentation was made to the Governing Body by PWD showing the Cross Section of the i) existing road, ii) original approved proposal of UTTIPEC and iii) subsequent modified plan prepared by PWD as a follow up to the High Court decision on the subject and the decision taken by the then Hon'ble L.G.in a joint meeting of UTTIPEC and Special Task Force held on 14.6.13.

Proposal:-

i) Existing road:

Provision	Present/Proposed Use
<ul style="list-style-type: none"> • Dual carriage way 14.5m wide on either side divided with a median 	<ul style="list-style-type: none"> • All mixed traffic and road side parking
<ul style="list-style-type: none"> • Footpath - 3.5 mtr.wide on either side of Carriageway 	<ul style="list-style-type: none"> • Pedestrians, vendors and hawkers

ii) As per approved Plan by the UTTIPEC

<ul style="list-style-type: none"> • Single Carriage Way- 8.5 mtr.wide 	<ul style="list-style-type: none"> • For Electric/Battery Bus, Cars/ Two wheelers
<ul style="list-style-type: none"> • Footpath 15 mtr. on North Side 6.5 mtr on South Side 	<ul style="list-style-type: none"> • Pedestrians/Cycle/Cycle Rickshaw

iii) As per the modified plan of PWD (Ph-I)

<ul style="list-style-type: none"> • Carriage Way- Dual Carriage way 7.5 mtr wide on either side divided with a median 	<ul style="list-style-type: none"> • All mixed traffic (No Parking)
<ul style="list-style-type: none"> • Footpath-5.0 mtr. on either side 	<ul style="list-style-type: none"> • Pedestrian, Hawkers /vendors
<ul style="list-style-type: none"> • Multi Utility Zone (MUZ)- 2.5 mtr. road between carriageway and footpath 	<ul style="list-style-type: none"> • Vendors and Other amenities

It was explained by the PWD that the modified proposal was made to allow the present traffic to move on reduced dual carriageway of Chandni Chowk road with mixed traffic condition having a wider pedestrian walk way on both sides of the road with the provision of Multi utility zone for hawkers/vendors and other amenities. The proposal will be implemented as Ph-I development to retain the present motor vehicular and NMV access on Chandni Chowk with wider Footpath for pedestrians and designated space for Vendors.

However, it was also clarified by PWD that the final proposal earlier approved by the UTTIPEC will be implemented after testing the success of the Ph-I scheme.

Observation

- i) Chandni Chowk Road should preferably be made fully **Pedestrianized** with NMV (Cycle, Cycle Rickshaw etc) movement facilities to provide Last Mile Connectivity for Public Transport (Metro, Bus, Rlys) users as well as private vehicle users from various proposed parking sites.
- ii) Details of actual no. of parked vehicles on Chandni Chowk road along with details of cars parked by the shopkeepers and customers are required to assess long and short term parking requirement in the area with respect to the provision of parking facilities proposed as part of the project.
- iii) The issue of NMV movement on Chandni Chowk road has been resolved by allowing them on the revised Ph-I proposal. However, continuation of MV movement along Chandni Chowk may not provide the desired safe environment for pedestrians like a fully Pedestrianised street apart from difficulty in enforcing parking on the road,
- iv) The Traffic Management plan with time based restricted entry/exit for private vehicles to provide emergency /service vehicle access to be also worked out as part of the project.
- v) The comprehensive plan earlier worked out needs to address all issues raised by various stakeholders and incorporate in the proposal for a long term solution for a better quality of pedestrian environment for such a historically important street of the city.
- vi) The opinion of the traders/commercial establishments/Local residence should be incorporated by addressing major issues of accessibility and parking.
- vii) All overhead electrical/telephone lines proposed to be provided under the ground are to be taken up on priority basis as per the proposed plan.

Decision

As the proposal for taking up the Re-development work of Chandni Chowk in phases was already approved during the Joint meeting of UTTIPEC and STF under the Chairmanship of the then L.G. on 14.6.13, the Hon'ble L.G. desired to discuss the proposal in detail in a meeting to be held separately before approval of the final drawing for execution.

Action- PWD

- ii) **Construction of ROBs on UER-II – DDA** [(File No. F.6 (118)2009/UTTIPEC)].
 - i) ROB across Delhi-Rohtak Railway Line & Rohtak-Road
 - ii) ROB across Delhi-Karnal Railway Line.

A) Background

A presentation on the status of Urban Extension Roads (UER) to be taken up by DDA was made in the 30th Governing Body Meeting 15.4.11 Decisions taken by the Governing Body are reproduced below:-

- i. *“All Urban Extension Roads (UER) are to be developed with the proposed Cross Section of 51 mt. at Mid Section and 545 mt. at intersection.*
- ii. *UER to be taken up as a TOD project with multi/mixed-use high density development within the influence zone of the entire Multi Modal/MRTS corridor with enhanced Public Transport Connectivity ensuring reduction of Carbon Footprints.*
- iii. *This project to be taken up expeditiously without waiting for Master Plan Review.*
- iv. *The Working Group/TOD Task Force should involve various National/International experts with experience of work in the best practices of the world for their participation on knowledge sharing basis.”*

It was also decided that the Consultant to be engaged by Chief Engineer (Projects), DDA based on the comprehensive Terms of Reference (TOR).TOR has already been prepared and sent to Chief Engineer (Projects), DDA for engagement of Consultant.

Meanwhile, the proposals for construction of ROB across Delhi- Karnal Railway Line and ROB/ Flyover across Delhi- Rohtak Railway Line and NH-10 along UER-II alignment were submitted by Project Manager (MPR), DDA. These two proposals were discussed in the Core Group meetings of UTTIPEC and also in the Working Group II-A meeting on 21.8.13.

Proposal

i) ROB across Delhi-Rohtak Railway Line & Rohtak-Road

M/s RITES Ltd., Consultant of DDA, presented the proposal with 2 major options:-

- a) ROB on Railway line and
- b) Extended ROB on Railway line and Rohtak road

ii) ROB across Delhi-Karnal Railway Line.

M/s DIMTS, Consultant of DDA, presented the proposal with 2 major options i.e.:-

- a) ROB on Railway line
- b) Extended ROB on Railway line and two proposed sub-arterial roads of Narela project adjacent to Freight Complex.

Working Group **recommended** the proposals for consideration of the Governing Body with following **observations**:-

- i) The second option for both cases i.e. extended ROB on Railway line and the road/roads cases are better options.
- ii) Alignment of these ROB/Flyover along the proposed Urban Extension Road to be carefully demarcated to incorporate the same in the comprehensive proposal of the UER-II to be prepared by the Consultants being engaged by DDA.
- iii) The intersection design under the proposed ROB /Flyover on Rohtak Road to be taken up on priority by a Core Group of UTTIPEC for finalization.
- iv) The engagement of Consultants for the comprehensive proposal of UER-II to be also finalized at the earliest.

The presentation on above two proposals were made to the Governing Body by the Consultants of DDA M/S RITES Ltd and M/S DIMTS Ltd respectively.

Decision

As recommended by the Working Group, both the proposals were **approved in principle** by the Governing Body.

Action- DDA

- iii) **Detailed Feasibility Study and Geometric Design for Extension of Barapullah Elevated Road Across River Yamuna from Sarai Kale Khan to Mayur Vihar (Ph-III) Stage-I – PWD** [(File No.F.5 (40)2012/UTTIPEC)].

Background

The above proposal was earlier discussed in the 40th WG-II-B meeting held on 8.11.2012 and Working Group requested PWD to modify the proposal as per the observations of the Working Group. Accordingly, PWD has submitted the proposal and same was discussed in the Core Group meetings held on 13.12.2012 & 1.3.2013 and also in the Working Group meeting on 21.8.13.

Proposal

- i) The extension of Barapullah Ph-III link up to Noida Road will ease the congestion at Nizamuddin bridge as well as the Noida DND flyway and provide additional connectivity between the Eastern part of Delhi with Central & Southern part of the Delhi.
- ii) Three alternate alignments on eastern side of the River has been proposed by the PWD's consultant.
- iii) Out of the 3 alternatives, alternate -1 i.e. connecting to 30mtr.r/w Master Plan road (24 mt r/w on site) on the Marginal Bund /Noida road is recommended by the PWD's consultant.

Working Group **recommended** Alternate –I proposal for consideration of the Governing Body with following **observations**:-

- i) The new Link is connecting South Eastern to South Western part of the Delhi. Volume of traffic on the both sides and the carrying capacity of the proposed link and the existing network holding capacity needs to be further detailed out with respect to existing development as well as future development in the Delhi.
- ii) Traffic handling capacity of the existing network with respect to proposed link needs to be further analyzed and suitable modification / suggestions for improvement of overall connectivity and circulation of the entire East Delhi area is to be worked out.
- iii) Consultant to prepare an Integrated Plan for the Mayur Vihar Ph-I junction showing the Public Transport, pedestrian, NMT facilities based on movement pattern of all modes of traffic.
- iv) The detailed design of the junction based on Multi-Modal Integration (MMI) plan for the Intense Zone area around two metro stations based on approved MMI Checklist of UTTIPEC to be prepared and submitted as part of Stage-II submission.

- v) Considering traffic movement additional flyover along the existing flyover for smooth movement of traffic from Noida to NH-24 is required.
- vi) The proposed two loops for entry and exit from Mayur Vihar were proposed to be 'dropped' considering, that signal free entry of traffic from 3 directions to Mayur Vihar Road (24 mt. R/W) would congest the entry point/junction as the capacity of road is very low. However, after detailed discussion, Chairman decided to recommend the proposal along with both the loops for approval.
- vii) However, the right turning traffic towards Noida from the proposed link and traffic from NH-24 to the proposed link could be considered as per the proposal subject to the consideration of feasibility and traffic merging/diverging/weaving aspects.
- viii) Considering that the proposed link will have major public transit/bus routes in future connecting East Delhi to South /Central Delhi, appropriate provisions for bus stops along with easy interchanging facilities at surface road levels for the bus commuters on both sides of the proposed link roads (i.e. Ring Road / Noida Road) are to be provided.

A presentation was made to the Governing Body by PWD with the following specific proposals:-

Ring Road Side:-

- i) Extension of 3 lane C/W of existing elevated road above the Ring Road and further to connect the Noida road across the river at Mayur Vihar Junction.
- ii) The elevated corridor will be on pillars. No embankment will be constructed on the river bed other than construction of a bridge the on the river.
- iii) Entry to this part of road from Sarai Kale Khan side of Ring Road has been provided. Similarly left side exit has been provided at Ring Road for traffic coming from Mayur Vihar side.

Noida Road Side:-

One parallel flyover proposed along the existing one way flyover to facilitate Noida traffic along with two loops for right turning traffic to and from Mayur Vihar and one loop for right turning traffic to Noida for the proposed corridor, along with left turning facility at grade from Barapullah Road to U.P. link Road and vice-versa.

Observations:-

- i) The proposal will provide a direct link between East and South/Central Delhi and ensure North-South signal free movement on Noida Road.
- ii) However, two loops for entry to /exit from Mayur Vihar would congest the entry/exit road to/from Mayur Vihar as 4 lane divided C/W (24 mtr. R/W) will not be able to take to load due to continuous flow of traffic from all directions. Therefore, surface level turning traffic movements with 3 Phase signals along with pedestrian/NMV cross movement would be preferable. Chief Engineer, PWD clarified that these two loops

- will help in faster clearance of traffic at the junction. The loop for right turning traffic from Mayur Vihar will facilitate faster clearance of traffic from narrow road on Mayur Vihar side. E.M., DDA and Addl. Commissioner - Traffic were also of the view that both the loops need to be constructed for smooth movement of traffic.
- iii) The Phase III Metro Station at this location would generate huge volume of pedestrian and NMV traffic further reducing the road capacity for motor vehicles which will include buses also.
 - iv) Consultant to prepare a comprehensive Multi Modal Integration Plan for the surface level area around the two Metro stations to facilitate Pedestrian, Cycle, Cycle rickshaw movement along with parking for all last mile connectivity modes.
 - v) Detail design for the approved conceptual proposal as per the Stage-II submission Format to be submitted for approval of the Governing Body.
 - vi) All statutory clearances to be obtained before working out detail design of the proposal

Decision

After due deliberation, the conceptual proposal, including one loop for right turning traffic from Mayur Vihar towards Akshardham was **approved** by the Governing Body.

It was proposed to upload the proposal on UTTIPEC website under community feedback for comments on 2nd loop for right turning traffic to Mayur Vihar from Noida. If the same was favoured by the responses from people, it may also be taken up for construction.

Action - PWD

5. Status Report on major projects/proposals approved by the Governing Body and Action Taken Report.

The Status Report on the following **15 projects** previously **approved /approved in principle** by the Governing Body shall be presented at the Meeting:

- i. New Link Road Connecting Press Enclave Rd. and ORR – **DIMTS**
- ii. Integrated Plan of Old Delhi Rly Station and S P Mukherjee Marg - **PWD**
- iii. Karol Bagh/ Ajmal Khan Road Pedestrianization Project - **MCD**
- iv. Traffic & Circulation Plan around the Multi-level Car Parking at Kamla Nagar -**MCD**
- v. Typical Crossing Design and retrofitting of High Fatality Roads of Delhi - **PWD/MCD/NDMC**
- vi. Aurobindo Marg Retrofitting for Fatality Reduction - **PWD**
- vii. Comprehensive Integrated corridor improvement plan of Road No – 56 from Gazipur to Apsara Border- **PWD**
- viii. Comprehensive Proposal of Vikas Marg Metro connectivity & Parking Strategies – **PWD/MCD**
- ix. Preparation of Station Area Plans for all Phase-III Metro Stations (68 nos) to Deliver Multi-Modal Integration- **UTTIPEC/DDA**
- x. Conceptual proposal for First and Last Mile Connectivity project –(Khirki/Malviya Nagar) –**MCD**

- xi. Detailed Alignment plan for widening of Patparganj Road from ROB-36 to NH-24 - **MCD**
- xii. Creation of Audit Cell and TOR for Audit Agencies- **UTTIPEC/DDA**
- xiii. Up-gradation of Mandi Road (MG Road to Delhi-Haryana Border)- **PWD**
- xiv. ITO COMPLEX Plan- Integration and Implementation – **PWD**
- xv. Urban Extension Roads (UER-I, II & III) Network Planning and Implementation- **UTTIPEC/DDA**

The status of first 3 projects were presented to the Governing Body by the UTTIPEC/DDA. **Hon'ble LG** desired that 3 to 5 selected projects may be taken up for review and monitoring in the meeting to be held in LG office in which all stakeholder agencies to attend with status note.

The meeting ended with vote of thanks to the Chair.

Sd/-

(Ashok Bhattacharjee)
Director (Pig.)/
Member Secretary, UTTIPEC

**DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
2nd Floor, Vikas Minar, New Delhi**

44th Governing Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 22.8.13 (Thursday) at 04.00 P.M. at 5th Floor, Conference Hall, Vikas Minar, New Delhi.

**ATTENDANCE SHEET
Department wise Members & Participants**

L. G. Office

1. Sh. Najeeb Jung, Hon'ble L.G., Delhi
2. Ms. N. Guha Biswas, Pr. Secy. to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. D.Dipti Vilasa, V.C.,DDA
2. Sh. Abhay Sinha, E.M.
3. Sh. P.M.Parate, Addl. Commr. (TC&B)
4. Sh. Vinod Dhar, Chief Architect, DDA
5. Sh. Puneet Kumar Vats, Chief Engineer Projects
6. Sh. Ashok Bhattacharjee, Director (Plg.) UTTIPEC
7. Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website, UTTIPEC
8. Sh. Chandu Bhutia, Director (Plg.)
9. Ms. Manju Paul, Director, VC Office
10. Sh. Ashok Kumar Goel, Project Manager (Flyover)
11. Sh. R.K. Gupta, Project Manager (MPR)
12. Sh. P.C. Soni, Dy. Director (Plg.)-I,UTTIPEC
13. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-II, UTTIPEC
14. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
15. Sh. Ashwini Khullar, A.D. UTTIPEC
16. Ms. Paromita Roy, Dy. Director (Arch.)/ (UTTIPEC)
17. Sh. Anand Kumar, Plg. Asstt. UTTIPEC
18. Mr. Adarsh Kapoor, Consultant (UTTIPEC)
19. Ms. Meenakshi Burman, Consultant (UTTIPEC)

TRAFFIC POLICE

1. Sh. Anil Shukla, Addl. Commr. (Traffic)

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner(North)
3. Sh. S. Kumara Swami,Commissioner (East)

4. Sh. Ravi Dass, Eng.-in-Chief
5. Sh. Ajay Agarwal, E.E. (Plg.) SDMC

NDMC

1. Sh. Anant Kumar, Chief Engr. (NDMC)
2. Sh. Devender Singh, E.E. (P) KBZ

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

1. Sh. Puneet Kumar Goel, Secy-cum- Commr. (Transport)

P.W.D.

1. Sh. Arun Baroka, Secretary
2. Sh. Dinesh Kumar Engineer –in – Chief
3. Sh. Sarvagya Srivastava, C.E.
4. Sh. J. Kumar, Chief Engr., M-4
5. Sh. Shishir Bansal, Suptdg. Engineer
6. Sh. Divakar Aggarwal, S.E., M-11
7. Sh. G.P. Bansal, S.E., M-41
8. Sh. N.K. Garg, Director (Plg.)
9. Sh. N.P. Jaiswal, Engineer
10. Sh. P.K. Sharma, E.E.
11. Sh. R.S. Garg, EE M-442
12. Sh. S.P.S. Saini, E.E., M-442

DMRC

1. Sh. Ashok Kumar Gupta, Chief Engr.

AAUI

1. Sh. T.K. Malhotra, President

DIMTS

1. Sh. A.C. Srivastava, DGM(TP)
2. Sh. Haripal Singh, Dy. General Manaer, (Projects)

TCPO

1. Dr. Pawan Kumar, Associate T& CP

CRRRI

1. Dr. J. Nataraju, Sr. Scientist

RITES

1. Sh. Jitendra Kr. Yadav, Manager
2. Sh. Pawan Kumar Gupta, Advisor

Other invitees

1. Sh. Ahmad, ADA Consultant
2. Sh. Alok Kumar, ADA Consultant

Copy to:

L. G. Office

1. Sh. Najeeb Jung, Hon'ble L.G., Delhi
2. Ms. N. Guha Biswas, Pr. Secretary to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.
4. OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

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5. Sh. Vinod Dhar, Chief Architect, DDA
6. Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website, UTTIPEC
7. Ms. Manju Paul, Director, VC Office
8. Project Manager, Flyover
9. Sh. P.C.Soni Dy. Director (Plg.)-I,UTTIPEC
10. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-II, UTTIPEC
11. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
12. Ms. Paromita Roy, Dy. Director (Arch.)/Dy. Dir. (UTTIPEC)
13. Ms. Mriganka Saxena, Sr.Consultant, UTTIPEC

MOUD

1. Sh. S.K.Lohia, 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, Secretary
2. Engineer-in-Chief, PWD

TRANSPORT DEPTT, GNCTD

1. Sh. Puneet Kumar Goel, Secy-cum- Commr. (Transport)

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. S.S. Yadav, Commissioner (East)
4. Sh. Ravi Dass, Engineer-in-Chief

N.D.M.C

1. Ms. Archana Arora , Chairperson
2. Sh. Anant Kumar, Chief Engineer (R)

DIMTS

Sh. Sanjiv Sahai, MD

DMRC

1. Managing Director
2. Director (Projects)

IRC

Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

SRI

Sh. K. M. Chacko, Director

CRR

Ms. Nishi Mittal, HOD- (Traffic & Tpt.)

AAU

Sh. T. K. Malhotra, President

Special Invitees

1. Sh. Puneet Kumar Vats, Chief Engr. (Projects), DDA
2. Sh. Jayesh Kumar, Chief Engr., PWD
3. Sh. Shishir Bansal, Suptdg. Engr. PWD