

The Project Manager of M/s. Simplex raised the issue of stacking. EE F-132 informed that the spine segments of Prembaripul to Azadpur stretch are occupying much space as due to some site problem, erection of spine segment is held up there. The agency was directed to immediately shift the spine segments of Prembaripul to Azadpur from the casting yard to stack the somewhere near their site so that more stacking space is available and at least 130 spine segments are casted every month. Similarly, casting of wing segments should also be expedited immediately and next month, at least than 220 wing segments should be casted. The target of casting of 125 spine segment for Dec.' 2014 was also fixed.

The work in the Najafgarh drain should also be completed on priority. The matter was also discussed with the fabricating agency, M/s. P&R and the agency was requested to come to have a site meeting to finalize the detailed programming of future work. It was pointed out that in any case, both side of service roads over Najafgarh drain should be completed and opened to traffic by May' 2015 and work of elevated corridor across the drain should be completed by July' 2015.

Other important issues, which should be immediately taken up otherwise they will become critical at a later date, were also discussed in detail.

These issue are as below: -

1. As pointed out earlier, casting of shear registers at each pier and from diaphragm segments should be started immediately.
2. After casting of these shear registers, the deck slab in the cut out portion is to be casted for doing lateral pre-stressing of one sheathing duct of diaphragm segments left unstressed as on date.
3. As soon as wing erection in 2-3 spans is completed, casting of crash barrier and central verge should be taken up immediately.
4. Casting of pre-cast crash barrier for ramp portion should be started as more than 500 pieces are to be casted and as per program, ramp should be completed by Feb.' 2015.
5. The holes should be left in the friction slab in ramp portion so that water accumulated in this area percolate down below to avoid any damage to the wearing course.
6. The issues of rain water harvesting and pipe for watering the plants were also discussed. EE was directed to finalize the schemes immediately.
7. The design of framework for noise barriers on elevated corridor should be decided immediately. The agreement item of multi wall sheet is to be executed and its detailed specifications may be supplied to the consultant for giving proper design of framework as while casting the crash barriers, insert plate have to be embedded to fix the frame later on.
8. The issue of fixing of rain water spout was discussed and it was advised that while doing the lateral stitch, the pocket for fixing the rain water spout later on, may be left after finalizing the fixing detail.
9. Work of c/o footpath should also be started on priority as more than 2.5 km of drain has been completed. The detail of fixing of kerb stones, fixing of tuck tile flooring and fixing of drain cover was discussed. The pattern of paver tile was also finalized as a sample has been prepared by EE, F-134 and after discussion with the Chief Engineer, F-1, the pattern has been finalized and intimated to EEs.

In the last, the issue of cleaning of site, casting yard, cleaning of barricading boards, lighting of site and lighting of barricading boards was discussed in detail. It was made very clear that no laxity in this regard should be tolerated. EE was directed to take stern action against the agency if it does not act