

At certain locations, there is a level difference between the main carriageway and service roads and there is a toe wall in between. After discussion, it was finalized that the surface of such walls may be finished with the stone grit plaster which is a better and economical option.

Then, went to the casting yard and discussed in detail the issue of casting of seismic resistor/stubs. The matter was again discussed with the consultant. The EE was directed to modify the reinforcement detailing, as discussed with the consultant and drawings earlier received from the consultant. It was again pointed out that deck continuity slab should not be allowed to be casted unless & until, seismic resistor and seismic stubs are casted on that particular pier location. Since this is a time consuming activity, the agency should be asked to start this activity in full swing.

Then, took the round of casting yard where wing casting is in progress. The spine segments casting is almost complete except 6 to 9 segments. It was directed to ensure proper curing of all the segments being casted, more so when, the weather is very hot. It was also directed to ensure that there is no slurry leakage during casting of segments.

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Project Manager
Flyover Project Circle F-13, PWD

Copy to:-

- (1) Pr. Chief Engineer, Flyover Project Zone F-1, PWD, 12th Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (2) The Executive Engineers, FPD, F-132 for information & necessary action please.

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Project Manager