

The bituminous concrete was being laid at one location and its quality and compaction should be thoroughly checked. The temperature of the BC at the time of laying should be properly monitored as per specification as winter season has already started.

At number of places, the APP layer on vertical surface of crash barrier in central verge is protruding above the BC surface. It should be cut before painting of crash barrier/central verge.

The expansion joints were also being fixed. It was again directed that the level of the two angles of the expansion joints should be perfectly levelled and gap between the angles should be maintained as per the design chart given by the consultant. While embedding the expansion joints in concrete, it should be perfectly levelled with the adjacent BC surface and should be checked using aluminium rods.

The work of khurras around the rain water spouts has been started. It was directed to deploy more teams on this activity immediately as it is a small but time consuming activity. The quality of the concrete in khurras and its proper curing should be ensured.

The issue of providing a kerb channel along the crash barrier on the side of rain water spout was also discussed in detail. It was directed to provide a kerb channel so as to channelize the water towards the rain water spouts. Before making the kerb channel, longitudinal profile of the elevated corridor should also be worked out so as to decide the slope in the kerb channels.

The concrete in the cross drainage pipes provided in the central verge should also be filled immediately as due to any intermittent rains, water may fill up and damage the road. While, filling the concrete in these cross drainage pipes, it should be perfectly levelled with the levels of the both side bituminous concrete pavement.

Then in the site office, reviewed the other balance items. It was informed that the shear key/shear stubs are balance at few places, which will be completed within 3-4 days. It was again directed to work out the detailed program of all the balance activities and execute the same accordingly so as to complete the elevated corridor work by 21st Dec.' 2015 so that the same is opened to the traffic by 31st Dec.' 2015.

The SE, F-14 was also directed to start the work of signages at the start of both sides ramps so that there is no confusion to the traffic while ascending the elevated corridor after its opening. The matter of both side signages was finalised.

The status of other activities like underdeck finishing, footpath, drains, service roads etc. was also enquired. Nothing much is being done by the agency as on date. The agency was directed to enhance the resources to take up these activities simultaneously so that the entire project, which has already been delayed, is completed at the earliest.

The status of load testing was also enquired which has not been started by the agency till date. It was again directed to start the load test on priority.

The SE, F-14 was also directed to prepare the deficiency list immediately and attend the same on priority.

O/c Chief Project Manager
(Flyover) 1, PWD
10/12/15

Copy to:-

- (1) The E-in-Chief (Projects), (Flyover) 1, PWD, 12th Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (2) The Pr. Chief Engineer (Projects), PWD, 9th Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (3) The OSD (PWD) to Minister, O/o of the Minister, Power, PWD, Health, Industries & Home, GNCTD, A-Wing, 7th Level, Delhi Secretariat, I.P. Extension, New Delhi-110002 for kind information please.
- (4) The Superintending Engineer, F-14, PWD for information & necessary action please.

O/c Chief Project Manager
10/12/15