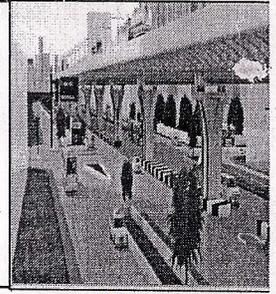


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Date: - 11-8-14

### Inspection Note

**Sub: - Inspection Note for the work of "Comprehensive Development of Corridor (Outer Ring Road) between Mangolpuri to Madhuban Chowk".**

Inspected the site of Mangolpuri to Madhuban Chowk along with EE, F-134 and Mr. Kalra, DPM of M/s. ITD on 08.08.2014. First in the site office, progress of spine casting and other activities were reviewed. EE was directed to issue notice to the agency to immediately mobilize the second launching girder, required number of cantilever frames for wing erection and required number of moulds for wing casting. The program for casting and erection was broadly discussed with EE & DPM and it was shown that how this work can be completed with very fast speed even from today.

Then visited the drain work near A-1 site. The quality of shuttering at few places was not up to the mark. This point has also been raised during earlier inspections. EE was directed to check all the shuttering and damaged shutter should be removed immediately. Shuttering arrangements for manholes in the top slab is also not proper and needs to be improved. It was also directed to reject the drain work which is not proper. Work should not be allowed until & unless shuttering is improved.

The issue of pre-stressing system of M/s. Dynamic was also discussed. Part of the concrete of diaphragm segment is being damaged during pre-stressing. It was pointed out that there is no problem in the work of M/s. Simplex and therefore matter should be discussed with the senior Engineers of M/s. Dynamic to find out reasons why it is happening so? Reinforcement for pier and pile cap was in progress at other locations. It was directed to properly clean the top pile cap/starter thoroughly before doing concreting in the pier starter/pier. Some of the stirrups of the pier needs to be rectified to ensure that it does not protrude out from general surface of reinforcement. The binding wire of reinforcement should also be properly pressed so that it does not touch the shuttering surface.

Footpath work near Kali Mata Mandir was in progress but the kerb stones were not properly placed. Kerb stones were also found to be have broken edges. It was directed to immediately remove such type of kerb stones and new kerb stones should be placed properly as per specification and grooves should be formed neatly and smoothly. Few paver tiles were also stacked near the site but