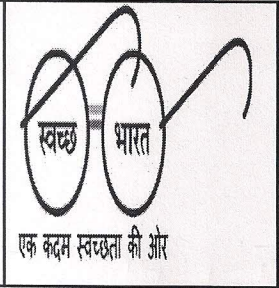


PROJECT MANAGER
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F. No. 23(24-I)/PM/FPC/F-13/PWD/2015/

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Date: - 19-1-15

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 Project Manager of M/s. ITD on 16.01.2015.

In the site office, discussed the various issues related to height of crash barrier above FRL, the size & shape of inner shutter of crash barrier above elevated corridor and RE wall and thickness of various layers in the crust over ramp / elevated corridor etc. With the present details, the height of crash barrier above FRL will be 881 mm. The matter was also discussed with Mrs. Sulgana Ghosh of M/s. LTR in this regard and she was requested to examine, regarding its adequacy. Nothing can be done now except fixing of pipe railing if required as fascia panels have already been casted. The detail of the valley curve before the ramps were also discussed in detail.

Then, EE, F-134 discussed the details of his proposal of adjustment of pile / pile cap of FOB near Mangolpuri flyover due to existence of large number of services like DJB pipelines, IGL/PNG lines etc. As per his proposal, the pile cap top is coming around 2m above the road level. It was suggested that we should try to keep the pile cap top below the road level so that it does not obstruct service road/footpath etc. For this, pile and pile cap should shifted towards the extreme ends and accordingly the sub-structure like piers of FOB/column supporting the stair case can be positioned eccentrically over the pile cap. He was advised to work out the revised detail of positioning of piles, pile cap as per the discussion and submit the same to the consultant for designing of foundations accordingly.

The Project Manager of M/s. ITD was directed to increase the number of moulds for wing casting on priority to ensure that the various targets set in upcoming milestones are achieved well-in-advance.

Then, went to the A-1 ramp where reinforcement work of abutment wall was in progress. The reinforcement detailing was reviewed with the drawings and certain discrepancies were noticed w.r.t. number of various stirrups. EE was directed to take up the matter with consultant for clarification on priority. The modified/clarification should also be circulated to other EEs for adopting the same.

o/c 16/1
Project Manager

Flyover Project Circle F-13, PWD

Copy to:-

- (1) Chief Engineer, Flyover Project Zone F-1, PWD, 12th Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (2) The Executive Engineer, FPD, F-134 for information & necessary action please.

o/c 16/1
Project Manager