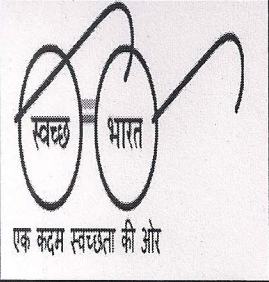


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F. No. 23(24-I)/PM/FPC/F-13/PWD/2015/ 449

Date: - 12-3-15

### Inspection Note

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

Inspected the casting yard of M/s. ITD at Peeragarhi along with EE, F-134 and Project Manager of M/s. ITD Cementation on 11.03.2015.

There have been now a lot of improvements in the side shutter of wing segments. It was directed that the proper cover to the reinforcement should be ensured by placing required number of cover blocks. In the diaphragm wing segment, now the fins have been removed after discussion with the consultant. EE was advised to take revised drawing of diaphragm segment from the consultant.

Then, went to the A-1 ramp of Mangolpuri where casting of central verge has been done in certain portion. The fixing of side shutters needs improvement to avoid any level difference in the concrete surface. It will save a lot of efforts to smoothen the concrete surface at a later date.

The rain water spouts were also being placed during lateral stitch. The agency was directed to ensure that the vertical pipe is in plumb so that there is no difficulty in joining the down take pipe with rain water spout.

The fascia panels of side crash barrier were also being placed. It was noticed that surface of the large number of fascia panels have been damaged at number of places during transportation/erection. The agency was directed to replace such fascia panels immediately and reason should also be found out why this much of damage has been done to these facial panels. No damaged fascia panels is allowed to be erected at site.

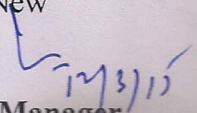
It was reiterated that height of the starter block of side shutter/central verge must be around 65 mm so as to ensure that this is buried within the thickness of wearing course. It was also advised to complete the reinforcement of side crash barrier in certain length and properly check before going ahead with the mass work.

Also inspected the few precast crash barrier placed on RE wall on R.H.S. side of ramp. It was directed that line & level of crash barrier should be ensured from inside and outside so that it does not look aesthetically odd. Few of the precast crash barrier placed on RE wall were not properly aligned from inside as well as outside. It was advised that c/o cast-in-situ crash barrier with outside fascia panels may also be explored as being done in the stretch from Mukarba Chowk to Wazirabad by M/s. ITD Cementation itself, as alignment of precast crash barrier seems to be a difficult task.

  
Project Manager  
Flyover Project Circle F-13, PWD

#### Copy to:-

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

  
Project Manager