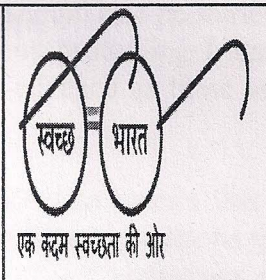


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Date: - 21-4-15

### 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 Cementation on 20.04.2015.

First, went to the Peeragarhi casting yard where wing casting is being done. It was directed to ensure that there is no leakage of slurry from any side. Though, there has been improvements in side shutter, minor honeycomb was noticed in few segments. Proper grouting should be carried out immediately. It was also directed that before dispatch of wing segments for erection, it should be properly inspected and repair/grouting, if any, should be done well-in-advance. The progress of casting of wing segments is slow and need to be expedited immediately as has been directed earlier also.

Regarding casting of fascia panel of crash barrier, it was noticed that one hook in the fascia panel is still being provided which has to be cut and sealed with the epoxy, later on. The Project Manager of M/s. ITD pointed out that this hook helps in lifting the segment from its mould. It was advised that this matter may be discussed with the Engineers of M/s. Simplex as they are not providing this hook.

Then, went to the lab. and witnessed the 7 days and 28 days cube testing of M-60 grade concrete and results were found to be satisfactory.

Then, went to the elevated corridor where wings erection was being done. It was observed that in few trolleys, slings have been removed after stitching but before lateral post-tensioning. It has already been directed that sling should not be removed till the lateral post-tensioning is complete. The EE was also directed to ensure that all the recommendations of the Committee, which inquired the fall of wing segment should be strictly complied with. The progress of wing erection also needs to be further expedited as pointed out during previous inspection.

It was again directed that all the erected spine segments should be got inspected from inside to note down, distress if any, after post-tensioning.

The finishing of underdeck of spine and wing segment has not been started despite repeated persuasions. The Project Manager of M/s. ITD was again directed to start this activity immediately as it is a time consuming job. It was suggested that first one sample portion should be finished so that required efforts are assessed and accordingly resources should be deployed to finish it on priority. The EE was directed to ensure start of this activity on priority.

The position of casting of seismic resistor and seismic blocks, protruding from the diaphragm spine segment, was also enquired. This is again a time consuming activity but going on slow. It was suggested that seismic resistor, shear blocks, protruding from diaphragm spine segment, deck continuity slab etc. should be completed first at one pier so that all the difficulties are sorted out at one location and thereafter the same is repeated at other locations.