



**PROJECT MANAGER**  
**FLYOVER PROJECT CIRCLE F-13**  
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F. No. 23(29-I)/PM/FPC/F-13/PWD/2015/1079

Date: 25-5-15

**Inspection Note**

**Sub: - Inspection Note for the work of "Comprehensive Development of Corridor (Outer Ring Road) between Vikaspuri to Meera Bagh."**

Inspected the site of Vikaspuri to Meerabagh Project, along with EE, F-132 and DPM of M/s. Simplex on 22.05.2015 as the Project Manager of M/s. Simplex was on leave.

Started the inspection from A-2 side ramp. The reinforcement for seismic stub at one pier location was being placed. It was pointed out that the arrangement of reinforcement was not proper as it is having very large cover thickness. Then, discussed the issue with Mr. Ganeshan of M/s. LTR and few options were proposed so that he is able to finalise the details of reinforcement of stubs where there is a large gap between seismic resistor & seismic stub and seismic resistor has already been casted. It was pointed out to the EE, F-132 that where seismic resistors have not been casted, drawings for different solutions have already been issued by the consultant long back, copy of which was not available with the EE, F-132. The EE, F-134 was requested to mail the copy of that drawing to the EE, F-132.

The side crash barrier and central verge were also being casted.. It was suggested that all the shutters should be properly aligned with respect to the line and levels before casting.

The wing erection was also in progress. The progress of wing erection needs to be expedited as with six sets of cantilever wing trolleys, agency is not able to achieve the target of 12 spans per month which is quite achievable. The details were discussed with the in-charge of erection of wing segments and as per the discussion, it emerged that ideally within 15 days, one span should be completed but somehow, the required speed has not been achieved till date.

In all the diaphragm wing segments, HT strands in one sheathing duct passing through the cut out portion in diaphragm spine segment is not being post-tensioned before casting in the cut out portion. The EE was directed to ensure that only dummy / rejected strands are placed in these ducts as the new strands may get rusted with passage of time. It was also directed to replace the old strands with new one in such ducts, at the time of post tensioning, if the same have rusted.

Then, inspected the location where repair around the stub of spine segments, which were broken at the time of alignment of wing segment, was done. The present system being followed seems to be satisfactory but after grouting around the stub, it should be properly finished with grinding. Everybody agreed that this is a very time consuming activity, as assessed earlier. It was directed that this activity should be continued with sufficient resources under close monitoring. The joints of concrete in lateral stitch portion should also be grinded and gap between the spine and wing segments, at the meeting surface, should also be properly finished.

Then, went to the CRPF red light where on R.H.S., one sample for footpath over drain was being prepared. There were some problem being faced in continuity of paver/tectile tiles. After discussion, and it was decided that small size of tiles of same colour may be used around the manhole covers to maintain the aesthetics.