

PROJECT MANAGER
FLYOVER PROJECT CIRCLE F-13
PUBLIC WORKS DEPARTMENT, GOVT. OF DELHI
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F. No. 23(24-I)/PM/FPC/F-13/PWD/2015/

1090

Date: - 25-5-15

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 the EE, F-134 and the Project Manager of M/s. ITD Cementation on 23.05.2015.

First, started the inspection from Peeragarhi casting yard where wing segment casting was in progress. Certain improvements in the end shutter of wing segment (towards longitudinal stitch portion) has to be made as discussed as the surface of this side is coming up properly. It was also directed that, if any, honeycombing/cavity is noticed at any location, the same may be chiselled so that stitch concrete properly goes inside.

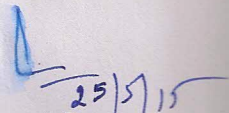
Then, witnessed the cube test of M-60 & M-25 concrete and results were found to be satisfactory.

Then, inspected the site where bearing installation of one pier, P-41 was in progress. It was directed to take proper care while placing the jacks/stools to avoid any distress in the pier cap.

Then, inspected the location where reinforcement for seismic stub at one location was being placed in position. There were certain discrepancies/issues noticed in the reinforcement. The EE was directed to send the actual position of couplers and gap between the seismic resistor and seismic stub to the consultant and after getting drawings from the consultant, reinforcement for the seismic stub should be bind.

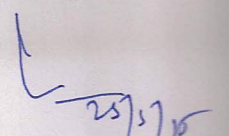
The side crash barrier casting was also in progress. Still, a lot of improvements are required in the side shutter as already pointed out by the undersigned on number of occasions during earlier inspections. It was directed that before allowing casting of side crash barrier, its reinforcement and thickness of crash barrier at the bottom and top should be checked as it was noticed that at one location, thickness/width of the crash barrier has increased beyond what has been prescribed in the drawing whereas at other location, the shutter for side crash barrier was placed with larger gap between the shutter and fascia panel. It was directed to immediately remove this shutter and ensure that the side crash barrier is casted with desired thickness and with proper line & levels. It was also advised to check all the crash barrier shutters by aligning adjacent to each other and, if any, part is not proper w.r.t. the line & level, the same should not be used. The different sets should be distinguished with different colour coding.

Similarly, it was also pointed out that Precast crash barriers with friction slab fixed at the beginning of A-1 ramp have not been properly aligned from outside/inside and necessary rectification should be immediately done.


O/c Project Manager
Flyover Project Circle F-13, PWD

Copy to:-

- (1) The Pr. 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 please.


O/c Project Manager