



PROJECT MANAGER
FLYOVER PROJECT CIRCLE F-13
PUBLIC WORKS DEPARTMENT, GOVT. OF DELHI
MUKARBACHOWK, G. T. KARNAL ROAD,
DELHI - 110033

Ph: 011-27691871, Fax No.: 011-27691971

E-Mail: pmpwddelhi13@gmail.com



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Date: - 9-6-15

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 09.06.2015. Reviewed the various activities in the site office.

The progress of casting of wing segments and its erection needs to be expedited. The EE, F-134 informed that the progress of work has been very slow for last so many days due to acute shortage of labour. The agency was directed to deploy the required resources and labour so as to complete the work as per revised target date.

It was again emphasized that the agency should carry out the finishing of underdeck and repair & finishing around the stub in full swing by deploying more teams as the same is a time consuming job. It was directed that the agency should finish at least two spans by the end of this month. One sample span by applying anti-carbonation paint should also be completed by June end. The shades of anti-carbonation paint were also discussed and it was informed that the Pr. Chief Engineer, Flyover Zone has already decided shades. Two more shades in the shade card, shown by the agency, were suggested. It was requested to get the small quantity of anti carbonation paint and apply on some concrete surface to finally decided the shades.

It was again a pointed out that the agency should start cleaning the deck top for laying the APP layer and wearing course. The protruding reinforcement should be cut and sealed with epoxy on top priority. The agency informed that they are going on to finalise the agency for APP layer very soon. It was advised that the work of laying of water proofing layer/wearing course and thereafter expansion joint should also be started from one side/middle immediately.

The agency was also directed to carry out the load test of the span immediately as the same is pending for a long time.

The progress of casting of seismic stub and placing of elastomeric pad is very much behind the schedule and needs to be expedited as only after casting of seismic stub and placing of elastomeric pad, deck continuity slab can be casted.

Then, had a detailed meeting with the EE, F-134 and his AEs to discuss various issues especially related to the quality. It was pointed out very clearly that all efforts should be made to maintain the quality of various activities. Regarding the casting of crash barrier, it was again pointed out the line and level and thickness of the crash barrier should be maintained as per drawing and the same should be ensured by more frequent checking during placing of shutters at site. While placing the fascia panels, the same should be aligned properly and should be seen, standing on ground, from a distance so as to ensure its proper alignment. Different sets of shutter for side crash barrier should be differentiated with different colour coding.

Regarding quality of kerb stones in footpath, it was pointed out that kerb stone should be properly fixed with joint thickness as per specifications and with a groove. No mortar should be allowed to spill over the surface of kerb stones as the same looks very ugly.

The issue regarding, quality of paver tiles was also discussed in detail. It was pointed out that recently some samples of the tiles were got tested which failed. Such paver tiles should be rejected immediately. In future, also the tile samples from all the lots of the tiles, whether small or big, should be collected, tested and witnessed by the PWD's representatives and T.P.Q.A agency so as to ensure the required quality. While placing the paver tiles, it should be ensured that the same is executed as per agreement item and specification