

	<p align="center"><b>CHIEF PROJECT MANAGER (FLYOVER) 1 PUBLIC WORKS DEPARTMENT GOVT. OF DELHI MUKARBA CHOWK, G. T. KARNAL ROAD, DELHI - 110033</b></p>	
<p align="center"><b>Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: <a href="mailto:cpmpwddelhifl@gmail.com">cpmpwddelhifl@gmail.com</a></b></p>		

F. No. 23(24-I)/ CPM/F 1/PWD/2015/

2273

Date: - 9-10-15

**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 PM, F-15 and DPM of M/s. ITD Cementation on 07.10.2015.

First, reviewed the various balance activities like fixing of rain water pipes, work of footpath, drainage, status of agencies for signages and painting with anti-carbonation paint, underdeck finishing, etc. It has been reported that the executing agency has yet to fix the agencies for anti-carbonation paint and signages, etc. The progress of underdeck finishing is also going on very slow. As on date, only, finishing around lateral stitch in few spans has been completed. In these spans other activities like cutting of reinforcement in fascia panels and sealing with epoxy, finishing of soffit of spine etc. have not been taken up till date. The PM, F-15 was directed to ensure that one sample span is completed in all respects including finishing of piers so that the colour scheme as approved by E-in-Chief (Projects) is implemented in this span.

Then, went to the site where underdeck finishing work is being done at few places. It was also directed that minor repairs in the fins of the diaphragm spine segments repair around the rain water spout pipe etc., where ever required, should be carried out in a systematic manner after checking the entire stretch span-by-span, making a record of such deficiencies and thereafter attending the same.

The joints of the spine segments should be properly treated/finished as discussed at site. Efforts should be made to remove the filling from these joints, which was done during grouting of sheathing ducts, as there may be a chance of falling of this filling later on due to vibrations.

It was also directed to treat the lifting holes of spine and wing segments properly so as to ensure that the filling does not slip down due to vibrations. Filling of these holes is necessary to avoid damage to bituminous layer laid over the deck surface. It was also directed that the future filling of lifting hole should be done after placing of reinforcement in these holes, which should be supported on adjoining deck surface, so that there is no chance of slipping down of this filling from the lifting hole. Wherever, lifting holes have been already filled up, necessary precautionary measures, as discussed at site, should be taken up on top priority.

The details of fixing of rain water pipe were also discussed and it was directed to prepare the sample of rain water pipe, as already advised by the E-in-Chief (Projects) long back.

Then, went over the deck surface where APP layer is being laid on L.H.S. PM, F-15 was directed to ensure that the joints of the APP layers are properly sealed. It was also directed to ensure that before laying of APP layer, the deck surface is properly cleaned, reinforcement cut and sealed with epoxy and sharp objects should be flattened so that the APP layer is not punctured.

The side crash barrier/central verge is being casted at various locations especially near the deck continuity/area. The line and level of crash barrier/central verge in these portions are not proper at few places. The same should be dismantled and redone. The PM, F-15 was also directed to ensure that every minute care is taken to maintain the proper line and level of crash barrier/central verge at such locations