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F. No. 23(28-I)/CPM/F 1/PWD/2015/

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Date: - 10-12-15

### Inspection Note

**Sub: - Inspection Note for the work of "Comprehensive Development of Corridor (Outer Ring Road) between Madhuban Chowk to Mukarba Chowk."**

Inspected the site of Madhuban Chowk to Mukarba Chowk on 09.12.2015 along with S.E., F-14 and Project Manager of M/s. ITD Cementation.

Started the inspection from A-2 ramp side where casting of crash barrier/central verge, cleaning of deck slab etc. were in progress. At few locations, the line and level of the crash barrier, especially in the portion of gap filling, have not been maintained properly. This should be dismantled and redone. It is regretted to point out that the undersigned has been pressing hard since beginning that utmost care should be taken while fixing the shutters for crash barriers/central verge so as to achieve the desired line and level but still required care is missing at some locations. It is again directed that no casting of central verge and crash barrier should be allowed, until and unless, proper line and level of the shutter has been checked at multiple level. It will save lot of time later on in rectification of the deficiencies.

The teams engaged for grinding and surface preparation of central verge and crash barrier should also be increased so that the necessary rectification are completed well in time before painting as not much time is left to be open this elevated corridor by 31<sup>st</sup> Dec.' 2015, as directed by the Hon'ble Minister, PWD. The surface preparation of crash barrier and central verge also needs to be improved at few places so that surface is smooth and pin hole free. Top of the crash barrier and central verge may also require to be grinded at few places to achieve the required line and level.

The fixing of APP layer was in progress but its pace is to be increased. During the earlier inspection, certain target dates were committed by the agency but they have slipped. The agency was directed to get it expedited. It was again directed that while fixing the APP layer, proper care should be taken to ensure that it is properly pasted on the deck surface.

Before fixing of APP layer, cleaning of deck is another important activity but it was felt that sufficient labour has not been deployed for cleaning the deck well in advance which should be done at least 3-4 span in advance of fixing of APP layer.

Regarding the removal of malba, the undersigned has been pointing out since long that malba has been dumped at Mukarba Chowk (on L.H.S.), and on slip road along A-2 side ramp on L.H.S but it is regretted to point out that despite numerous directions and Swachh Bharat Abhiyan in force, malba has not been removed by the agency. The SE, F-14 was directed to get it removed immediately otherwise get it done at the risk and cost of the agency. The malba in the central verge should also be removed so that the horticulture wing starts their plantation work.

After fixing of expansion joint, gap filling of crash barrier and central verge is to be carried out. This activity has not been started though around 12 expansion joints, on one side, have been fixed. This should be immediately started. It was again pointed out that filling of gap of crash barrier and central verge at these locations is always very critical and require utmost care and perfection while fixing the shutters. The SE, F-14 was directed to ensure that proper line and level of the concrete is maintained at these locations.