

	<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> <hr/> <p><b>Ph: 011-27691871, Fax No.: 011-27691971</b> <b>E-Mail: <a href="mailto:cpmpwddelhi1@gmail.com">cpmpwddelhi1@gmail.com</a></b></p>	
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F. No. 23(28-I)/CPM/F 1/PWD/2015/ 2820

Date: - 16-12-15

### 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 14.12.2015 along with S.E., F-14 and Project Manager of M/s. ITD Cementation.

Started the inspection from A-2 ramp side where the work of APP layer and BC layer was being carried out. At certain locations, the compaction of DBM/BC layer appeared to be improper. The agency doing the bituminous work, the Project Manager of M/s. ITD and the SE, F-14 were directed to look into this issue immediately so as to avoid any damage to the road in future. It was also directed to check the entire bituminous work and identify such locations for necessary action.

During my earlier inspections, it was directed that the APP layer protruding above the BC layer should be cut. It has been observed that at certain locations, the APP layer on the vertical surface has been dislodged from the surface during laying of DBM layer and the same should be pasted before laying the BC layer and if any portion is still protruding above the BC layer, that should be cut.

The painting of crash barrier and the central verge was in progress. As already directed on number of occasions, it was directed to grind the joints of crash barrier/central verge/or any undulation in the concrete surface before applying the primer. It should also be ensured that no pin-holes are visible after the paint. Therefore, all such pin-holes should be filled before painting work.

The fixing of expansion joint was also in progress. It was directed to ensure that the level of the expansion joint is checked by using the aluminium rods without fail so as to ensure jerk free movement over expansion joint.

The concrete in the cross drainage pipe in the central verge has been done only in few spans. The level of this concrete should be properly checked, as explained at site, so as to ensure that it is perfectly levelled with the top surfaces of bituminous layer on both sides carriageway. There should also not be any cavity on the edges of this concrete which can allow percolation of water downward. Similarly, the gap between the BC layer and crash barrier/central verge should also be properly sealed to stop any ingress of water downward which can damage the road surface later on.

The work of central verge/crash barrier at the location of expansion joint has been started but its line and level needs improvement. It was advised to check the line and level of shutter before casting of central verge/crash barrier.

The speed of khurra work around the rain water spouts is very slow. Not even the single khurra has been prepared though it was started 10 days back. This activity should also be expedited on priority.

While going towards the site office, it was observed that the quality of the sand being used for laying of footpath is not as per specification and this should be immediately removed. This has been stated on number of occasions and should be closely monitored.



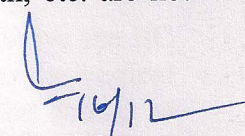
In the site office, reviewed the progress of various activities especially related to elevated corridor so as to open the same by 31<sup>st</sup> Dec.' 2015. Following targets were committed by the agency: -

- ✓ The activity of APP layer will be completed by 19.12.2015.
- ✓ The work of laying of DBM/BC layer will be completed by 21.12.2015.
- ✓ The expansion joints will be fixed by 26.12.2015.
- ✓ The concrete in the cross drainage pipes in central verge and work of khurra around the rain water spouts will be completed by 25.12.2015.
- ✓ The crash barrier/central verge at the location of expansion joints will be completed by 28.12.2015.
- ✓ The other activities like installation of signages before start of elevated corridor on A-1 side and A-2 side, speed calming measures on the descending ramps, installation of speed limit signages on elevated corridor, road marking paint, nose protection on A-1 side and A-2 side ramps etc. were also discussed in detail. The SE, F-14 was directed that before opening of the elevated corridor by 31<sup>st</sup> Dec.' 2015, all these activities should be completed in a planned manner without which it will not be possible to open the elevated corridor.

Since lot of activities are going on, specific duties were assigned to the various AEs to monitor these activities. The SE, F-14 should ensure that all the activities are closely monitored by him and his AEs.

The status of load test was also enquired which has not been started till date. The agency committed that the load testing will be completed by 25<sup>th</sup> Dec.' 2015.

The other activities like underdeck finishing, construction of footpath, etc. are not going on with desired speed which should also be expedited.

  
O/c Chief Project Manager  
(Flyover) 1, PWD

**Copy to:-**

- (1) The E-in-Chief (Projects), (Flyover) 1, PWD, 12<sup>th</sup> Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (2) The Pr. Chief Engineer (Projects), PWD, 9<sup>th</sup> Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (3) The OSD (PWD) to Minister, O/o of the Minister, Power, PWD, Health, Industries & Home, GNCTD, A-Wing, 7<sup>th</sup> Level, Delhi Secretariat, I.P. Extension, New Delhi-110002 for kind information please.
- (4) The Superintending Engineer, F-14, PWD for information & necessary action please.

  
O/c Chief Project Manager