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F. No. 23(28-I)/CPM/F 1/PWD/2015/ 46 -

Date: - 5-1-16

**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 04.01.2016 along with the AEs of F-14 and Project Manager of M/s. ITD Cementation. The SE, F-14 was not there due to some personal issues.

Started the inspection from A-2 side ramp. The load test in curved span after loading the extreme lane on one side was in progress. It was informed that after 100% loading, deflection are within the permissible limits.

Following are the other observations: -

During the various earlier inspections, it was requested to deploy number of teams for carrying out the repair of crash barrier/central verge which includes grinding of top/inner surface to maintain the line and level. At number of places, unevenness in the surface is visible which should be properly smoothened. It is felt that required number of teams have not been deployed as it is a time consuming activity. It was directed to deploy at least 6-8 teams at different locations and rectification should be monitored by the SE, F-14 and his AEs on daily basis.

It was also directed to fill the gap between the central verge/crash barrier and bituminous layer as it may allow the ingress of water and damage the road later on. It should be carried out on top priority in a systematic manner from one side.

The cross drainage through the holes in central verge was tested, at one location, after flooding with the water using the tanker. The water was passing smoothly but at one location, water was stagnated due to the gap between the central verge and bituminous layer. This should be filled up on priority as stated above. Such testing may be done at other locations also.

It was also suggested to check the proper drainage of water in the valley curve in the both sides ramps as these are very vulnerable locations for water stagnation.

The status of signage was also enquired. It was informed that signages of speed limits have been procured and will be installed within a day or so. The signages at the start of both sides ramps, on gantry, have not been installed. This is very important as without these signages, it will not be possible to open the elevated corridor.

Before opening of the elevated corridor, the Income-Tax colony red light should be made operational as without it, the temporary U-turn before A-1 ramp cannot be closed. This should be pursued with traffic police on top priority.

The status of underdeck finishing, drains, road, footpath works etc. were also enquired. These activities are going on very slow. The AEs were also directed to check the underdeck finishing, being carried out by the agency, regularly to ensure that this is being done properly.



While fixing the footpath tiles, it was directed to ensure that the sand for bedding is as per specifications and tiles are having required strength. Surface compactor should be used, to ensure proper levelling of tiles as already directed. After laying the footpath, the SE, F-14 should collect the samples of tiles randomly at close intervals and recheck the strength of the tiles and quality of the bedding sand etc.

Before fixing of tiles, drain covers should be properly adjusted as close to each other as possible, sealed with the mortar and Geo fabric properly pasted before placing of tiles. The continuity of the tuck tile should also be ensured.

It was also directed to remove the sand lying on roads and the same should be properly covered as per the Hon'ble NGT order. No malba should be allowed in the project stretch.

Lot of loose aggregates were scattered on the road between K.N. Katju Marg and Haryana Canal, on L.H.S., where fresh DBM layer has been laid on Sunday and it was directed to remove the same as it may cause slippage of any vehicle, especially two-wheelers. In future, utmost care should be taken to avoid such situations.

Activity of fixing of rain water pipes should also be started immediately.

de 5/1/16  
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.

de 5/1/16  
Chief Project Manager