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F. No. 23(24-I)/ CPM/F 1/PWD/2015/ 49

Date: - 5-1-16

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 05.01.2016. The Project Manager of M/s. ITD Cementation was not present.

Started the inspection from R.H.S. in front of Shiva Market where the footpath has been completed only some time back. At few locations, tiles were found settled which were got removed and it was observed that the gap between the drain covers was not sealed with mortar due to which the sand has seeped into the drain. No geo fabric was pasted at few locations. The sand used in the bed was also not as per the specifications. The footpath was also checked at few other locations while going towards Deepali Chowk and the same situation was found there. It was directed to dismantle the entire footpath immediately in the stretches checked by the undersigned. At other locations, near A-1 ramp also, where preparation for laying tiles on footpath on L.H.S was being done, it was observed that agency is not properly adjusting the drain covers and at most of the locations, the gaps between the drain covers have not been sealed on both vertical sides. At one location, it was found that even the horizontal gap from the top has not been sealed. This type of workman ship by the agency will lead to seepage of sand into the drain and ultimately leading to the settlement of tiles. The undersigned has been pressing hard since long for proper sealing of joints of drain covers after readjusting as close as each other as possible, thereafter sealing with the mortar and then pasting the Geo fabric so that no sand is allowed to seep into the drain but it is felt that no such care has been taken.

The PM, F-15 was directed to ensure that wherever the footpath work has been completed, the tiles should be removed at close intervals and quality of the bedding sand, quality of tiles, sealing of the joints of the drain covers from the top and sides, fixing of Geo fabric should be thoroughly checked. This is very important to avoid settlement of tiles at a later date. It should also be ensured that before fixing of tiles, entire drain is properly cleaned. The PM, F-15 was also directed to depute different AEs in different stretches for thoroughly checking as directed above. It is felt that the contractor is not taking due care while constructing the footpath. While fixing the tiles, surface compactor should be used to compact the tiles for proper levelling.

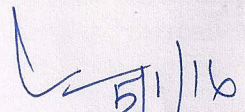
Then, went over the ramp from A-1 side on both sides and following are the observations: -

1. At few locations, fascia panel is protruding above the crash barrier concrete and should be cut and properly levelled. This has been pointed out on number of occasions for last 5-6 months but has not been done. At few locations, top of the crash barrier may be grinded to have a better line and level.
2. At few locations, the surface of the crash barrier/central verge is not smooth. Thorough inspection of the entire elevated corridor should be done from one side to other side and all such locations should be identified and proper repair should be carried out by grinding and repainting.
3. The gap between the central verge/crash barrier and bituminous layer should be properly sealed so as to stop the ingress of water which may damage the road at a later date. The kerb channel has been constructed along crash barrier in the line of rain water spouts. At few locations, there is a

gap between the concrete of kerb channel and crash barrier which should be properly sealed to stop any ingress of water.

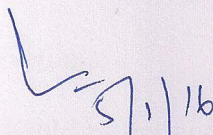
4. In certain length, the reinforcement for hooks provided in the fascia panels, below deck level, has been cut. The same should be properly covered with epoxy mortar so as to avoid any rusting of the same in future.
5. Then, the status of signages was enquired. The signages for speed limit and signages on gantry before start of both side ramps are mandatory before opening of the elevated corridor. The elevated corridor is likely to be opened to the traffic within 4-5 days and it was directed that all such signages should be installed by Friday i.e. on 08.01.2016, positively.
6. Before opening of the elevated corridor, the opening of the Deepali Chowk is also required after making the traffic light signals operational so that the temporary cut after A-2 ramp is closed. The matter should be pursued vigorously with traffic police officials for making the Deepali Chowk traffic signals operational at the earliest.
The status of under deck finishing was also enquired and the PM, F-15 and his AEs were directed to check the spans, finished by the agency, at regular intervals so that no deficiencies are left. While doing the underdeck finishing, it should be ensured that no pin holes are visible.
7. The sample of the colour scheme prepared by agency was approved 10-15 days ago and it was directed to prepare one sample span as per the approved colour scheme which has not been done till date. The same may be expedited.
8. The fixing of rain water pipes has not been started.
9. The cleaning of fascia panels, RE wall panels where the concrete slurry has fallen during casting of crash barrier, has not been started despite repeated persuasion by the undersigned. This should be started immediately.
10. The deficiency list should also be prepared by thoroughly observing the elevated corridor from top, above and inside and should be attended on priority.

It is reiterated that footpath work already done should be thoroughly checked and the agency should be directed to execute the same properly. The continuity of the tuck tile should also be ensured.


Chief Project Manager
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Copy to:-

- (1) The E-in-Chief (Projects), PWD, 12th Floor, MSO Building, I.P. Estate, New Delhi for kind information please.
- (2) The Pr. Chief Engineer (Projects), PWD, 9th 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, 7th Level, Delhi Secretariat, I.P. Extension, New Delhi-110002 for kind information please.
- (4) The Project Manager, F-15, PWD for information and n.a. please.
- (5) The Executive Engineer (Elec.), F-13 for information and necessary action please.


Chief Project Manager