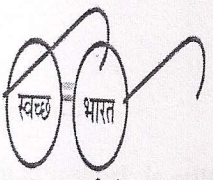


	<p align="center"><b>CHIEF PROJECT MANAGER (FLYOVER) 1 PUBLIC WORKS DEPARTMENT GOVT. OF DELHI MUKARBA CHOWK, G. T. KARNAL ROAD, DELHI - 110033</b></p> <p>Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: <a href="mailto:cpmpwddelhi1@gmail.com">cpmpwddelhi1@gmail.com</a></p>	 <p align="center">एक कदम स्वच्छता की ओर</p>
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F. No. 23(24-I)/ CPM/F 1/PWD/2015/287

Date: 2-2-16

### 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 Dy. Project Manager of M/s. ITD Cementation on 01.02.2016.

Started the inspection from R.H.S. in front of Shiva Market and walked down up to Pitampura Police line Chowk. The activity of footpath, BC on service road, underdeck finishing, etc. were in progress. Following are the observations: -

### FOOTPATH

As directed on number of occasions earlier, footpath work should be carried out in a systematic manner and following are the observations/suggestions: -

1. Manhole covers should be perfectly levelled with the adjoining paver tiles. At number of locations, either its level is above the tiles or below the tiles which is not acceptable.
2. The gap between the tile and manhole cover frame should be filled up with rich concrete, then properly finished and line engraved in line with the joint of the tiles so that it looks nice. At number of locations, these gaps have been filled with mortar in a crude way. At certain location, even when the tile in the gap can be accommodated, the same has been filled with the concrete/mortar.
3. As already directed earlier, at regular intervals in completed portion of footpath, tiles may be got removed to check that the drain covers have been properly placed abutting each other, sealed with mortar and then covered with geo textile. It should also be checked that vertical gap between the manhole cover is also properly sealed with the mortar and /geo textile material so that sand does not seep into the drain. This exercise is very important as at number of locations, these deficiencies have been found and tiles have been observed settling down. To ensure the proper strength of the tiles, while doing the above exercise, strength of the tiles should also be got checked.
4. Proper record of such checking may be maintained to avoid any confusion later on.
5. While laying the tiles, specifications of the sand for bedding and joint filling may be ensured. Surface compactor should be used to have the perfect level. Once a stretch is complete, the spare tiles/spare sand should be removed and surface should be properly cleaned.
6. Continuity of the tuck tile should also be ensured. At number of places, it has been observed that it is breaking due to presence of manhole covers/ tree/poles. At such locations, *caution tuck tile* may be used to give a turn.
7. The joint of the kerb stone should be properly sealed as at few locations, it has been observed that during laying of tiles/PCC below tiles, the kerb stones have been disturbed. Such kerb stones should be properly reset and fixed with the mortar.
8. Continuity of bell mouth pipe into the drain should be ensured as at few locations, it has been observed that pipe has been broken and it is not going into the drain.
9. The distance between the kerb stones of footpath should be such that minimum filling of mortar between end of tile and kerb stone is required.



10. It should also be ensured that before taking over the footpath, the drain below the footpath is completely and thoroughly cleaned.

### Bituminous concrete

At one locations on R.H.S., BC were being laid in service road where footpath work is still to be completed. It is advised that before laying the BC layer, footpath work should be completed first as for laying of the footpath, dismantling of earth/ramp etc. will be required and thereafter, tiles/sand etc. will stacked which may damage the newly laid service road. The PM, F-15 should ensure that the BC should be allowed to be laid on service road and main carriageway only after the agency completes other activities like completion of footpath, drain, fixing of bell mouth pipes, removal of malba from the green belts etc.

### Underdeck finishing of elevated corridor

1. The reinforcement for hooks in the fascia panels have been cut which may be covered with epoxy to avoid its rusting as already directed earlier.
2. The groove at the joints of spine segments should be properly finished.
3. The repair of fins at diaphragm spine segments should be carried out in a systematic manner at all pier locations after checking the same from A-1 to A-2 pier.
4. The underdeck of the elevated corridor should be thoroughly checked to see whether there is no loose concrete at any location like pier, expansion joints etc. and that should be removed/repared immediately.
5. The edges of the fascia panels/RE walls in ramp portion and elevated portion which have been damaged at certain locations during erection, should be properly repaired.
6. Thermocol/any shutter material stuck up at any location should be removed.
7. Extra slurry at the location of lateral stitch should be removed, joints properly grinded before allowing painting.
8. The gap filling at the junction of horizontal fin/vertical fins of wings segments with side face of spine segments should be properly sealed with proper material depending upon the size of the gap. At one location, it has been observed that some putty has been filled, which has already partly fallen down due to vibration. This is very important activity which should be monitored from one span to last span in a systematic manner.
9. Similarly, the gap between the stubs of spines and wings where wing segment has been rested should be properly filled so that filling does not fall down due to vibration. It should also be ensured that these gaps have been filled using proper reinforcement.
10. The locations, where repair activities are required, should be first identified and got carried out immediately from one end to other.
11. The PM, F-15 was directed to monitor all these activities very closely and it was advised that the concerned AEs should maintain some sort of record to ensure that nothing is missed-out.
12. Before painting, it should also be ensured that pin holes are not visible.
13. A sample of color scheme was approved by the undersigned, around 1-1/2 months back and it was directed to prepare one span but that has not been done till date. It should be expedited.
14. It was also advised that while doing the underdeck painting, the smaller holes along the lateral stitch/deck continuity concrete portion made for holding the shutter for concreting may be filled with foam or backer rod, from bottom before doing painting so that these are not visible. This may be tried on a sample basis in the span where sample of paint is to be prepared.
15. Lot of malba was found scattered in the green belts which is not giving a clean look. This malba should also be got removed from stretch by stretch.

The PM, F-15 was directed to take over the agreement of horticulture work to ensure that horticulture work is also got carried out stretch wise. The PM, F-15 was also



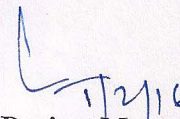
directed to list out the various pending activities which should be intimated to the agency to have a firm program.

It was also informed that the number of Engineers from the agency's side also needs to be increased so that proper monitoring is carried out. Finishing activities always require more monitoring and precision and accordingly efforts should be made to have the desired finishing level.

Fixing of rain water pipe below deck was also enquired which has not been started till date. The PM, F-15 informed that the rain water pipes are still to be received at site. The same should be expedited as has already been badly delayed.

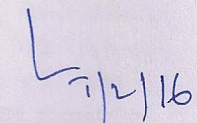
The status of lighting of the stretch was discussed. The PM, F-15 was directed to ensure proper lighting of the project stretch immediately. Even during the last night, at-grade road was completely dark. If the agency does not carry out, it should be got carried out at its risk and cost of the agency for which the EE (Elec.), F-13 has already initiated a case.

The street lighting of footpath/green belt/at-grade road should also be got completed on priority. Dy. PM of M/s. ITD informed that one sample bracket has been received at site. It was directed to fix the same and see its efficacy so that further brackets are got fabricated for fixing on priority.

*Dec*  17/2/16  
Chief Project Manager  
(Flyover) 1, PWD

**Copy to:-**

- (1) The E-in-Chief (Projects), 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 Project Manager, F-15, PWD for information and n.a. please.
- (5-7) The SEs/EE, F-11, F-12, F-14, PWD for information and similar n.a. please.
- (8) The Executive Engineer (Elec.), F-13. He should ensure the lighting of the project stretch on priority.

*Dec*  17/2/16  
Chief Project Manager