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F. No. 23(24-I)/ CPM/F 1/PWD/2016/ 600

Date: - 3-3-16

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 02.03.2016.

Started the inspection from Madhuban Chowk side where PM/F-15 discussed the issue of levels of road at the start of Madhuban Chowk underpass. At the entry or exit of the Madhuban Chowk underpass, there is a valley curve, which may not be required. The PM, F-15 informed that there is a problem of water accumulation in this valley curve causing frequent road damage. After detailed discussion, the PM, F-15 suggested that the level of the road may be raised appropriately at the location of valley curve matching with the approach road and summit curve of the underpass. The PM, F-15 was directed to take necessary action as per site requirement.

The issue of encroachment by Dudhelal Society boundary wall, due to which it is not possible to construct the service road, was also discussed and PM, F-15 was directed to take up the matter with the society to shift their boundary wall out of the ROW of PWD.

Then, at Deepali Chowk, inspected the sample of rain water pipe being installed in one span. Certain suggestions were made w.r.t. the position of down take pipe on the pier. It was suggested to examine the possibility of leaving the vertical pipe in a manhole, in central verge and laying a perforated PVC pipe in the central verge so that the rain water first goes into the central verge through perforated pipes and excess water outflows through the overflow pipe in manhole. This will help watering of the central verge during rainy season. Laying of this perforated pipe or construction of manhole may be got executed through a separate agency and not under the main agreement.

A sample of underdeck illumination lights was also prepared and it was directed to place the light fittings at the location of rain water pipe or behind the rain water pipes to see the level of illumination.

Then, reviewed the footpath work. It was again emphasised to check sealing of joints with mortar and pasting of geo-fabric, at regular intervals, wherever footpath has already been laid and strength of the tiles should also be checked after taking up the sample of tiles from laid footpath. Wherever the footpath is being laid afresh, proper care should be taken as already directed on number of occasions. All these activities are very important to ensure that paver tiles do not settle in the footpath. It should also be ensured that the drain is properly cleaned off malba.

With regard to the underdeck finishing, it was again emphasised that a lot of improvement is required in the underdeck finishing. The joints of horizontal fin and vertical fin of wing segments with side of spine segments have been finished crudely and needs to be properly finished as already directed through in the last inspection note and during earlier inspections. These are time consuming activities and number of team should be enhanced and underdeck finishing should be executed span by span.


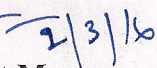
It was mentioned that agency has started the finishing of fascia panels. It should be ensured that while finishing the fascia panels, damaged edges/surfaces should also be repaired simultaneously.

The position of anti-carbonation paint in sample span was enquired which has been delayed badly. It was mentioned that it will take another 8-10 days to receive the material of colour of which has already been approved. It was again emphasised that before allowing anti-carbonation paint, **underdeck finishing has to be carried out with perfection** as discussed at site on countless occasions.

The status of horticulture work was also enquired and matter was also discussed with the Director (Hort.) to transfer the agreement of horticulture work to the PM, F-15. The PM, F-15 was directed to call the horticulture agency and review the status of work and make a firm programme.

Regarding street lights, it was directed that no street light poles should be allowed on service road/main carriageway at any place whether it is ramp area or in between the ramp area.

All the AEs were also directed to monitor the checking of new footpath, already laid footpath and underdeck finishing closely so as to ensure the desired quality of work.

 
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.

 
Chief Project Manager