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F. No. 23(29-I)/CPM/F 1/PWD/2016/ 744

Date: - 22-3-16

Inspection Note

Sub: - Inspection Note for the work of "Comprehensive Development of Corridor (Outer Ring Road) between Vikaspuri to Meera Bagh."

Inspected the site of Vikaspuri to Meerabagh Project on 22.03.2016 along with the Superintending Engineer, F-12 and Project Manager of M/s. Simplex.

First, went over the deck from A-2 side ramp where cutting of bituminous layer at one location of expansion joints, on R.H.S., was going on. During the earlier inspections, it was pointed out that the quality of the bituminous work in this area needs to be relooked. The SE, F-12 was directed to get it rectified immediately, through the agency, by properly sealing the surface before fixing of expansion joints. Therefore, cutting of surface for expansion joint at that location was stopped immediately and it was directed that first quality of BC layer, especially on R.H.S. should be rectified immediately.

Then, went to the Najafgarh Drain portion and reviewed the reinforcement of 16 m span. Certain rectifications were pointed out at the location of expansion joint towards Meerabagh side as thickness of the concrete cover was more. It was directed to provide the additional reinforcement at that location. The one piece of last portal beam is still to be received and it was informed that it will be received at site on 26th March' 2016. The program of erection has again slipped as during the last discussion, it was committed that entire erection work will be completed by 28th March' 2016 but now it is going up to 10th April' 2016. The agency was again directed to expedite the erection work immediately.

Then, details of construction of kerb channel along crash barrier, in the line of rain water spout, and along central verge, on R.H.S., was also discussed in detail. It was directed to prepare the kerb channels (along crash barrier and central verge) in one span immediately on sample basis which is very much required to avoid any accumulation of water during rains along central verge/crash barrier.

Then, went to the A-1 pier side of elevated corridor whereon on L.H.S. in certain portion, DBM work was in progress. It was again directed to ensure that during all the bituminous work, representatives of PWD/TPQA should be present at the hot-mix plant as well as at site. Proper rolling should be ensured while laying the bituminous layer and levels should be checked with aluminium rods by placing along the width of corridor as well as longitudinally across the expansion joint so as to have the perfect level and avoid any depression. The surface across the expansion joint is very much important to be levelled perfectly to have jerk free movement after fixing of expansion joint.

Then, went up to the P-52 where in certain portion, it was noticed that APP layer has not been pasted properly. The SE, F-12 was directed to check the entire APP layer and wherever proper pasting of APP membrane is not there and the same should be removed and re-pasted properly.

The status of rectification of crash barrier/central verge, where line and level is not proper, was also enquired. The SE, F-12 informed that at certain locations on L.H.S., the same has been chiselled and re-casted. The agency was directed to deploy more gangs on these activities and the SE, F-12 and all the AEs were directed to ensure that the entire crash barrier/central verge is thoroughly checked and rectified wherever lines and levels are not proper.

Then, in the site office, reviewed the entire progress of work. It was again emphasised that before painting of crash barrier and central verge, preparation of surface is very important and time consuming activity. Therefore, before painting, it should be ensured that no pin-holes are visible in surface of crash barrier/central verge and surface is smooth as well.

The underdeck finishing is again a time consuming activity and more number of gangs should be deployed at number of locations. It was also directed to prepare one sample of underdeck finishing and show to the undersigned during next visit after everybody is satisfied with the same.

The status of drain work and footpath work was also enquired. It was informed that around in 500 m, drain work is still pending which should be completed on priority. Almost no work in footpath is going on and it was informed that due to upcoming Holi festival, number of labour has reduced. The SE, F-12 was directed to ensure that the already laid footpath is thoroughly checked with respect to the sealing of joints and pasting of geo-fabric, as already directed on number of occasions.

One sample of the anti-carbonation paint was prepared on the mock-up pier. The SE, F-12 was directed to check the sample of lighter colour, prepared by the PM, F-15 on one pier (around P-33 or so) so that colour scheme is finalised.

The agency was directed to submit a detailed program of opening of elevated corridor to the traffic immediately. The agency was also directed to enhance the various resources, to complete the entire project at the earliest.

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OC Chief Project Manager
(Flyover) 1, PWD

Copy to:-

- (1) The E-in-Chief (Projects), (Flyover) 1, 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 Superintending Engineer, F-12, PWD for information & necessary action please.

OC Chief Project Manager