

	<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> <hr/> <p align="center"><b>Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: <a href="mailto:cpmpwddelhifl@gmail.com">cpmpwddelhifl@gmail.com</a></b></p>	 <p align="center">एक कदम स्वच्छता की ओर</p>
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F. No. 23(24-I)/ CPM/F 1/PWD/2016/880

Date: 7-4-16

**Inspection Note**

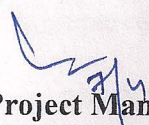
**Sub: - Inspection Note for the work of "Comprehensive Development of Corridor (Outer Ring Road) between Mangolpuri to Madhuban Chowk".**

Inspected the site of Mangolpuri to Madhuban Chowk along with the PM, F-15 and Project Manager of M/s. ITD Cementation on 07.04.2016.

Started the inspection from A-1 side on L.H.S. and following are the observations: -

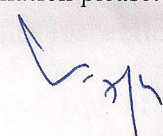
1. At few locations, it was noticed that the footpath tiles have settled which might be due to seepage of bedding sand into the drain. On number of occasions earlier, it has been directed to check all the footpath work with respect to proper sealing of joints of drain covers from top, vertical sides and between top of drain wall and bottom of drain cover with mortar and thereafter fixing of geo-fabric to avoid any possibility of seepage of sand. It is felt that this exercise has not been completed. The PM, F-15 was directed to ensure that this checking is carried out from one end to the other end on both sides in a systematic manner so as to avoid any chance of settling of tiles at a later date.
2. Lot of malba was found lying on the green belt, part of which belongs to the contracting agency and part has been dumped unauhorizedly by some people. The PM, F-15 was directed to ensure removal of malba on priority.
3. At number of locations, the drain covers have not been properly levelled with the adjoining paver tiles. It was directed to get it rectified to ensure all the four corners of the manhole cover are properly levelled with the adjoining paver tiles. This has been pointed out on number of occasions earlier also. Around drain covers, it was noticed that where full tiles can be accommodated that much space has been filled with mortar which is looking very odd. At all such locations, after removing the mortar, paver tile should be fixed. If required, at any location, tile can be cut and fixed which will look better than filling with mortar.
4. Tuck tile continuity has to be maintained. During earlier inspections, it was advised to form the tuck tile pattern with thermoplastic paint over drain covers but the same has not been prepared by the agency till date. It should be got prepared immediately.
5. At the end of footpath, proper slope has to be made to merge with the road top so that physically challenged people are able to approach the footpath conveniently. This has not been done at any place.
6. The approach to the footpath from main carriageway, through green belt, should be provided at regular intervals.
7. The line of kerb stones was found disturbed at number of locations which might have happened during fixing of bell mouth pipes or fixing of tiles. At few locations, the joint between the kerb stones was found hollow. All these should be checked from one end to other and rectified on priority.
8. Lot of observations were made on the under deck finishing. During various earlier inspections, a lot of instructions have been issued with regard to the under deck finishing which involves repair around the stub of spine segments, finishing of joints of horizontal and vertical fins of wing segments with sides of spine segments, filling of smaller holes in wing segments, grinding of joints of stitch concrete and at the location of expansion joints, grinding of joints in the pier, filling of pin-holes, structural repair wherever required on every pier especially fins of spine segments

- etc. At few locations, it was also noticed that grooves of the pier are not continuous especially on the lower side. A lot needs to be done on all these activities which are time consuming. Even where the anti-carbonation paint has been done, proper finishing especially around stub and joint of vertical/horizontal fins of wing segments and side span segments is not proper at many places. These joints should be perfectly sharp and smooth whereas, as on date, these have been filled up very crudely with mortar/putty. It was pointed out by PM, F-15 that repair is being carried out from A-2 side and has been completed only up to P-46. More number of gangs may be deployed to expedite these repairs/under deck finishing as without completing proper repair/finishing, there is no point of doing of anti-carbonation paint. The PM, F-15 was directed to ensure that under deck finishing and all such repairs are carried out from one end to other in a systematic manner and should be check and monitored on daily basis so that nothing is left to be attended later on.
9. At number of places, it was observed that the repair around the stub has fallen down which was apprehended earlier also. All these joints should be properly repaired with suitable material so that same do not fall later on.
  10. The vertical joints of spine segments should also be properly finished as at few locations, it was noticed that part has been filled with mortar and part is having groove. Uniformity should be maintained.
  11. Wherever repair has been done with the putty, it should be properly sand-papered to have a smooth surface and avoid chipping off the same due to vibrations.
  12. During earlier inspections, it was pointed out that along the groove between the two spine segments at the soffit, at number of locations, a parallel line along these grooves is visible which is due to shutter/gabri plate (small plate of shuttering) used during casting of spine segments. The efforts should be made to remove this line by proper filling/repair/grinding.
  13. The status of rain water pipe was also enquired and it was informed that horizontal pipes are yet to be fixed in around 10 spans. Moreover, vertical pipes have not been fixed at any location. It was directed to complete the rain water pipe work on priority and first prepare a sample of one vertical pipe on the surface of pier as discussed during earlier inspections.
  14. Repair of RE wall work, facia panels have not yet been started by the agency. Requirement of repairs were pointed out in the facia panels/crash barrier in A-1 ramp and at number of locations in the elevated corridor. It should also be started by the agency immediately as the same is pending for a long-long time.
  15. The status of fixing of street light poles was also enquired. The sample of the single arm bracket has already been approved long back and the same should be procured and installed on priority.
  16. The agency was also directed to complete the drain work, footpath work and especially rectification in footpath work in an expeditious manner.
  17. Road marking with thermoplastic paint was also being carried out. The PM, F-15 was directed to send the sample of material also to M/s. Shreeram Research Institute for testing on priority.
  18. The PM, F-15 was also directed to take over the agreement of Horticulture work from D.D. (Hort.) and get it expedited.

  
P<sub>ce</sub> 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.

  
P<sub>ce</sub> Chief Project Manager