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F. No. 23(28-I)/CPM/F 1/PWD/2016/ 898

Date: - 8-4-16

Inspection Note

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

Inspected the site of Madhuban Chowk to Mukarba Chowk on 08.04.2016 along with SE, F-14 and Project Manager of M/s. ITD Cementation.

Started the inspection from Madhuban Chowk underpass on L.H.S. and following are the observations: -

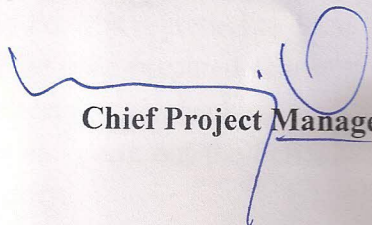
1. At lot of places in the recently constructed footpath, manhole covers are not properly levelled with the adjoining paver tiles. This is a very simple issue but it is felt that no care has been taken. All these manhole covers should be perfectly levelled ensuring that all the four corners of the manhole are levelled with the adjoining paver tiles.
2. 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.
3. 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.
4. At number of places, it was observed that the paver tiles have settled which might be due to seepage of bedding sand into the drain which was apprehended earlier also. 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 SE, F-14 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.
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 all the places.
6. The approach to the footpath from main carriageway, through green belt, should be provided at regular intervals.
7. In the green belt and service road, lot of malba was found lying. The SE, F-14 was directed to get it removed immediately and he should have taken the action against the agency for non-removal of malba.
8. The status of underdeck finishing was also enquired and it was pointed out that the same is in progress. Earlier, one sample span of P-2_P-3 was prepared but it is regretted to point out that nobody has checked others spans with respect to the sample span prepared. There is no point of going on in an unplanned manner and without monitoring and checking the same simultaneously. The SE, F-14 was directed to open a register and point out the deficiencies span-wise from one end to other and get them attended on priority.

9. Various activities involved in under deck finishing were again explained which include finishing of vertical joints between spine segments, joints of vertical fins and horizontal fins of wing segments with sides of spine segments, grinding of stitch concrete joints, filling of smaller holes, removal of shutter plate from the pier, repair of damaged fins of spine segments and stub from the spine segments etc. It is felt that repair/finishing is being carried out but in an unplanned manner. Wherever, putty has been applied, that should be sand-papered to avoid any chipping-off later on due to vibrations. At few locations, it was also noticed that grooves of the pier are not continuous especially on the lower side which should be formed. Surface preparation of the pier should also be carried out after grinding of joints and surface should be so prepared that no pin-holes are visible. A lot needs to be done on all these activities which are time consuming. **Each span should be checked thoroughly before allowing anti-carbonation paint.**
10. Earlier, certain colours of anti-carbonation paint were suggested and sample were to be prepared by the agency. The Project Manager of M/s. ITD informed that sample will be prepared within 6-7 days.
11. The status of fixing of rain water pipe was enquired and it was informed that the horizontal runner has been installed at most of the locations and vertical pipes are being installed. This has been delayed by the agency inordinately. The SE, F-14 was directed to finalise, how the down take pipes will be connected to the rain water harvesting chambers as already discussed by the undersigned on number of occasions earlier. It was also pointed out that a funnel is to be provided in between the vertical pipe and down take runner pipe, as already directed earlier, which is required to cater for any movement of deck with respect to the piers but the same was missing.
12. The finishing of facia panels of crash barrier, RE panels etc. has not been started till date. This is pending for a long -long time and should be started and completed on priority.
13. During earlier inspections, it was pointed out that the line and level of the crash barrier on L.H.S. before Haryana Canal is not proper but same has not been attended till date. It should be rectified immediately.
14. At lot of places, especially after Haryana Canal, lot of footpath work is pending. The same should be expedited. The drain work wherever pending or incomplete should also be completed on priority.
15. The SE, F-14 was also directed to increase his inspections at site and point out the deficiencies regularly and also ensure that the same are attended too.

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Copy to:-

- (1) The E-in-Chief, 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-14, PWD for information & necessary action please.


Chief Project Manager