

	<p style="text-align: center;">CHIEF PROJECT MANAGER (FLYOVER) 1 PUBLIC WORKS DEPARTMENT GOVT. OF DELHI MUKARBA CHOWK, G. T. KARNAL ROAD, DELHI – 110033</p> <hr/> <p style="text-align: center;">Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: cpmpwddelhifl@gmail.com</p>	 <p style="text-align: center;">एक कदम स्वच्छता की ओर</p>
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F. No. 23(29-I)/CPM/F 1/PWD/2016/ 959

Date: -19.04.2016

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 19.04.2016 along with the Superintending Engineer, F-12 and Project Manager of M/s. Simplex.

First, went over the deck through A-2 ramp and reviewed the erection work over Najafgarh Drain. 12 longitudinal girders have been erected over Najafgarh Drain in last two spans and 6 are remaining to be erected. The SE, F-12 has informed that M/s. P&R has deployed lesser labour than required in various activities thereby delaying the entire erection work. The other activities like fixing of bracings etc. are still pending in other spans which are being ignored by M/s. Simplex and M/s. P&R. The Project Manager of M/s. Simplex was directed to expedite the completion of balance activities on priority.

Then, reviewed the concreting done around expansion joints. It was directed to properly check the reinforcement before allowing concreting. At two locations, it was observed that height of the loops of reinforcement is lesser in the spine segment portion which should be rectified. These are very minor but important detailing to be checked thoroughly by PWD officials. It was reiterated to ensure perfect level of concrete with adjoining bituminous surface so as to have a jerk free movement over the expansion joints.

The repair of road surface of elevated corridor on R.H.S. between A-2 ramp and Najafgarh Drain is still to be carried out. It should be ensured that the rectification should not cause any jerk at the location of expansion joints.

The status of repair of crash barrier/central verge by grinding/surface preparation was also reviewed. It is felt that number of gangs deployed are much less, as at number of locations rectification of side crash barrier and central verge is needed. During earlier inspections, it was directed to prepare a list of deficiencies over deck and under deck and got them attended from one end to the other under close monitoring by PWD officials. The agency has not started rectification/preparation of surface in full swing. It was made very clear that no pin-holes/rough patches are visible in the surface of crash barrier/central verge after painting.

The activity of filling the gap between central verge/crash barrier and road surface was not going on despite repeated directions by the undersigned. This is very important activity to ensure no ingress of water which may damage the road surface. The SE, F-12 should ensure the compliance of the same on priority.

In this stretch, between A-1 ramp and Najafgarh Drain also, at number of locations, repair of crash barrier and central verge with respect to the line and level is required but no labour was seen doing any work. The undersigned has emphasized on number of times to deploy more number of gangs at different locations to carry out these activities in a faster manner but it is regretted to point out that the agency is not taking the directions seriously.


For a long time, it has been directed to start the activity of side kerb channel in the line of rain water spout and also prepare the sample of kerb channel along central verge but no such activity has been started by the agency till date. The SE, F-12 was directed to get these activities started on priority. Preparation of kerb channels, painting of side crash barriers after proper repair etc. are very time consuming activities and should be taken up by the agency in full swing as work has already been delayed very badly.

It was again directed that the site should be free of malba and dust pollution. Regular sprinkling of water should be carried out to avoid the dusty environment.

In the site office, reviewed all the balance activities of elevated corridor. The agency submitted a programme to complete the elevated corridor by 31st May' 2016 if the entire erection work is completed by M/s. P&R by 30th April' 2016 which is very much possible, if required number of labour is deployed on the job. The agency and the SE, F-12 were directed to pursue the matter with M/s. P&R to deploy required number of labour to complete the balance activities on priority.


It was again emphasised that the SE, F-12 should ensure that all the deficiencies, over deck and below deck are got rectified in a systematic manner from one end to the other under close supervision. Even, the sample span of under deck finishing has not been completed till date. The under deck finishing involves grinding of stitch concrete joints, rectification of grooves at joints of spine segments, rectification/filling/finishing of joints of horizontal/vertical fins of wing segment with sides of spine segment, filling of smaller holes, etc. All these activities should be got carried out immediately and monitored span by span.

The agency was also directed to complete the other activities like footpaths, drains etc. on priority.

 Chief Project Manager
(Flyover) 1, PWD
19/4/16

Copy to:-

- (1) The Engineer-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-12, PWD for information & necessary action please.

 Chief Project Manager
19/4/16