



राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार
GOVT. OF NATIONAL CAPITAL TERRITORY OF DELHI
लोक निर्माण विभाग
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कार्यालय मुख्य अभियंता
लोक निर्माण विभाग, (पूर्व) अनुरक्षण
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OFFICE OF THE CHIEF ENGINEER
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संख्या 20(5)/WA/CE(East)-M/PWD/2016/ 157 - E

दिनांक 12/5/16

INSPECTION NOTE OF CHIEF ENGINEER (EAST)-M

Sub: Inspection of CE (East), PWD of Burari Road from Kingsway Camp to Avtar Singh Marg T-Point.

The inspection of Burari Road from Kingsway Camp to Avtar Singh Marg T-Point was carried out by CE (East) alongwith SE (C&ND) and AE (C&ND) Road on 07.05.2016 where restoration of carriageway work was going on. The details of the work are as under:

Name of work	:	Restoration of carriageway of Burari Road from Kingsway Camp to Avtar Singh Marg T-Point cut by DJB for laying 1100 mm dia water line.
Agency	:	M/s Buland Construction
Agreement No.	:	93/EE/CRMD M-413/2015-16
Estimated Cost	:	Rs. 86,20,054/-
Tendered Cost	:	Rs. 55,09,077/-
Date of Inspection	:	07.05.2016

During inspection, CE (East) gave the following directions:-

1. Compaction of GSB & WMM layers was not found proper at places.
2. AE himself mentioned that total thickness of GSB & WMM layers has been found to be 32-35 cm at most of the places randomly checked by him instead of 40 cm as per the contract. CE directed to carryout pit tests at more places to find thickness of GSB / WMM layers as well as that of DBM layer already laid. Wherever thickness of GSB / WMM / DBM found less, payment should be made accordingly to the contractor subject to structural admissibility of the pavement to the satisfaction of SE-in-Charge. In case, structural admissibility is not there, the work should be summarily rejected.
3. It was found that the DBM layer already laid in the stretch by the contractor is not laid at an appropriate level resulting in the higher level as compared to the adjacent existing uncut top wearing course of the carriageway. Seeing the level, it is not possible to laid down the top BC layer as it will result in further rise in level and there will be absolutely mismatch between the existing and the adjacent new wearing course. Such type of work clearly shows lack of supervision on the part of field staff.

4. All the deficiencies in thicknesses of various layers laid should be set right immediately and SE should issue suitable warning to the field staff to be careful in future and not to repeat this laxity again.
5. EE to also check the binder content of DBM layer as well as the gradation of the aggregates used with reference to the contracted specifications.
6. It should be ensured that there is proper drainage in the area after the work is completed and there should not be any stagnation observed during the oncoming monsoon season.

spc

C
(PRADEEP GUPTA)
Chief Engineer (East)-M

Copy to :

- 1) OSD (PWD) to Hon'ble Minister, Govt. Of Delhi, A-Wing, 7th Floor, Delhi Secretariat, I.P. Estate, New Delhi.
- 2) The Pr. Chief Engineer, (PWD)-M, 12th Floor, MSO Building, New Delhi.
- 3) The Superintending Engineer, C&ND Circle, PWD, New Delhi
- 4) The Executive Engineer, C&ND Road, PWD, New Delhi.

C
Chief Engineer (East)-M