

	<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>Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: cpmpwddelhif1@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/2016/1395

Date: -20-5-16


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 25.05.2016 along with the SE/ F-12 and Engineers of M/s. Simplex. Took the round of the elevated corridor from A-1 ramp upto Najafgarh Drain and also at-grade roads. Following are the observations: -


- ✓ The at-grade road adjacent to A-2 ramp on R.H.S. is badly damaged due to incomplete shifting work by DJB. The SE, F-12 informed that traffic police is not allowing DJB to shift their line due to traffic jam. However, road is badly damaged at this location and necessary leveling/repair should be carried out on priority.
- ✓ It was noticed that the anti-carbonation painting has been started near A-2 pier but without finishing the concrete surface of piers etc. No anti-carbonation painting should be allowed without proper finishing/ repair. The surface of the piers/segments should be so finished/repared that pin-holes are not visible. All the slurry etc. stuck to the surface should be removed and shutter joints should be properly grinded before applying primer/painting. The SE, F-12 should ensure that all these finishing/repairs are got carried out span-by-span and thoroughly checked by PWD officials before allowing anti-carbonation paint.
- ✓ The concrete in the kerb channel along crash barrier, in the line of rain water spouts, has been started but was not being laid properly. It was directed to remove the same and re-laid as discussed at site. The slope in concrete of the kerb channel should be towards the crash barrier and proper levels should be ensured for smooth flow of water.
- ✓ At number of locations, proper grinding of crash barrier/central verge is still required to have proper line and level. No grinder was seen at site. The SE, F-12 was directed to prepare a defect list and get the same attended under close monitoring/supervision.
- ✓ The gap between the bituminous surface and crash barrier/central verge has not been filled. This will allow ingress of water which may damage to the road subsequently. The undersigned is requesting this for the last so many months but it is regretted to point out that this activity has not been started.
- ✓ The painting of crash barrier and central verge can be started only after laying the concrete in kerb channel and filling the gap between the bituminous surface and crash barrier/central verge so that painting is not spoiled.
- ✓ The programme of completion of elevated corridor was also discussed in detail and activity of laying APP layer and bituminous work also needs to be expedited near Najafgarh Drain portion. The SE, F-12 was directed to prepare a detailed programme and monitor the same closely so that all these activities are completed by 10th June' 2016 and elevated corridor is opened to the traffic by 15th June' 2016.
- ✓ The crash barrier of L.H.S. of A-1 ramp, in certain portion, has not been casted till date despite close monitoring by the undersigned, due to which the road work in the initial portion of A-1 ramp cannot be completed.
- ✓ Certain rectifications were pointed out earlier in the crash barrier on R.H.S. of A-1 ramp where the fascia panel was not properly aligned and it was directed to dismantle the same but the same has not been done till date. The SE, F-12 was directed to ensure proper rectification immediately.

- ✓ The arrangement of fixing of rain water pipes below deck was discussed in detail and the SE, F-12 was directed to discuss the same with the consultant also. According to the undersigned, the horizontal runner should not cross the expansion joint as well as fixed pier location.
- ✓ At few locations, the foundation of street light poles was seen installed on the service road which is not permissible. It has already been directed that at no location, street light poles should either come on service road or main carriage way. It should be adjusted within the footpath/green belt. This point was also discussed during the last inspection. All such foundation poles should be removed and re-fixed within the footpath/green area.
- ✓ It was again directed to ensure cleaning of Najafgrah drain and desilting of drains before onset of monsoon. Site should be kept dust free and proper illumination of the entire stretch during the night should also be ensured.

 **Chief Project Manager**
(Flyover) 1, PWD

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.
- (5) The Executive Engineer (Elec.), Flyover Project Electrical Division, F-13, PWD, 12th Floor, MSO Building, I.P. Estate, New Delhi-110002 for information and necessary action please.

 **Chief Project Manager**