

	<p align="center">CHIEF PROJECT MANAGER (FLYOVER) 1 PUBLIC WORKS DEPARTMENT GOVT. OF DELHI MUKARBA CHOWK, G. T. KARNAL ROAD, DELHI - 110033</p> <p align="center">Ph: 011-27691871, Fax No.: 011-27691971 E-Mail: cpmpwddelhi1@gmail.com</p>	
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F. No. 23(29-I)/CPM/F 1/PWD/2016/ 1457

Date: - 1-6-16

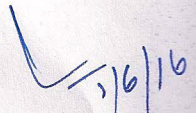
Inspection Note

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 31.05.2016 along with the SE/ F-12 and the Project Manager of M/s. Simplex. First, had a review meeting in the site office when Mr. P. Sen Gupta, V.P. of M/s. Simplex was also present. Reviewed the various pending activities related to the opening of elevated corridor and following are the observations: -

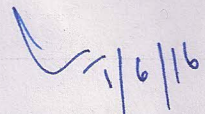
- ✓ Wherever expansion joints have been installed, the cut panel in crash barrier and central verge have to be casted on priority.
- ✓ Expansion joints are still pending at 7 locations on R.H.S. between A-1 pier and P-48.
- ✓ The APP membrane has been fixed in left over spans on both sides of Najafgarh Drain but DBM and BC is still to be carried out; as only thereafter the expansion joints can be installed.
- ✓ The activity of road work and casting of crash barrier of A-1 ramp in initial portion is pending for a long time. It should be expedited.
- ✓ Construction of kerb channel along the crash barrier in the line of rain water spout and painting of crash barrier and central verge after proper preparation of surface is also to be carried out in full swing.
- ✓ The agency committed that all these activities will be completed by 16th June' 2016 and it was directed to squeeze the program to the maximum possible.
- ✓ Thereafter, visited the site along with the SE, F-12 and the Project Manager of M/s. Simplex and following are the observations: -
 - Casting of crash barrier of A-1 ramp on L.H.S. is still pending. Facia panel was being erected but proper lines and levels were not being maintained. The SE, F-12 was directed to ensure proper lien and level of facia panels before allowing casting of crash barrier.
 - The work of GSB/WMM is also to be carried out after excavation at the approach of A-1 ramp which should be expedited. Lot of debris was found lying there and site should be cleared immediately to give front for road work.
 - Then, went over the deck where painting of crash barrier/central verge was being carried out. It was observed that the painting work has been started without proper sand-paparing of the crash barrier and central verge surface, after applying the cement putty to fill the pin-holes. The undersigned is insisting for a long time to deploy more resources on finishing activities as these are time consuming and the ultimate look depends upon proper finishing of surface. The agency was directed to deploy more number of gangs on sand-paparing as wrinkles due to putty were visible at many places.
 - The gap between the road surface and central verge/crash barrier has not been filled despite my repeated persuasion. It should be carried out immediately otherwise it will allow ingress of water which may damage the road.
 - Then, went over the Najafgrah Drain area and issue of casting of bottom fins at expansion joint location was discussed. Casting of these fins is necessary as without its casting, bituminous work cannot be carried out across these locations prior to installation of expansion joints. Certain modifications in the reinforcement were suggested and it was directed to review the details of reinforcement with the consultant for these locations.

- The work of casting of central verge and crash barrier in the nallah portion should also be expedited as only after this, water proofing membrane can be fixed.
- Then, went to the A-2 side location where anti-carbonation painting has been started but it has been observed that anti-carbonation painting is being done without filling the pin-holes in concrete surface and without proper finishing. At certain locations, even cement slurry was found stuck with the concrete surface. The SE, F-12 was directed to ensure that no anti-carbonation paint should be allowed without proper under deck finishing. The under deck finishing should be carried out span by span, thoroughly checked by PWD officials and only then anti-carbonation painting should be allowed. The agency committed to prepare one sample span within a week after proper under deck finishing. The SE, F-12 should monitor the same.
- The status of Najafgarh Drain cleaning and desilting of drain was also enquired and the SE, F-12 informed that the same is being carried out by the agency. The same should be monitored closely.
- The laying of bituminous layer on at-grade roads has been started. The SE, F-12 was directed to thoroughly monitor the quality of the bituminous work. The representative of PWD/TPQA should also be present at the hot-mix plant and work at site should be carried out under close supervision. Proper levels should be ensured.
- The agency was again directed to complete the elevated corridor before 15th June' 2016.


 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