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F. No. 23(29-I)/CPM/F 1/PWD/2016/ 11980

Date: - 4-8-16

Inspection Note

Sub: - Inspection Note for the work of “Comprehensive Development of Corridor (Outer Ring Road) between Vikaspuri to Meera Bagh.”

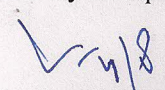
Inspected the site of Vikaspuri to Meerabagh along with the SE, F-12 and Project Manager of M/s. Simplex on 03.08.2016.

First, went to the Najafgarh Drain where retrofitting of old bridge is being carried out by O/o the CPM, F-2, PWD. The detailed methodology and sequence of work to be carried out in the drain portion on new bridges for service road and old bridge was finalised. It was directed that first the traffic should be opened on the old bridge and the bituminous work and fixing of lateral expansion joint on both side service road bridges should be completed. Thereafter, traffic should be re-diverted on the new service road bridges and work on old bridge and fixing of longitudinal expansion joint between old and new bridges should be carried out. The SE, F-12 was directed to plan the various activities accordingly. It was also directed to do a proper survey of this area and superimpose the cross-section finalised for this area as explained at site.

Then, took the round of complete site and reviewed the progress of work in the site office and following are the observations: -

- ✓ At one location on R.H.S., adjacent to A-2 ramp, it was noticed that lot of tiles are having broken edges/corners. All such tiles should be rejected and replaced with new tiles. The SE, F-12 should check complete footpath in this respect and no damaged tile should be allowed.
- ✓ At few locations, tiles were found settled which should be properly repaired. As earlier directed, joints of the drain cover should be properly sealed under close supervision by filling the joints with mortar and fixing of geo-fabric as directed number of times. This will avoid settling of tiles.
- ✓ During rainy season, if there is any accumulation of water on elevated corridor that should be immediately attended. It has been observed that along the central verge, at few locations, water was found to be accumulated.
- ✓ At few locations, water was found to be leaking at pier location. This should be inspected and necessary action/repair should be carried out on priority.
- ✓ In every third span, there is opening in one spine segment. Proper door should be provided openable upward, as discussed and explained.
- ✓ It was also directed to clean the inside of all spine segments and the same should be thoroughly inspected to ensure any repair, if required due to spalling of concrete during post-tensioning. This is a very important activity and the SE, F-12 should personally ensure the same.
- ✓ Speed limit signages should be provided on elevated corridor immediately.

- ✓ The SE, F-12 should also ensure that elevated corridor is regularly cleaned and rain water spouts and cross drainage pipe in central verge are not choked which may lead to stagnation of water.
- ✓ Under deck painting with anti-carbonation paint is being carried out. The SE, F-12 should ensure that proper under deck finishing should be carried out and checked before allowing anti-carbonation paint. What else is required as a part of under deck finishing has already been pointed out during various inspections/in inspection reports. It is reiterated that the under deck finishing requires proper grinding of lateral stitch concrete joints, grinding of joints of shutters in piers, proper finishing of junction of horizontal and vertical fins of wing segments and side of spine segments, filling of pin-holes, proper grinding around the stub of spine segment and proper filling around the stub. It is reiterated that no under deck painting should be allowed until and unless proper under deck finishing is carried out by the agency. It should be monitored closely keeping a record thereof.
- ✓ The work of rain water pipe should also be carried out on priority as at number of locations, water is falling from the rain water spout directly on the road and road is being damaged at such locations. Wherever, road has been damaged, the same should be got repaired on priority.
- ✓ At one or two locations, surface of the road have minor undulations on L.H.S. where BC has been laid. The same should be rectified.
- ✓ The down take pipe along the pier should be carried out up to a manhole from where the same should be connected to rain water harvesting chamber, wherever its existing, or overflow pipe may be provided in manhole where there is no rain water harvesting chamber in that span.
- ✓ At few locations, some honeycombing was observed in the concrete around the rain water spout which was poured during its fixing. Proper grouting should be ensured at all such locations which should be identified after thorough inspections.
- ✓ The malba from the central verge should be removed and the same should be filled up with good earth so that plantation work is carried out by the horticulture agency.
- ✓ The work of table top should also be started on priority.
- ✓ At number of locations, edges of the kerb stones fixed in footpath/central verge have been found to be rough/broken. All such kerb stones should be replaced with a new one.
- ✓ The programme of balance activities of road, footpath, drain, signage etc. was also enquired from the Project Manager who committed to complete all the balance activities by September end. The Project Manager was directed to submit a detailed programme of various balance activities and try to squeeze timeline to the maximum possible.


 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.


 Chief Project Manager