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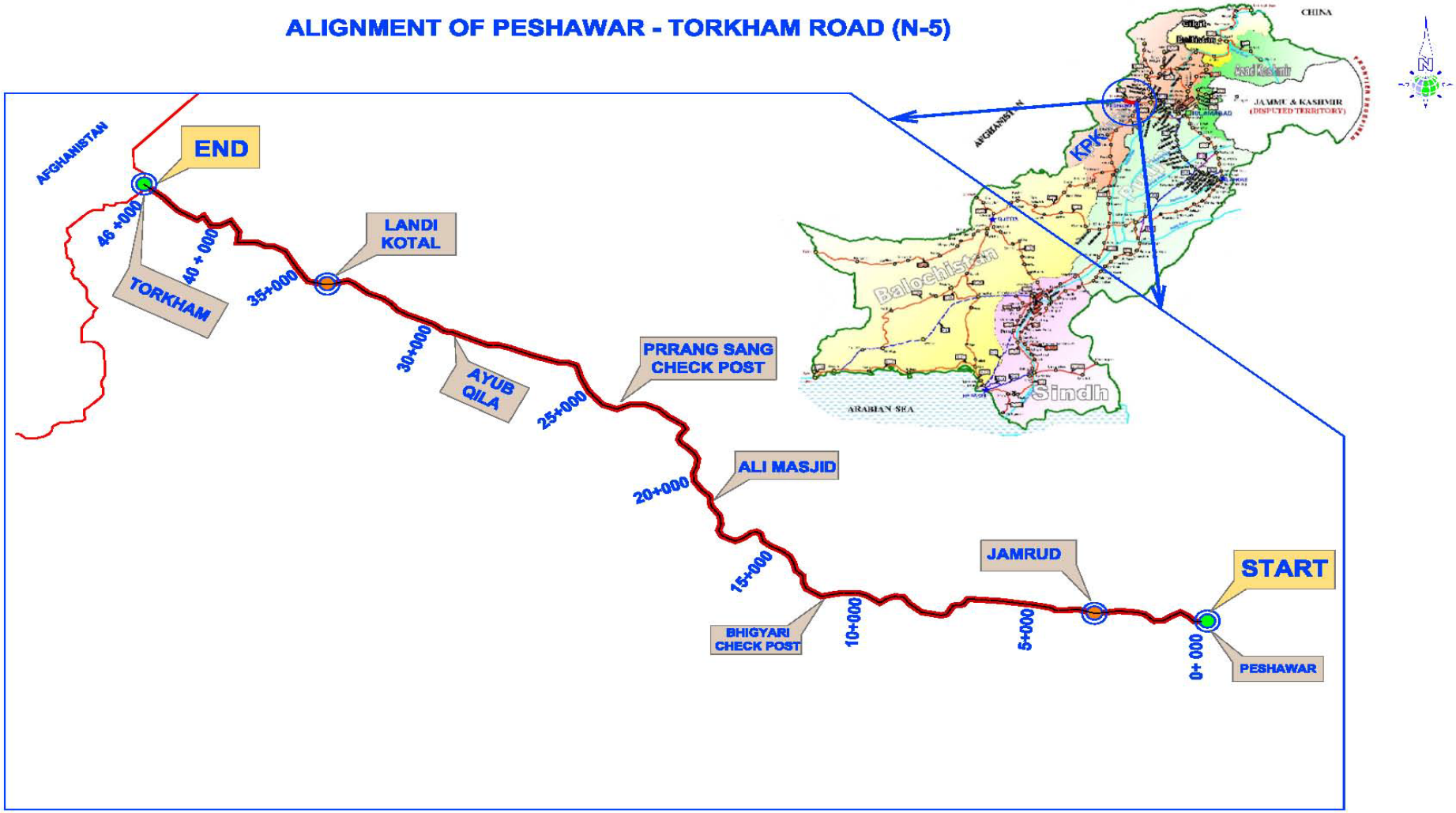
STRENGTHENING & IMPROVEMENT OF PESHAWAR - TORKHAM ROAD KHYBER AGENCY, FATA

QUARTERLY PROGRESS REPORT # 06
JANUARY-MARCH 2014

TABLE OF CONTENTS


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)
AFGHANISTAN
END
46 +000
TORKHAM
40 + 000
35+000
LANDI KOTAL
30+000
AYUB QILA
25+000
PRRANG SANG CHECK POST
20+000
ALI MASJID
15+000
BHIGYARI CHECK POST
10+000
JAMRUD
5+000
START
0+ 000
PESHAWAR
CHINA
JAMMU & KASHMIR
(DISPUTED TERRITORY)
KPK
Balochistan
Sindh
ARABIAN SEA
N

SUMMARY

Peshawar – Torkham road is an integral part of National Highway (N-5), a vital piece of the nation's infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. The project "Strengthening & Improvement of Peshawar Torkham Road" is funded with United State Agency for International Development (USAID) grant amounting to USD and implemented by FATA Secretariat as project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor.

The 46 KM Peshawar – Torkham road (PTR) has been split into multiple sections for designing / construction purposes due to inherited site specific conditions such as live traffic corridor, gigantic hilly terrain, safety and security restrictions etc. Work on section – I (KM: 0+000 To 9+000) of the project was initiated by FWO on October 15, 2012. During the first 01 quarter (Oct – Dec, 2012) of the EPC based contract, the contractor mobilized at site, completed the detailed design work, started major earthwork activities & constructed diversions across the section – I with slow pace. During the 2nd & 3rd quarters (Jan-March, 2013 & April-June, 2013 respectively) the progress of construction work accelerated gradually and the contractor continued with construction of cross drainage / retaining structures & different pavement courses including asphaltic base paving work. The 4th & 5th quarter (July–Sep, 2013 & Oct-Dec 2013) witnessed major construction achievements by completion of asphalt paving works of the section – I of the P-T road project and all sort of traffic was shifted back onto the main alignment. Similarly FWO started construction works on all cross drainage structures and retaining structures in sections II, III and IV.

During the 6th quarter (Jan-Mar 2014) of the project, FWO managed to initiate work on rigid pavement construction in Sec II and III. Similarly construction continued on cross drainage, retaining structures between Sec-II to Sec-V.

During the reporting quarter, the contractor teams were able to work 74 days of 77 available working days due to public holidays, as compared to 99% of 79 available working days in the previous quarter.

FWO was constantly pressed for demonstrating good environmental practice in conformity with the construction environmental management plan.

Major physical construction activities in each section are presented as under:

SECTION – I (KM: 0+000 To 9+000)

Section – I of the project is completed with respect to Earthwork, Sub Base, Aggregate Base Course / WBM, Asphaltic Base Course, Asphaltic Wearing Course, Culverts, Retaining walls and

Pavement marking, and opened for all kind of traffic. Longitudinal drainage construction and construction of rural link roads are still in progress.

No IPC (Interim Payment Certificate) was processed during the reporting quarter.

SECTION – II (KM: 9+000 To 14+000)

WORK ITEM	SEC – II
o Earthwork:	91.00 %
o Sub Base:	64.00 %
o Aggregate Base Course/WBM:	52.70 %
o Asphaltic Base Course:	26.09 %
o Asphaltic Wearing Course	17.39 %
o Culverts:	91.37 %
o Retaining Walls:	86.46 %

- Bulk earthwork and roadway excavation continued along with construction of 17 No's cross drainage structures & 2000M (cumulative) retaining walls.
- No IPC was processed during the reporting quarter.
- Traffic continually plying on diversions / detour.
- PIL for US $ 9.383 Million approved in the reporting quarter.

SECTION – III (KM: 14+000 To 19+000)

WORK ITEM	SEC – III
o Earthwork:	74.00 %
o Sub Base:	59.32 %
o Water Bound Macadam:	72.34 %
o Asphaltic Base Course:	48.94 %
o Asphaltic Wearing Course	27.66 %
o Rigid Pavement	22.32 %
o Culverts:	65.79 %
o Retaining Walls:	25.71 %

- Construction continued on 19 No's cross drainage structures & 1050M (cumulative) retaining walls in section – III.
- Traffic continually plying on diver-sions / detour.
- PIL for US $ 9.512 Million approved in the reporting quarter.

SECTION – IV (KM: 19+000 To 24+000), SECTION – V (KM: 24+000 To 33+000) AND SECTION – VI (KM: 33+000 To 37+000)

- Work continued to finalize the design and quantity estimation for the section – IV to VI of the project.

- Earthwork & sub-base work continued in section – IV & V continued.
- Construction continued on 04 No's cross drainage structures & 550 M (cumulative) retaining walls in section – IV.
- Traffic continually plying on diversions / detour.

BRDIGES AND MULTICELL CULVERTS FALLING IN DIFFERENT SECTIONS

- PC-1 for detailed design and quantity estimation of 02 No's bridges and 02 No's multicell culverts approved in the reporting quarter with approval of PIL in progress.
- Works for pile boring/ concreting, pile caps & Abutments walls/ piers completed at bridge No: 02 (KM: 09+560) during the reporting quarter.
- Casting of 15 No's Post Tensioned Girder completed at bridge No: 02.
- Boring & concreting of 20 No's of pile completed at Bridge No.10 (KM: 23+750).
- Test pile boring & concreting completed at Bridge No.12 (KM: 27+350), while preparation for static pile load testing continued.
- Base slab concrete completed for multicell culverts at KM: 11+190 & 22+925, while fabrication, fixation, erection of rebar and concreting of walls continued at both the Culverts.

INTRODUCTION

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1.1 PROJECT BACKGROUND

The Federally Administered Tribal Area (FATA) Secretariat of the Government of Pakistan (GoP) under the Quick Impact Projects (QIPs) in the Khyber Agency has inked an agreement with USAID for financial assistance in the form of a Grant for Strengthening and Improvement of 46 KM long existing two-lane, two-way carriageway from Peshawar to Torkham (N – 5). The Project will support the GoP in improving accessibility to the remotely located areas of Khyber agency and enhance logistic support to law enforcing agencies, besides assisting trade between Pakistan and Afghanistan. The Sponsoring agency for the Peshawar Torkham Road Project is FATA secretariat, headed by Additional Chief Secretary FATA. The Executing agency is Frontier Works Organization (FWO).

Table: 1

Civil Works Package Features							
Feature	Section – I	Section – II	Section – III	Section – IV	Section – V	Section – VI	Section – VII
Physical Limits	Peshawar to Torkham						
Kilometers	0+000 to 9+000	9+000 to 14+000 (Revised)	14+000 to 19+000 (Revised)	19+000 to 24+000 (Revised)	24+000 to 33+000 (Revised)	33+000 to 37+000 (Revised)	37+000 to 46+000 (Revised)
Black Top	Total 12.3 meter (7.3 meter carriageway & 2.5 meter treated shoulders on either side)						
Completion Period	807 Calendar Days						

1.2 SCOPE OF WORK

The project involves widening, strengthening and improvement of the existing two lane carriageway, including construction of new cross drainage structures, bridges, rigid pavements and earth retaining structures spread over 46 KM. At a first stage, the FATA Secretariat has undertaken to contract out section – I of the project from KM: 0 +000 To KM: 9 + 000. Length of each package varies according to topographical features and live traffic conditions along the project route.

Being an EPC form of contract, FWO is fully responsible for design and construction of the project in conformity with the NHA's specifications and standard engineering practices. AGES Consultants has been entrusted the Construction Monitoring and Evaluation Services including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission.

1.3 GENERAL CONTRACT DATA

1.	Name of Project	**Strengthening and Improvement of Peshawar Torkham Road (N-5) Khyber Agency FATA**
2.	Project Construction Cost	**US $ 67 Million**
3.	Donor Agency	**USAID PAKISTAN**
4.	Donor's Agency Representative	**Engr. Farhat Ali Shah Banori, USAID/COR**
5.	Sponsoring Agency	**FATA Secretariat, Peshawar**
6.	Sponsoring Agency Representative	**Mr. Roshan Mahsud, Project Director, PMU FATA**
7	Executing Agency	**Frontier Works Organization (FWO)**
8.	Executing Agency Representative	**Col. Zahid (Project Director FWO)**
9.	M&E Consultants	**AGES Consultants**
10.	M&E Consultants Representative	**Engr. Aziz-ul- Haq, Project Manager**
11.	Time for Completion	**807 Calendar Days**
12	Mode of Construction Contract	**EPC (Engineer, Procure and Construct) Contract**
13.	Chronology	

Signing of MoU (USAID–FATA–NHA)	**Sep 18, 2012**
Signing of Consultancy Contract (USAID – AGES)	**Sep 30, 2012**
M&E Consultants Mobilization	**Oct 01, 2012**
Project Date of Commencement	**Oct 15, 2012**
Project Date of Completion	**Dec 31, 2014**

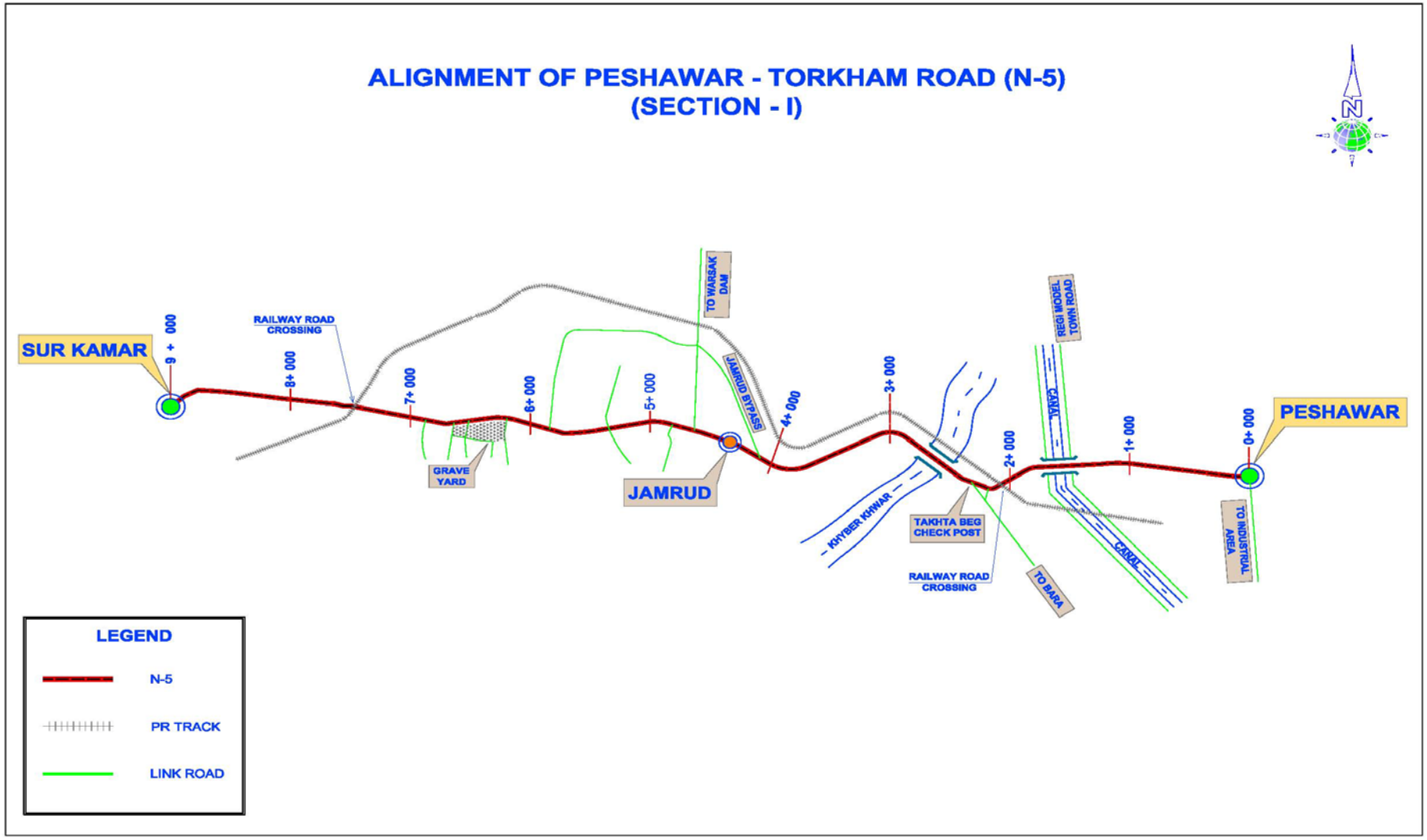
1.4 SECTIONS DATA

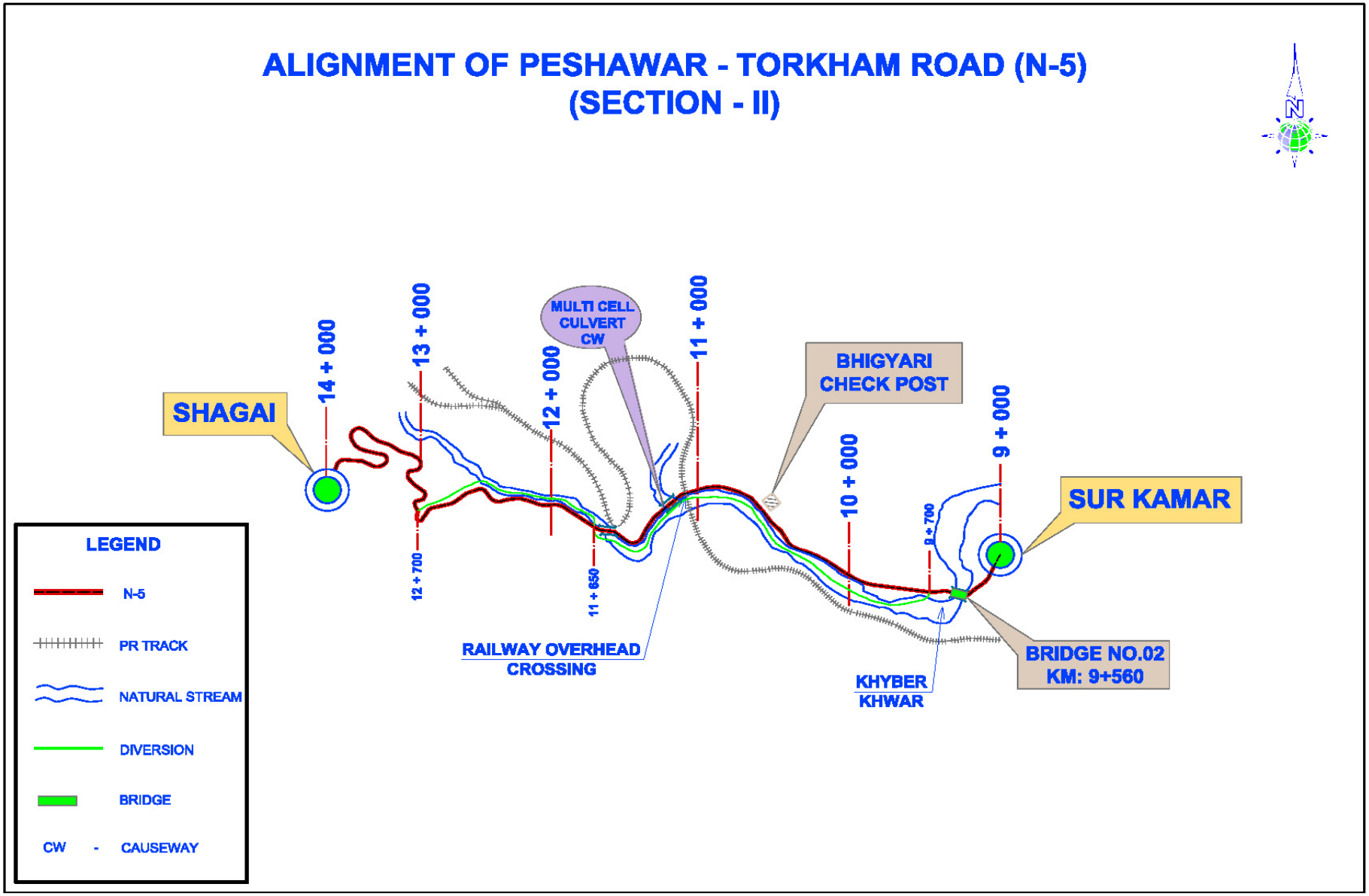
- Name of Package **Section – I (KM: 0+000 to KM: 9+000)**
- PC-1 Cost (Section – I) **Rs. 937.939 Million (US $ 9.978 M)**
- Approval of PC – 1 (Section – I) **Nov 20, 2012**

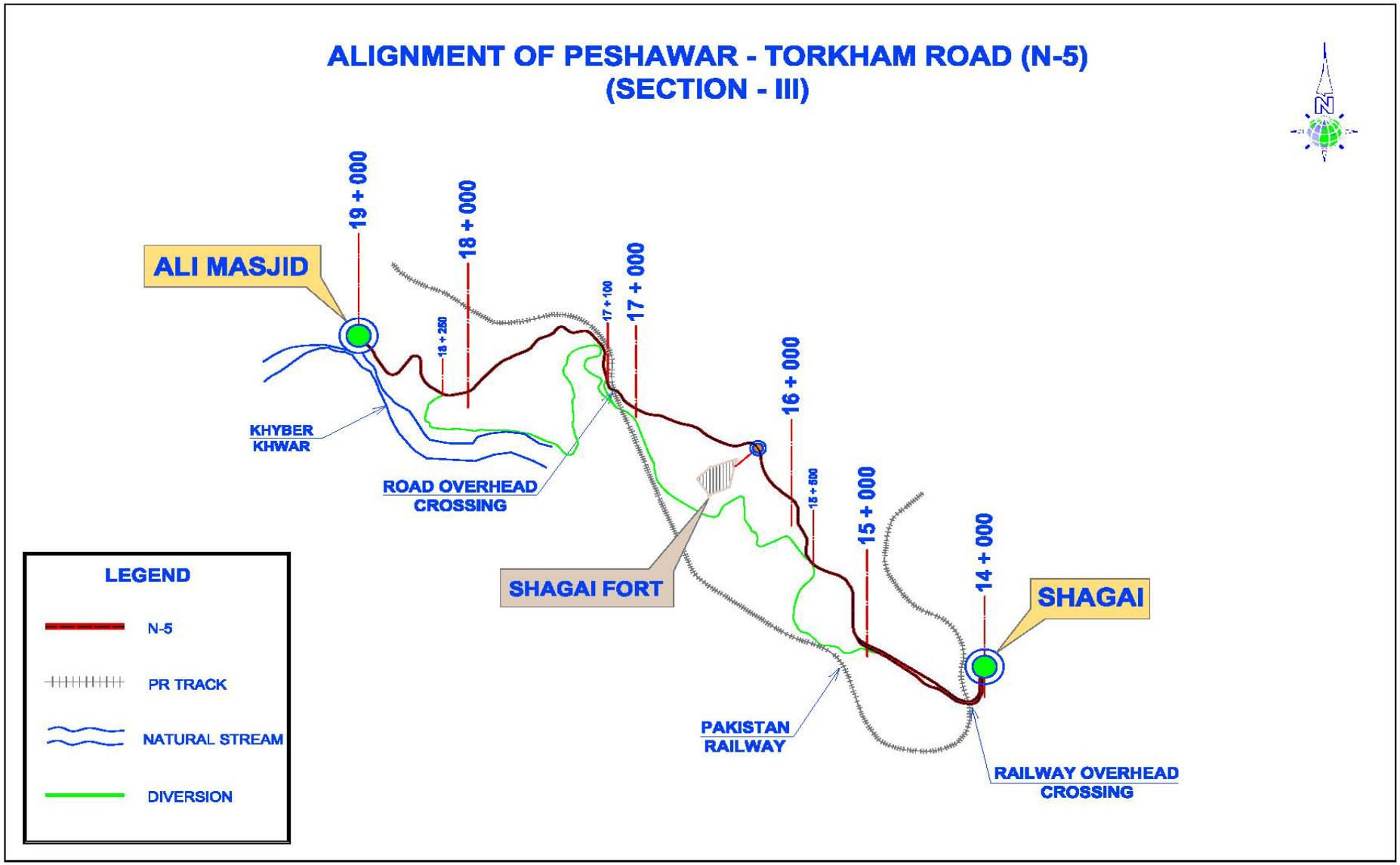
- Name of Package **Section – II (KM: 9+000 to KM: 14+000)**
- PC-1 Cost (Section – II) **Rs. 985.265 Million (US $ 9.383 M)**
- Approval of PC – 1 (Section – II) **Oct 08, 2013**

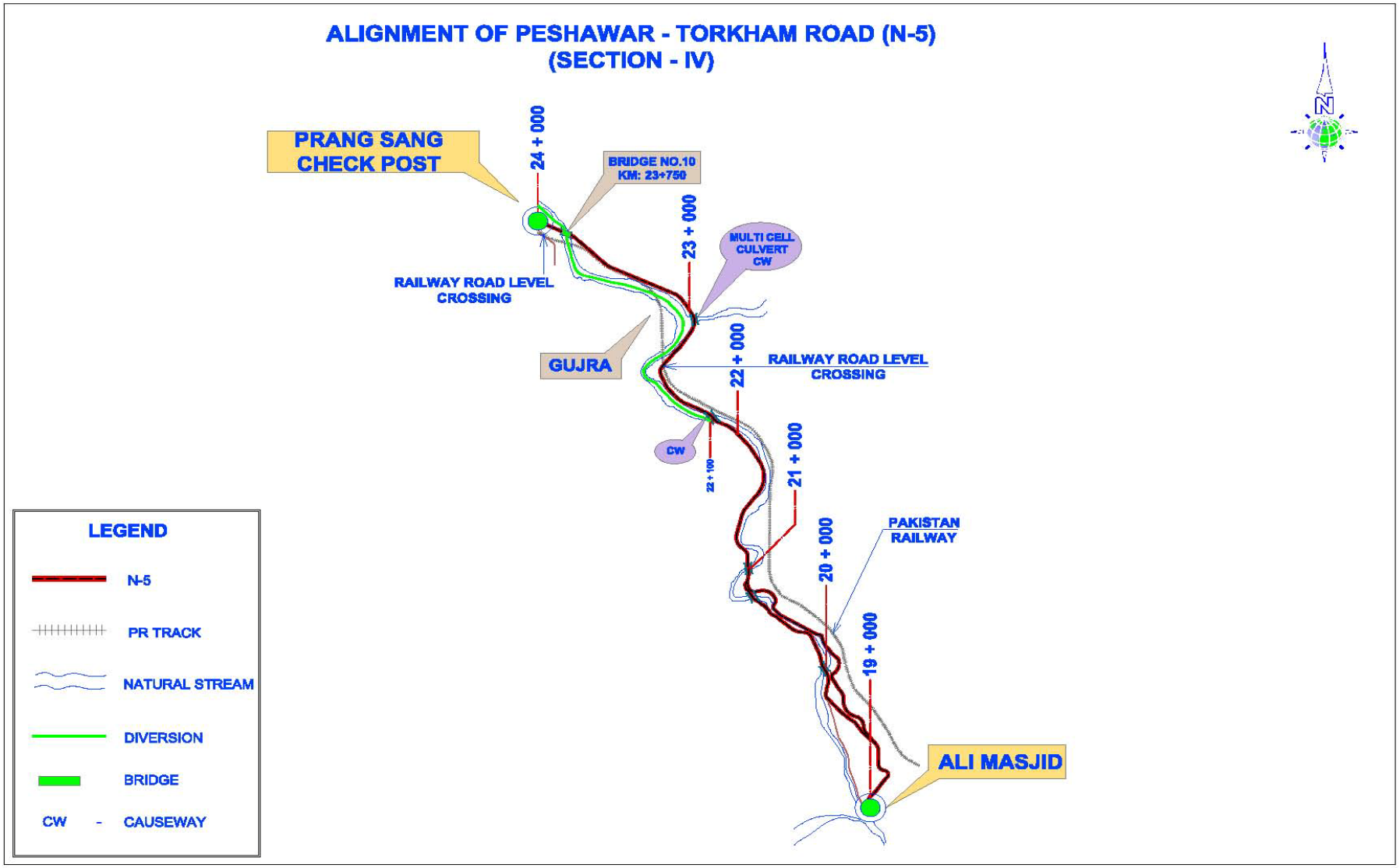
- Name of Package **Section – III (CH: KM: 14+000 to CH: KM: 19+000)**
- PC-1 Cost (Section – III) **Rs. 989.320 Million (PIL Cost: US $ 9.512 M)**
- Approval of PC – 1 (Section – III) **Dec 20, 2013**

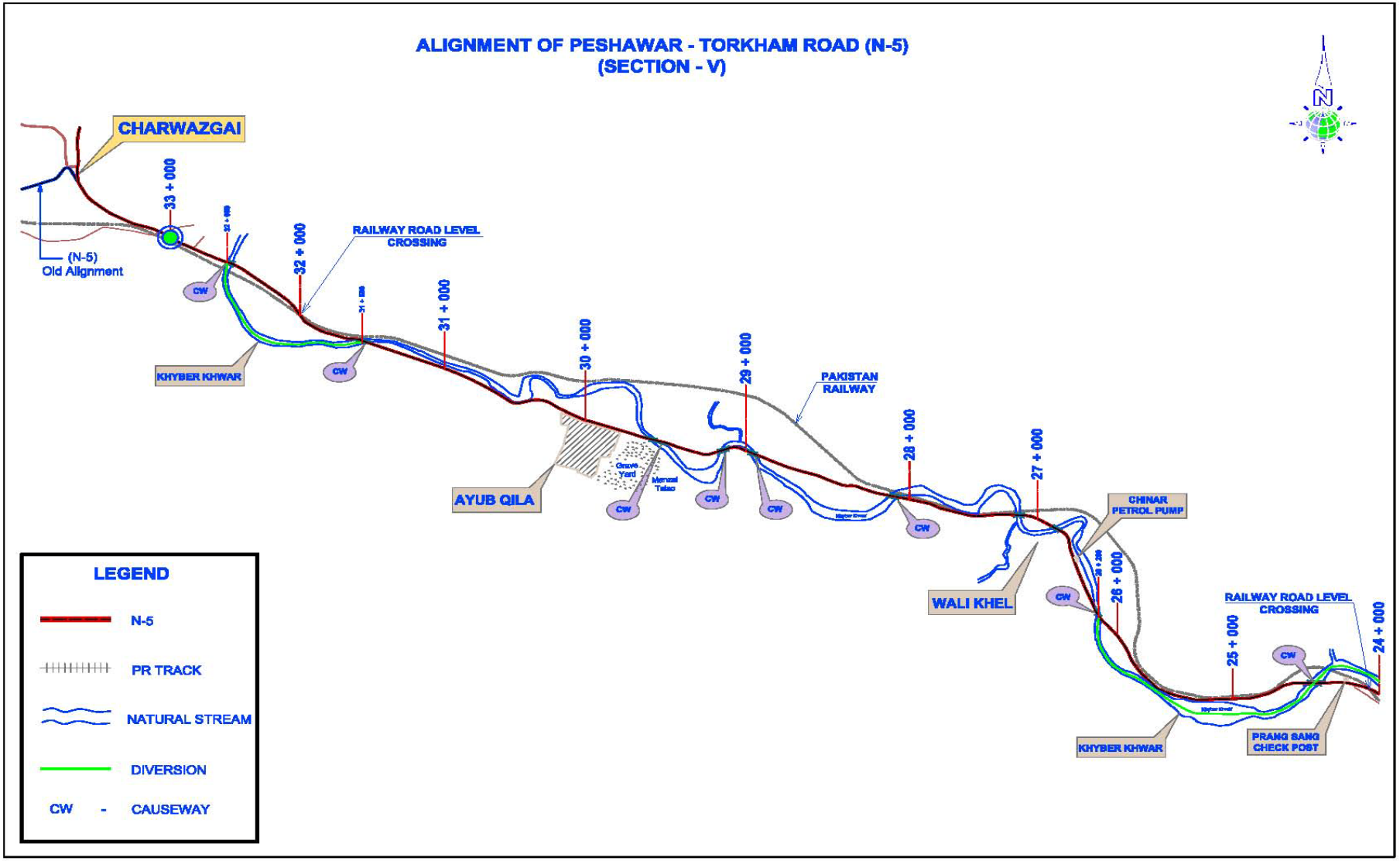
1.5 ALIGNMENT SKETCHES



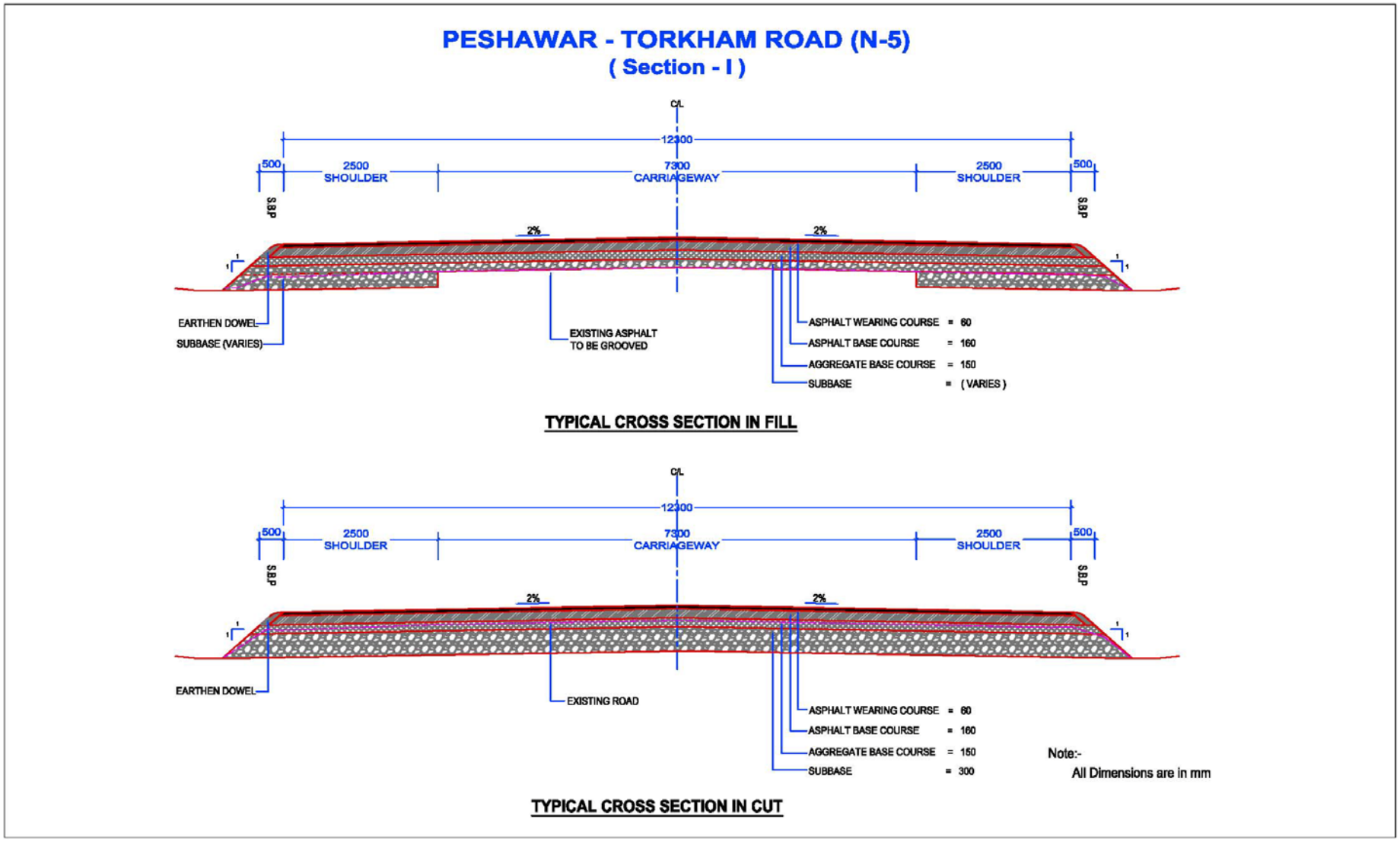

ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)
(SECTION - II)
N
SHAGAI
14 + 000
13 + 000
12 + 000
11 + 000
10 + 000
9 + 000
MULTI CELL CULVERT CW
BHIGYARI CHECK POST
SUR KAMAR
12 + 700
11 + 650
9 + 700
RAILWAY OVERHEAD CROSSING
KHYBER KHWAR
BRIDGE NO.02 KM: 9+560
LEGEND
N-5
PR TRACK
NATURAL STREAM
DIVERSION
BRIDGE
CW - CAUSEWAY

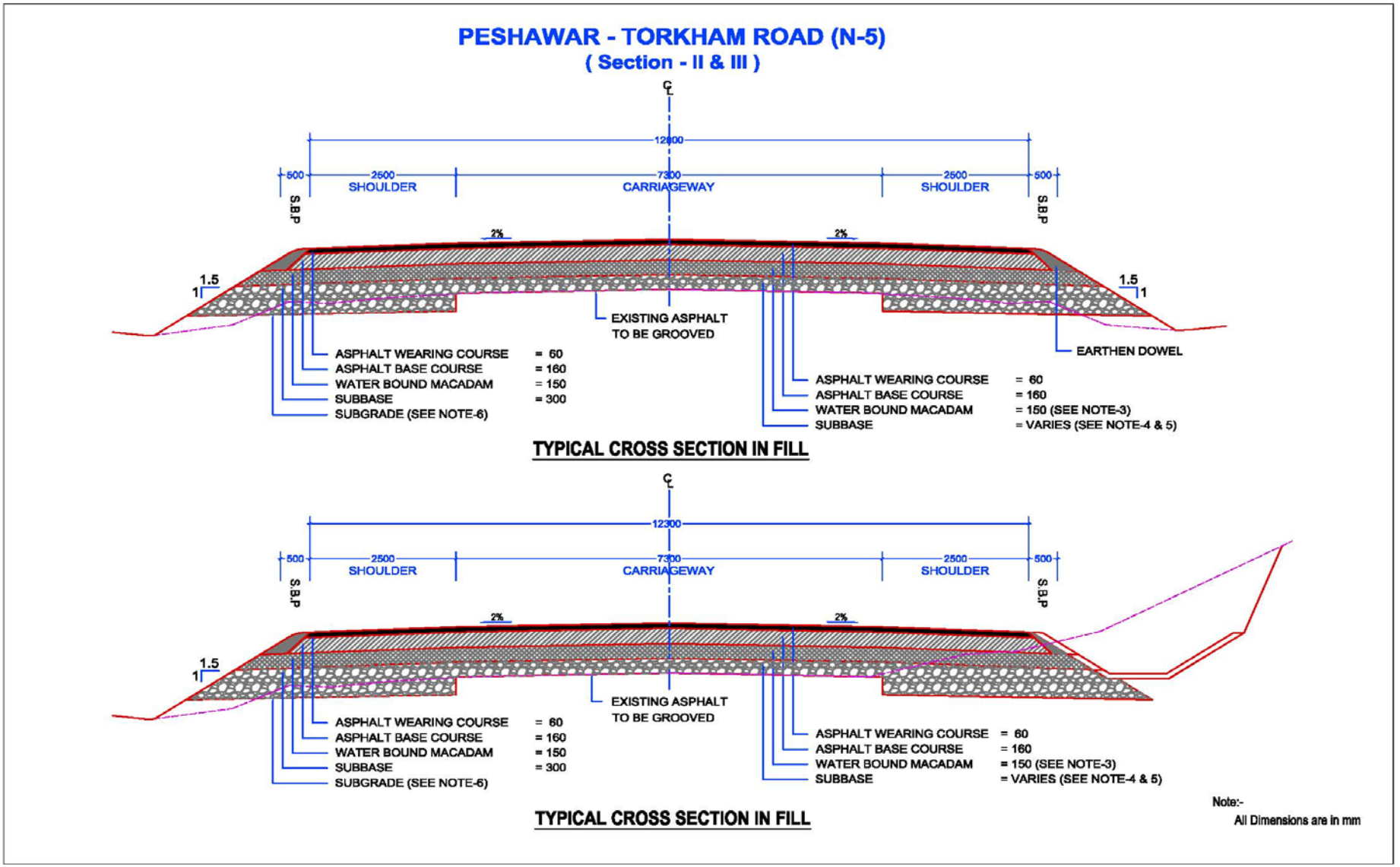

ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)
(SECTION - III)
N
ALI MASJID
19 + 000
18 + 000
18 + 250
17 + 100
17 + 000
16 + 000
15 + 800
15 + 000
14 + 000
SHAGAI
KHYBER KHWAR
ROAD OVERHEAD CROSSING
SHAGAI FORT
PAKISTAN RAILWAY
RAILWAY OVERHEAD CROSSING
LEGEND
N-5
PR TRACK
NATURAL STREAM
DIVERSION

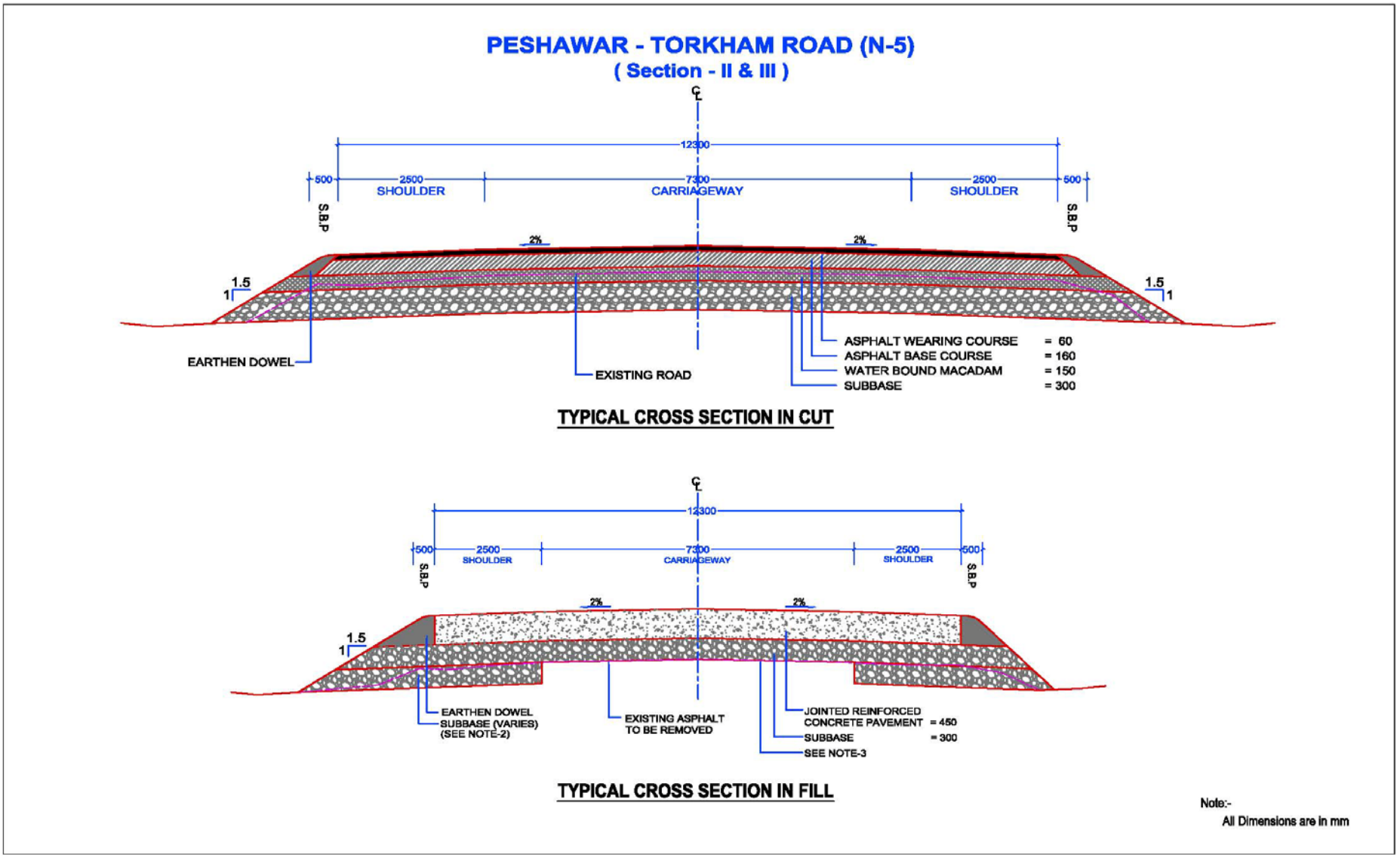

ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)
(SECTION - IV)
PRANG SANG CHECK POST
24 + 000
BRIDGE NO.10 KM: 23+750
23 + 000
MULTI CELL CULVERT CW
RAILWAY ROAD LEVEL CROSSING
GUJRA
22 + 000
RAILWAY ROAD LEVEL CROSSING
CW
22 + 100
21 + 000
20 + 000
PAKISTAN RAILWAY
19 + 000
ALI MASJID
LEGEND
N-5
PR TRACK
NATURAL STREAM
DIVERSION
BRIDGE
CW - CAUSEWAY


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)
(SECTION - V)
CHARWAZGAI
33 + 000
(N-5)
Old Alignment
CW
32 + 000
RAILWAY ROAD LEVEL CROSSING
KHYBER KHWAR
31 + 000
30 + 000
29 + 000
PAKISTAN RAILWAY
AYUB QILA
28 + 000
27 + 000
CHINAR PETROL PUMP
WALI KHEL
26 + 000
RAILWAY ROAD LEVEL CROSSING
25 + 000
24 + 000
KHYBER KHWAR
PRANG SANG CHECK POST
LEGEND
N-5
PR TRACK
NATURAL STREAM
DIVERSION
CW - CAUSEWAY

1.6 PICAL CROSS SECTION OF ROAD




PESHAWAR - TORKHAM ROAD (N-5)
(Section - II & III)
℄
12300
500
2500
SHOULDER
7300
CARRIAGEWAY
2500
SHOULDER
500
S.B.P
S.B.P
2%
2%
1.5
1
1.5
1
EXISTING ASPHALT
TO BE GROOVED
EARTHEN DOWEL
ASPHALT WEARING COURSE = 60
ASPHALT BASE COURSE = 160
WATER BOUND MACADAM = 150
SUBBASE = 300
SUBGRADE (SEE NOTE-6)
ASPHALT WEARING COURSE = 60
ASPHALT BASE COURSE = 160
WATER BOUND MACADAM = 150 (SEE NOTE-3)
SUBBASE = VARIES (SEE NOTE-4 & 5)
TYPICAL CROSS SECTION IN FILL
℄
12300
500
2500
SHOULDER
7300
CARRIAGEWAY
2500
SHOULDER
500
S.B.P
S.B.P
2%
2%
1.5
1
EXISTING ASPHALT
TO BE GROOVED
ASPHALT WEARING COURSE = 60
ASPHALT BASE COURSE = 160
WATER BOUND MACADAM = 150
SUBBASE = 300
SUBGRADE (SEE NOTE-6)
ASPHALT WEARING COURSE = 60
ASPHALT BASE COURSE = 160
WATER BOUND MACADAM = 150 (SEE NOTE-3)
SUBBASE = VARIES (SEE NOTE-4 & 5)
TYPICAL CROSS SECTION IN FILL
Note:-
All Dimensions are in mm


PESHAWAR - TORKHAM ROAD (N-5)
(Section - II & III)
12300
500
2500
SHOULDER
7300
CARRIAGEWAY
2500
SHOULDER
500
S.B.P
S.B.P
2%
2%
1.5
1
1.5
1
EARTHEN DOWEL
EXISTING ROAD
ASPHALT WEARING COURSE = 60
ASPHALT BASE COURSE = 160
WATER BOUND MACADAM = 150
SUBBASE = 300
TYPICAL CROSS SECTION IN CUT
12300
500
2500
SHOULDER
7300
CARRIAGEWAY
2500
SHOULDER
500
S.B.P
S.B.P
2%
2%
1.5
1
EARTHEN DOWEL
SUBBASE (VARIES)
(SEE NOTE-2)
EXISTING ASPHALT
TO BE REMOVED
JOINTED REINFORCED
CONCRETE PAVEMENT = 450
SUBBASE = 300
SEE NOTE-3
TYPICAL CROSS SECTION IN FILL
Note:-
All Dimensions are in mm

MONITORING & EVALUATION SERVICES

2.1 M&E CONSULTANTS MAJOR ACTIVITIES DURING THE QUARTER

During the reporting quarter, M&E Consultants carried out the following activities:

- Conducted Joint site visits with representatives of F W O / NESPAK at regular intervals.
- Conducted follow-up /coordination meetings/ fortnightly meetings with FWO / NESPAK reps.
- Monitoring / documentation of the construction activities on daily basis.
- M&E Consultant's senior management conducted fortnightly site visits and shared information with USAID & FWO / NESPAK reps.
- Maintained close liaison with the Contractor's field staff and shared information pertaining to material quality and construction methodology
- Conducted 210 No's independent & 119 No's joint field testing of different pavement layers / backfill material, concrete & asphalt concrete works with FWO / NESPAK.
- Reviewed / Evaluated Contractor's rigid pavement construction methodology and discussed relevant technical comments with FWO/ NESPAK for modification/ improvement.
- Reviewed FWO's detailed design works and quantity estimation of section–IV, V & VI and submitted relevant technical comments to FWO /NESPAK for compliance.
- Reviewed Design & BOQ of Bridge No.12 KM: 27+350 and submitted relevant technical comments to FWO / NESPAK for incorporation / amendments in Design & BOQ.
- Reviewed / evaluated FWO's proposal for exceeded quantities in section-I and additional item of works in section II & III of the project and submitted proposals to USAID.
- Attended coordination meeting with FATA, USAID, FWO and NESPAK at FWO HQ Rawalpindi & HQ 495 group Rawalpindi.
- Regularly shared M&E Consultants Material Testing Laboratory quality test results with USAID, FWO & NESPAK.
- Regularly monitored and shared issues related to detour's management along the construction zone with USAID / FWO; for example:
  - ✓ Traffic operating conditions with regard to detour geometry, surface condition, visibility and traffic safety / management.
  - ✓ Dust suppression activities, particularly during peak traffic hours.
- No IPC was produced during this reporting quarter.

2.2 MATTERS REQUIRING ATTENTION

2.2.1 Design/ Documentation Deficiency

It has been observed with concern that there is a decrease in the level of quality of design and documentation being provided for construction. This has led to a corresponding reduction in construction process efficiency, indicated by increased levels of design clarifications among M&E Consultants, FWO & NESPAK design changes, design coordination problems and rework with corresponding delay in project implementation schedule.

Despite a lapse of eighteen (18) months since the project commencement, the detailed design/ documentation of more than 50% of the project is yet to be finalized/ agreed.

The criterions for design/ documentation quality, like timeliness, accuracy, completeness, coordination and conformance etc should be properly focused by FWO/ NESPAK in order to proceed smoothly with the overall performance of the project.

2.2.2 TRAFFIC MANAGEMENT & UNCONTROLLED HEAVILY LOADED VEHICLES

Management of substantial volume of traffic (ADT > 16000 vehicles) along the Peshawar Torkham corridor during construction is perhaps the most perplexing problem for the contractor. High traffic volume makes the construction work difficult to manage and the uncontrolled traffic gets on to the pavement shortly (at times immediately) after it is laid. On the other hand construction works on sec - II to V of PTR project though progressing steadily but at great inconvenience to road users.

The most alarming aspect of this situation is the continuous movement of the uncontrolled heavily loaded vehicles - much more than the design load for the pavement. This need to be taken up at proper forum and compliance to design load has to be ensured to avoid any ill consequences.

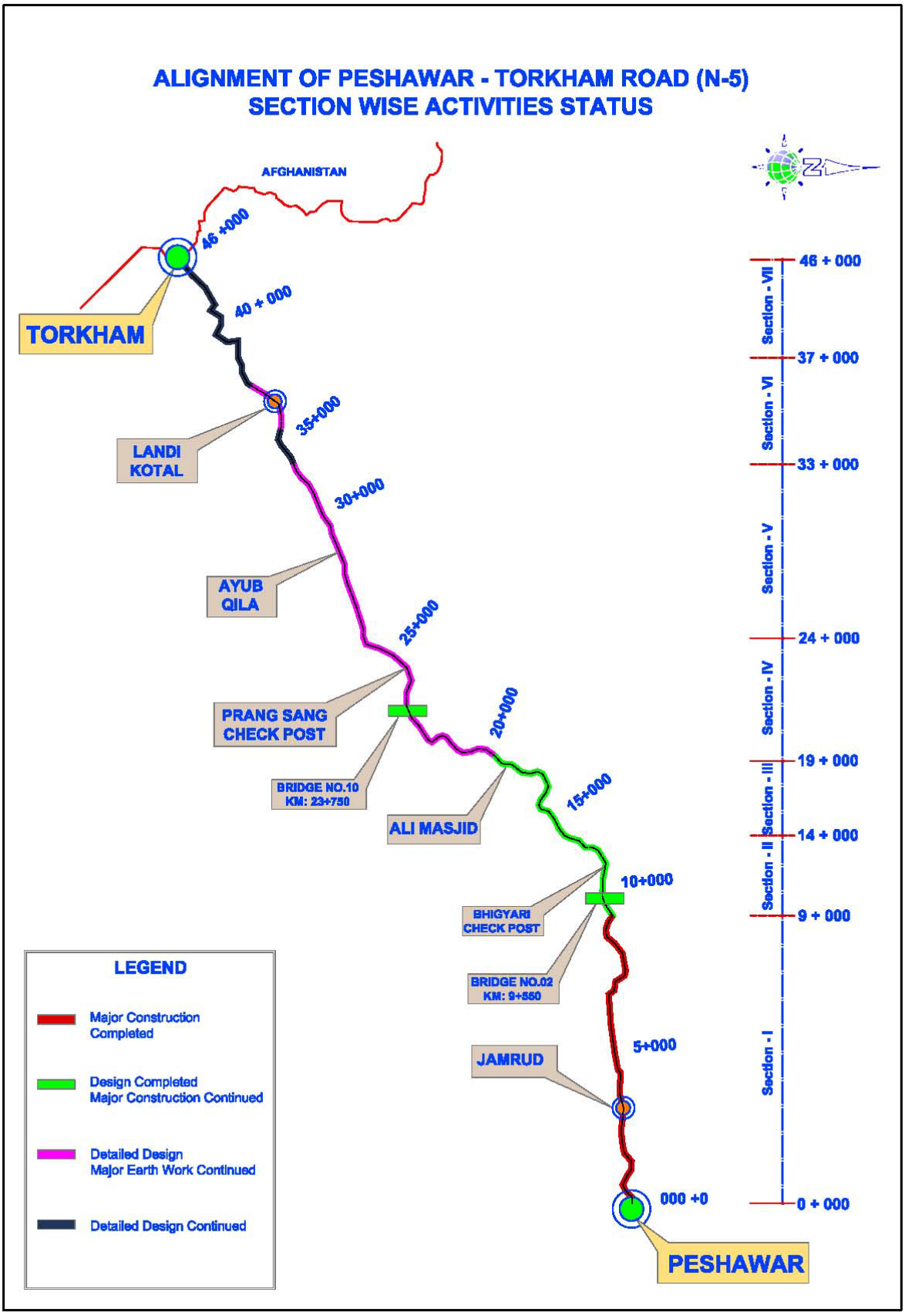
2.2.3 DIVERSIONS CONDITION

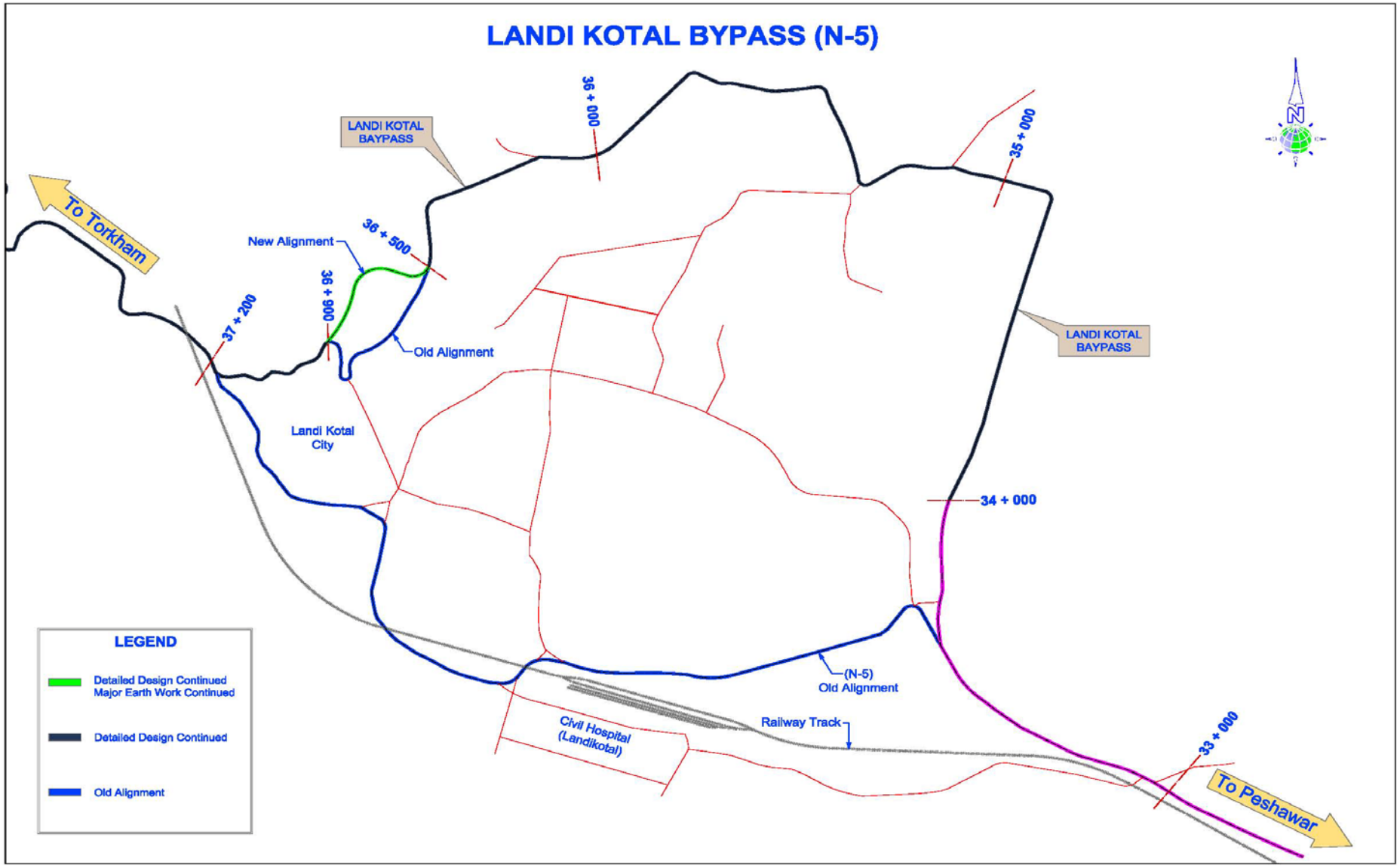
Beside the go-slow posed by the bumpy surface condition & imperfect formations of the diversion routes, the stretches have become difficult to ply on with inadequate road signs / poor visibility due to dusty atmosphere. The matter has regularly been communicated FWO for requisite compliance.

2.2.4 ENVIRONMENTAL COMPLIANCE

FWO needs to focus more on environmental compliance measures due to inherited site specific conditions such as live traffic corridor, heavy traffic, hilly terrain, and residential and commercial areas along the road.

2.3 SECTION WISE ACTIVITIES STATUS



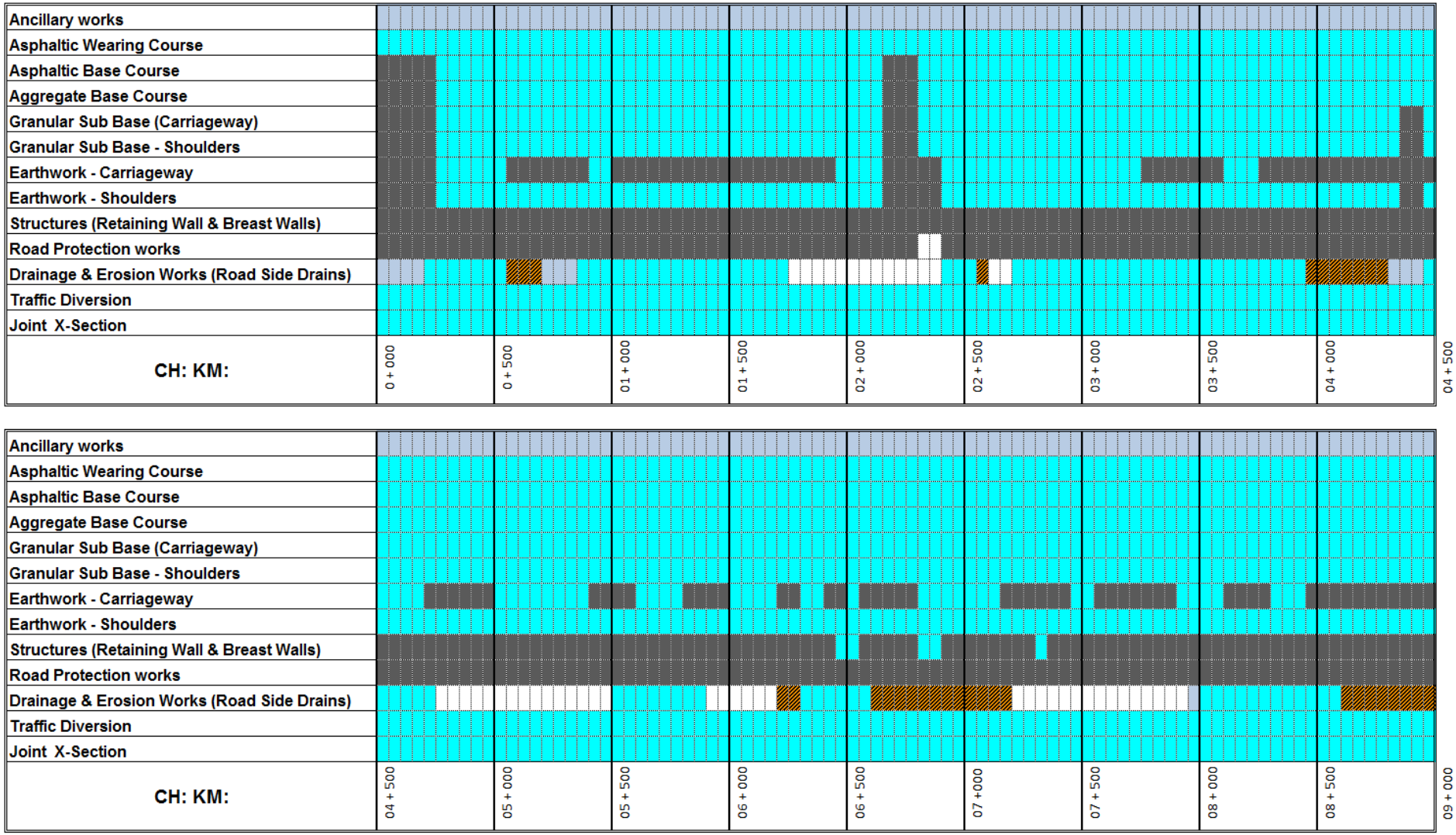

LANDI KOTAL BYPASS (N-5)
LANDI KOTAL BAYPASS
36 + 000
35 + 000
To Torkham
New Alignment
36 + 500
36 + 900
37 + 200
Old Alignment
Landi Kotal City
LANDI KOTAL BAYPASS
34 + 000
(N-5) Old Alignment
Railway Track
Civil Hospital (Landikotal)
33 + 000
To Peshawar
LEGEND
Detailed Design Continued Major Earth Work Continued
Detailed Design Continued
Old Alignment

CIVIL WORKS (SECTION-I)

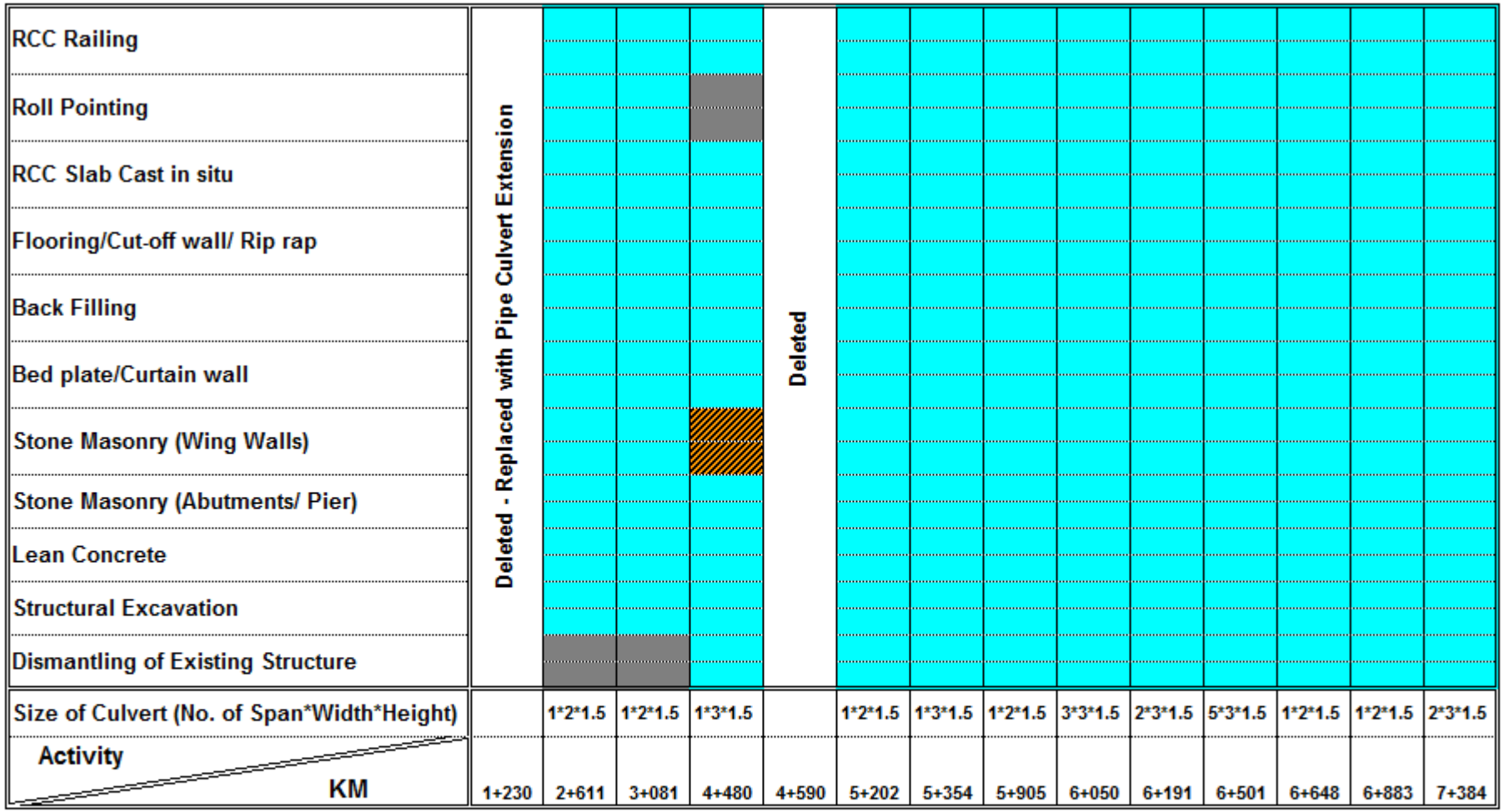
3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-I)

BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAT AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
1	EARTH WORK	KM	9	6,339.85	57,058.65	9.00	57,058.65	100.00	-	-	-	9.00	57,058.65	100.00
2	SUB BASE AND BASE COURSE													
i	GRANULAR SUB BASE	KM	9	111,763.61	1,005,872.49	9.00	1,005,872.49	100.00	-	-	-	9.00	1,005,872.49	100.00
ii	AGGREGATE BASE COURSE	KM	9	73,611.56	662,504.04	9.00	662,504.04	100.00	-	-	-	9.00	662,504.04	100.00
iii	ASPHALTIC BASE COURSE	KM	9	416,608.69	3,749,478.21	9.00	3,749,478.21	100.00	-	-	-	9.00	3,749,478.21	100.00
3	SURFACE COURSES AND PAVEMENT	KM	9	213,785.71	1,924,071.39	9.00	1,924,071.39	100.00	-	-	-	9.00	1,924,071.39	100.00
4a	STRUCTURES (RETAINING WALL/BREAST WALL)	JOB	1	38,812.31	38,812.31	0.92	35,707.33	92.00	0.08	3,104.98	8.00	1.00	38,812.31	100.00
4b	STRUCTURES (CULVERTS)													
I	WIDENING AND REPAIR OF EXISTING CULVERTS AT RD 1+290 & 5+692	NUMBER	2	10,657.55	21,315.10	-	-	-	-	-	-	-	-	-
II	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 1.5	NUMBER	7	19,268.30	134,878.10	7.00	134,878.10	100.00	-	-	-	7.00	134,878.10	100.00
	1 x 3 x 1.5	NUMBER	3	25,204.07	75,612.21	1.95	49,147.94	65.00	1.05	26,464.27	35.00	3.00	75,612.21	100.00
	2 x 3 x 1.5	NUMBER	2	40,950.75	81,901.50	2.00	81,901.50	100.00	-	-	-	2.00	81,901.50	100.00
	3 x 3 x 1.5	NUMBER	1	54,597.59	54,597.59	1.00	54,597.59	100.00	-	-	-	1.00	54,597.59	100.00
	5 x 3 x 1.5	NUMBER	1	75,007.57	75,007.57	1.00	75,007.57	100.00	-	-	-	1.00	75,007.57	100.00
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-1 & D-2 (COVERED)	KM	5.5	249,002.78	1,369,515.29	2.40	597,606.67	43.64	1.38	342,378.82	25.00	3.78	939,985.49	68.64
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	1.95	214,750.61	65.00	0.58	63,323.90	19.17	2.53	278,074.51	84.17
iii	DRAIN TYPE D-3 (Converted to D-2 type)	KM	1.5	135,439.74	203,159.61	0.85	115,123.78	56.67	-	-	-	1.23	166,590.88	82.00
5b	ROAD PROTECTION WORKS (100 M)	JOB	1	11,047.54	11,047.54	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECT	JOB	1	54,375.49	54,375.49	0.47	25,556.48	47.00	-	-	-	0.47	25,556.48	47.00
7	DIVERSION	KM	9	12,978.72	116,808.48	9.00	116,808.48	100.00	-	-	-	9.00	116,808.48	100.00
8	PLANTATION OF TREES (450 Nos)	KM	9	1,297.87	11,680.83	-						-	-	-
	TOTAL PROJECT COST (SECTION-I)				**9,978,082**		**8,900,071**	**89.20**		**435,271.98**	**4.36**		**9,386,810**	**94.07**

3.2 PHYSICAL PROGRESS STATUS (SECTION-I)



3.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-I)



CIVIL WORKS (SECTION-II & III)

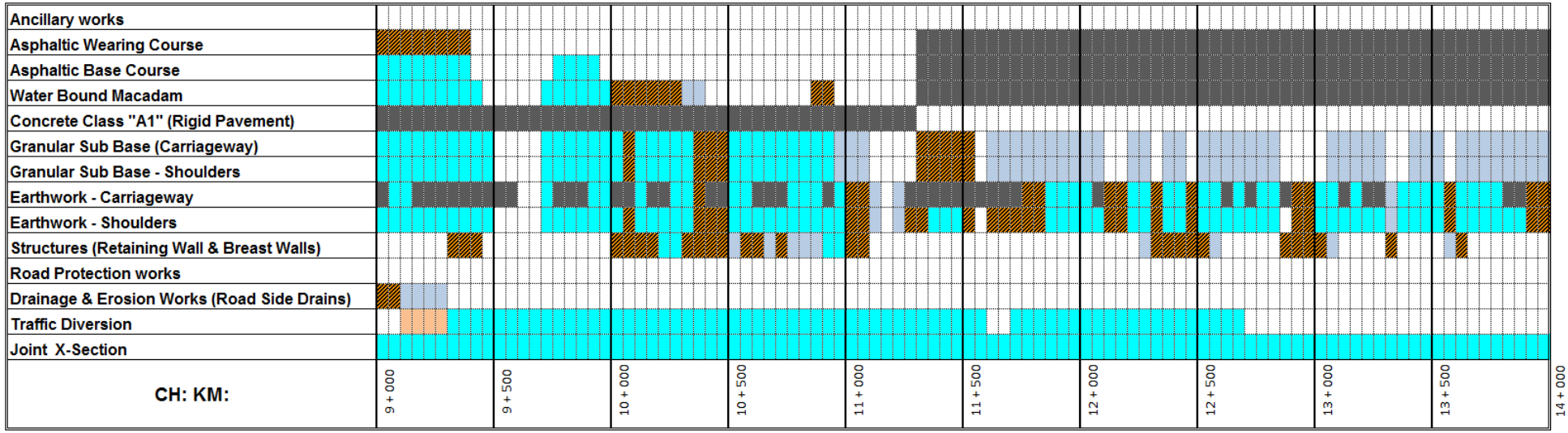
4.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-II)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAL AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
1	EARTH WORK (INCLUDING EARTHEN DOWELS)	500 m	10	101,245	1,012,450	6.55	663,154.75	65.50	2.55	258,174.75	25.50	9.10	921,329.50	91.00
2	**SUB BASE AND BASE COURSE**													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	4.18	113,056.85	41.76	2.22	60,210.35	22.24	6.40	173,267.20	64.00
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	1.40	40,182.74	30.43	1.00	28,701.96	21.74	2.40	68,884.70	52.17
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	1.20	265,401.65	26.09	0.00	-	-	1.20	265,401.65	26.09
3	**SURFACE COURSES AND PAVEMENT**													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500 m	4.6	104,708	481,657	-	-	-	0.80	83,766.43	17.39	0.80	83,766.43	17.39
b	RIGID PAVEMENT (6.15 m Width Lane of 500 m)	500 m	10.8	262,510	2,835,108	-	-	-	-	-	-	-	-	-
4a	**STRUCTURES (RETAINING WALL /BREAST WALL)**													
4a - i	RETAINING WALL - 1975 M	100 m	19.75	70,864	1,399,564	3.00	212,592.00	15.19	14.00	992,096.00	70.89	17.00	1,204,688.00	86.08
4a - ii	BREAST WALL - 325 M	100 m	3.25	28,169	91,549	-	-	-	3.00	84,506.40	92.31	3.00	84,506.40	92.31
4b	**STRUCTURES (CULVERTS)**													
	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (15 skew, Flexible Pavement)	No	2	33,373	66,746	1.40	46,722.36	70.00	0.59	19,690.14	29.50	1.99	66,412.49	99.50
	1 x 2 x 2.5 (22 m long, Flexible Pavement)	No	1	49,109	49,109	0.63	30,938.53	63.00	0.37	18,170.25	37.00	1.00	49,108.77	100.00
	1 x 2 x 3 (Flexible Pavement)	No	2	43,350	86,700	1.76	76,296.16	88.00	0.19	8,236.52	9.50	1.95	84,532.67	97.50
	1 x 2 x 3 (Rigid Pavement)	No	0		-	-	-	-	-	-	-	-	-	-
	1 x 2 x 3 (15° skew)	No	1	44,585	44,585	0.63	28,088.78	63.00	0.26	11,592.19	26.00	0.89	39,680.97	89.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	0.62	29,801.87	62.00	0.23	11,055.53	23.00	0.85	40,857.40	85.00

CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-II)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAL AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
	CONSTRUCTION OF NEW CULVERTS (REPLACEMENT OF OLD) (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (Rigid Pavement)	No	3	33,083	99,249	0.81	26,797.23	27.00	1.92	63,519.36	64.00	2.73	90,316.59	91.00
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	0.80	29,100.80	80.00	0.13	4,728.88	13.00	0.93	33,829.68	93.00
	1 x 3 x 4.0	No	1	76,130	76,130	0.87	66,233.10	87.00	0.13	9,896.90	13.00	1.00	76,130.00	100.00
	1 x 2 x 4 (22 m length)	No	1	89,408	89,408	0.01	1,162.30	1.30	0.79	70,364.10	78.70	0.80	71,526.40	80.00
	1 x 2 x 4.5 (22 m length)	No	1	105,875	105,875	0.88	93,170.00	88.00	0.12	12,705.00	12.00	1.00	105,875.00	100.00
	1 x 2 x 4.5 (15° skew)	No	1	83,564	83,564	0.20	16,712.80	20.00	0.63	52,645.32	63.00	0.83	69,358.12	83.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	0.54	20,520.00	54.00	0.41	15,580.00	41.00	0.95	36,100.00	95.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	0.02	1,771.77	2.00	0.77	68,213.25	77.00	0.79	69,985.02	79.00
	Service Ducts	No	23	2,666	61,318	19.00	50,654.00	82.61	0.00	-	-	19.00	50,654.00	82.61
5a	**DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)**													
i	DRAIN TYPE D-1 (COVERED) - (0.8 KM)	JOB	1	161,945	161,945	-	-	-	-	-	-	-	-	-
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	-	-	-	-	-	-	-	-	-
iii	DRAIN TYPE D-3a (3.725 KM)	KM	3.725	34,924	130,092	-	-	-	-	-	-	-	-	-
5b	ROAD PROTECTION WORKS (75 M)	JOB	1	404,279	404,279	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECTS	JOB	1	70,050	70,050	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	30,579	152,895	1.00	30,579.00	20.00	0.25	7,644.75	5.00	1.25	38,223.75	25.00
8	MISCELLANEOUS (Relocation of utilities and plantatio	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				**9,383,484**		**1,842,937**	**19.64**		**1,881,498**	**20.05**		**3,724,435**	**39.69**

4.2 PHYSICAL PROGRESS STATUS (SECTION - II)



4.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION - II)

RCC Railing	U/S side																	
	D/S side																	
Roll Pointing	Abt No1																	
	Abt No2																	
Flooring/Cut-off wall/ Riprap	B/W Abts																	
RCC Slab cast insitu																		
Bed plate/Curtain wall	Abt No1																	
	Abt No2																	
Back filling	Abt No1																	
	Abt No2																	
	B/W Abts																	
Stone Masonry (Wing Walls)	U/S side																	
	D/S side																	
Stone Masonry (Abutments/ Pier)	Abt No1																	
	Abt No2																	
Lean Concrete	Abt No1																	
	Abt No2																	
Structural Excavation	Abt No1																	
	Abt No2																	
Dismantling of Existing Structure																		
Pavement Type	Rigid/Flex	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid		Rigid	Rigid	Rigid
Construction Sequence (FW/HW)		FW	FW	FW	FW	FW	FW	FW	FW	HW LHS	HW LHS	FW	FW	FW	FW	FW	FW	FW
Size of Culvert (No. of Span*Width*Height)		1*2*3	1*2*2.5 (22M)	1*2*4.5 (22M)	1*3*4 (22M)	1*2*2.5	1*2*3	1*2*2.5	1*2*2.5	1*2*3	1*2*2.5	1*3*4.5	1*2*2.5	1*3*2.5	1*2*4.5	1*2*4	1*2*3	1*2*2.5
KM as per site		10+050	10+502	10+562	10+602	10+788		10+961	11+372	11+691	11+841	12+178	12+337	12+460	12+975	13+212	13+333	13+565
KM as per Drawing		10+025	10+500	10+571	10+615	10+790 (skew)	10+850	10+965 (skew)	11+375	11+690 (skew)	11+840	12+200 (skew)	12+336 (skew)	12+460 (skew)	12+975 (skew)	13+215	13+325 (skew)	13+650

ACTIVITIES COMPLETED IN QUARTER # 6

ACTIVITIES COMPLETED IN PREVIOUS QUARTERS

ACTIVITIES NOT REQUIRED

ACTIVITIES IN PROGRESS

4.4 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-III)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAL AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
1	**EARTH WORK**	500m	10	104,451.00	1,044,510.00	5.9	616,260.90	59	1.5	156,676.50	15.00	7.4	772,937.40	74.00
2	**SUB BASE AND BASE COURSE**													
a	GRANULAR SUB BASE	500m	11.80	39,882.00	470,607.60	4.1	163,516.20	34.75	2.9	115,657.80	24.58	7.0	279,174.00	59.32
b	WATER BOUND MACADAM	500m	4.70	28,023.00	131,708.10	1.6	44,836.80	34.04	1.8	50,441.40	38.30	3.4	95,278.20	72.34
c	ASPHALTIC BASE COURSE	500m	4.70	212,362.00	998,101.40	0.8	169,889.60	17.02	1.5	318,543.00	31.91	2.3	488,432.60	48.94
d	EARTHEN DOWEL	JOB	1.00	24,249.00	24,249.00	-	-	-	-	-	-	-	-	-
3	**SURFACE COURSES AND PAVEMENT**													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500m	4.70	101,000.00	474,700.00	-	-	-	1.3	131,300.00	27.66	1.3	131,300.00	27.66
b	RIGID PAVEMENT **(HALF PAVEMENT WIDTH)**	500m	14.30	216,504.00	3,096,007.20	-	-	-	3.2	692,812.80	22.38	3.2	692,812.80	22.38
4a	**STRUCTURES (RETAINING WALL /BREAST WALL)**													
4a - i	RETAINING WALL (RW-2) - TOTAL L = 2780 M													
a	RETAINING WALL (RW-2) : H= 1.5 M ; L= 475 M	200M	2.38	18,706.00	44,426.75	-	-	-	0.50	9,353.00	21.05	0.50	9,353.00	21.05
b	RETAINING WALL (RW-2) : H= 2.0 M ; L= 100 M	JOB	1.00	13,980.00	13,980.00	-	-	-	-	-	-	-	-	-
c	RETAINING WALL (RW-2) : H= 2.5 M ; L= 1075 M	100M	10.75	19,044.00	204,723.00	-	-	-	-	-	-	-	-	-
d	RETAINING WALL (RW-2) : H= 3.0 M ; L= 150 M	JOB	1.00	37,862.00	37,862.00	-	-	-	0.83	31,425.46	83.00	0.83	31,425.46	83.00
e	RETAINING WALL (RW-2) : H= 4.0 M ; L= 105 M	JOB	1.00	44,200.00	44,200.00	-	-	-	0.48	21,039.20	47.60	0.48	21,039.20	47.60
f	RETAINING WALL (RW-2) : H= 6.0 M ; L= 600 M	100M	6.00	93,510.00	561,060.00	-	-	-	2.00	187,020.00	33.33	2.00	187,020.00	33.33
g	RETAINING WALL (RW-2) : H= 7.0 M ; L= 175 M	100M	1.75	124,511.00	217,894.25	-	-	-	-	-	-	-	-	-
h	RETAINING WALL (RW-2) : H= 8.0 M ; L= 100 M	100M	1.00	164,173.00	164,173.00	-	-	-	0.75	123,129.75	75.00	0.75	123,129.75	75.00
4a - ii	BREAST WALL - 225 M	100M	2.25	34,037.00	76,583.25	-	-	-	-	-	-	-	-	-

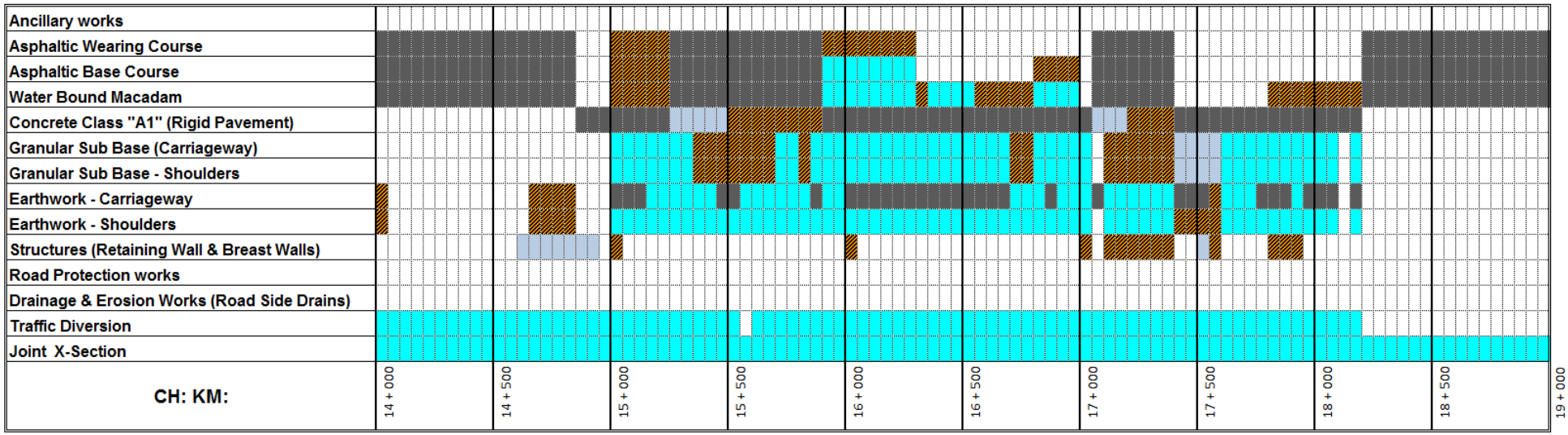
CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-III)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAL AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
4b	**STRUCTURES (CULVERTS)**													
NS	**CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)**													
	1 x 2 x 2.5 (Flexible Pavement)	No	1	33,442.00	33,442.00	0.34	11,370.28	34.00	0.58	19,396.36	58.00	0.92	30,766.64	92.00
	1 x 2 x 3 (Flexible Pavement)	No	1	44,315.00	44,315.00	0.94	41,656.10	94.00	0.04	1,772.60	4.00	0.98	43,428.70	98.00
	1 x 2 x 4.5 (Flexible Pavement)	No	1	83,501.00	83,501.00	0.02	1,670.02	2.00	0.94	78,490.94	94.00	0.96	80,160.96	96.00
	1 x 2 x 3 (Loop-1 Rigid Pavement)	No	2	40,667.00	81,334.00	0.01	488.00	0.60	-	-	-	1.03	41,887.01	51.50
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479.00	52,479.00	-	-	-	0.03	1,574.37	3.00	0.03	1,574.37	3.00
NS	**CONSTRUCTION OF NEW CULVERTS(REPLACEMENT OF OLD) (No. of Span x Span Width x Height)**													
	1 x 2 x 2	No	1	27,031.00	27,031.00	0.38	10,271.78	38.00	0.58	15,677.98	58.00	0.96	25,949.76	96.00
	1 x 2 x 2.5	No	2	33,621.00	67,242.00	1.48	49,759.08	74.00	0.35	11,767.35	17.50	1.83	61,526.43	91.50
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818.00	67,636.00	0.71	24,010.78	35.50	1.14	38,552.52	57.00	1.85	62,563.30	92.50
	1 x 2 x 2.5(15° skew)	No	1	34,445.00	34,445.00	0.74	25,489.30	74.00	-	-	-	0.98	33,756.10	98.00
	1 x 2 x 2.5(30° skew)	No	1	37,186.00	37,186.00	0.96	35,698.56	96.00	-	-	-	0.96	35,698.56	96.00
	1 x 2 x 3 (15° skew)	No	1	45,559.00	45,559.00	0.78	35,536.02	78.00	-	-	-	0.98	44,647.82	98.00
	1 x 2 x 3 (30° skew)	No	1	49,119.00	49,119.00	0.09	4,420.71	9.00	0.84	41,259.96	84.00	0.93	45,680.67	93.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901.00	92,703.00	0.21	6,489.21	7.00	1.75	54,076.75	58.33	1.75	54,076.75	58.33
	2 x 2 x 2.5	No	1	39,933.00	39,933.00	-	-	-	0.05	1,996.65	5.00	0.05	1,996.65	5.00
	Service Ducts	No	6	2,725.00	16,350.00	-	-	-	-	-	-	-	-	-
5a	**DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)**													
i	DRAIN TYPE D-3a (7.0 KM)	500m	14	18,007.00	252,098.00	-	-	-	-	-	-	-	-	-
ii	DRAIN TYPE D-3b (0.225 KM)	JOB	1	16,610.00	16,610.00	-	-	-	-	-	-	-	-	-
5b	**ROAD PROTECTION WORKS**													
i	STONE PITCHING (100M)	JOB	1	5,416.00	5,416.00	-	-	-	-	-	-	-	-	-
ii	METAL GUARD RAIL (475M)	JOB	1	40,008.00	40,008.00	-	-	-	-	-	-	-	-	-
iii	BARRIER (150M)	JOB	1	45,775.00	45,775.00	-	-	-	-	-	-	-	-	-

CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-III)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US $)	TOTAL AMOUNT (US $)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US $)	PROGRESS %
6	**ANCILLARY WORKS(TRAFFIC ROAD SIGNS, PAVEMENT MARKING / STUDS & KM POSTS)**													
i	TRAFFIC SIGNS / KM POSTS	JOB	1	18,894.00	18,894.00	-	-	-	-	-	-	-	-	-
ii	PAVEMENT MARKINGS / STUDS	JOB	1	50,671.00	50,671.00	-	-	-	-	-	-	-	-	-
7	**DIVERSION**	KM	5	31,259.00	156,295.00	1	31,259.00	20.00	0.25	7,814.75	5.00	1.25	39,073.75	25.00
8	**MISCELLANEOUS**													
a	PLANTATION OF TREES (450 NOS)	JOB	1	10,514.00	10,514.00	-	-	-	-	-	-	-	-	-
b	SHIFTING OF UTILITIES (OPTIC FIBRE UPTO KM 19)					-	-	-	-	-	-	-	-	-
i	SHIFTING OF O.F.C FROM KM: 04 TO KM: 09	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
ii	SHIFTING OF O.F.C FROM KM: 09 TO KM: 14	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
iii	SHIFTING OF O.F.C FROM KM: 14 TO KM: 19	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
c	RELOCATION OF ELECTRIC POLES (UPTO KM 30)													
i	RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 09 TO KM:26)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 26 TO KM:32+325)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM:32+325 TO KM: 35+010)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
d	RELOCATION OF FC CHECK POSTS & RELOCATION OF SHOP AT KM 14+100													
i	RELOCATION OF FC CHECK POSTS BLOCK - 1 (454 SQ-M)	JOB	1	80,620.00	80,620.00	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF FC CHECK POSTS BLOCK - 2 (298 SQ-M)	JOB	1	52,918.00	52,918.00	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF FC CHECK POSTS BLOCK - 3 (298 SQ-M)	JOB	1	52,918.00	52,918.00	-	-	-	-	-	-	-	-	-
iv	RELOCATION OF SHOP AT KM 14+100 (20 SQ-M)	JOB	1	3,552.00	3,552.00	-	-	-	-	-	-	-	-	-
	TOTAL				**9,512,705.55**		**1,272,622**	**13.38**		**2,109,779**	**22.18**		**3,434,690**	**36.11**

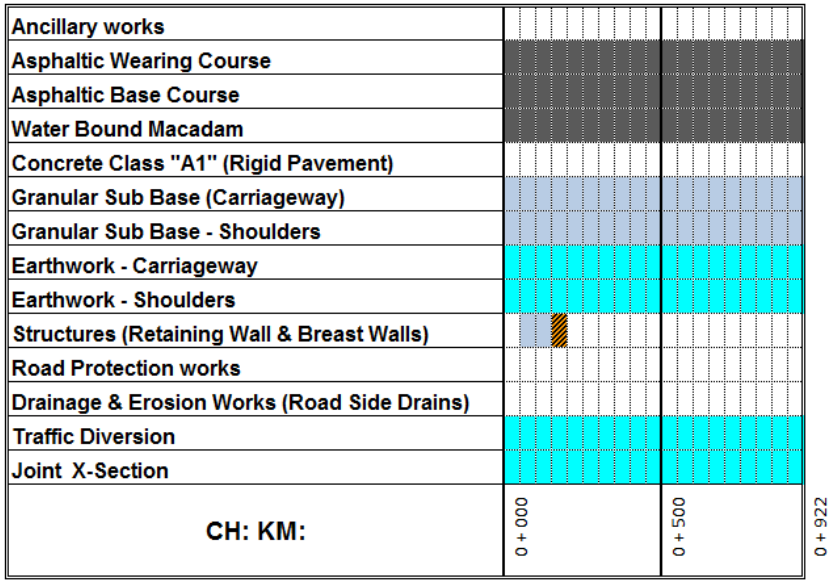
4.5 PHYSICAL PROGRESS STATUS (SECTION - III)



LEGEND

- WORKS COMPLETED IN QUARTER # 06
- WORKS COMPLETED IN PREVIOUS QUARTERS
- PARTIAL COMPLETION
- SINGLE LANE TRAFFIC MAINTAINED
- ITEM NOT REQUIRED

4.6 PHYSICAL PROGRESS STATUS (SECTION - III LOOP NO. 1)



LEGEND

- WORKS COMPLETED IN QUARTER # 06
- WORKS COMPLETED IN PREVIOUS QUARTERS
- PARTIAL COMPLETION
- SINGLE LANE TRAFFIC MAINTAINED
- ITEM NOT REQUIRED

4.7 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-III)

RCC Railing	U/S side																						
	D/S side																						
Roll Pointing	Abt No1																						
	Abt No2																						
Flooring/Cut-off wall/ Riprap	B/W Abts																						
RCC Slab/Precast Pannels																							
Bed plate/Curtain wall	Abt No1																						
	Abt No2																						
Back filling	Abt No1																						
	Abt No2																						
	B/W Abts																						
Stone Masonry (Wing Walls)	U/S side																						
	D/S side																						
Stone Masonry (Abutments/ Pier)	Abt No1																						
	Abt No2																						
Lean Concrete	Abt No1																						
	Abt No2																						
Structural Excavation	Abt No1																						
	Abt No2																						
Dismantling of Existing Structure																							
Pavement Type	Rigid/ Flex	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid		Rigid	Rigid	Flexible	Flexible	Flexible	Flexible	Flexible		Flexible	Flexible	Flexible		Flexible	
Construction Sequence(FW / HW)		FW	FW	FW	FW	FW	FW	FW	HW RHS	FW	FW	FW	FW	FW	FW	HW LHS	HW RHS	FW	FW	HW LHS	HW RHS	HW LHS	HW RHS
Size of Culvert (No. of Span*Width*Height)		2*2*2.5	2*2*3	1*2*2.5	1*2*3	1*2*2.5	1*2*3	1*2*2.5	1*2*2	1*2*2.5	1*2*2.5	1*2*2.5	1*2*3	1*2*2.5	1*2*2.5	1*2*2.5		1*2*4.5	1*2*3	1*2*3		1*2*2.5	
KM as per site						14+333			15+139	15+647	15+795	16+316	16+618	16+740	17+010	17+435		17+562	17+666	17+901		18+146	
KM as in Drawing		14+250	14+250 (Loop)	14+300	14+300 (Loop)	14+431	14+431 (Loop)	14+600	15+138	15+640	15+795	16+313	16+625	16+750	16+996	17+400		17+561	17+665	17+909 (Skew)		18+142	

ACTIVITIES COMPLETED IN QUARTER # 6

ACTIVITIES NOT REQUIRED

ACTIVITIES COMPLETED IN PREVIOUS QUARTERS

ACTIVITIES IN PROGRESS

BRIDGES

5.1 BRIDGE NO. 02 PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 09+560														
BRIDGE NO: 02	Piles	36	36											
	Pile Caps	4	4											
	Abutments/ Piers	4	4											
	Transom	4	2											
	Girder Casting	15	15											
	Girder Prestressing	15												
	Girder Launching	15												
	Deck Slab / Barrier	3												
	Expansion Joint	4												
	Approach Slab	2												

WORKS COMPLETED IN QUARTER # 06

WORKS COMPLETED IN PREVIOUS QUARTERS

PARTIAL COMPLETION

5.2 BRIDGE NO. 10 PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 23+850														
BRIDGE NO: 10	Piles	30	20											
	Pile Caps	3												
	Abutments/ Piers	3												
	Transom	3												
	Girder Casting	10	5											
	Girder Prestressing	10												
	Girder Launching	10												
	Deck Slab / Barrier	2												
	Expansion Joint	3												
	Approach Slab	2												

WORKS COMPLETED IN QUARTER # 06

WORKS COMPLETED IN PREVIOUS QUARTERS

PARTIAL COMPLETION

MATERIAL TESTING REPORT

6.1 DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
ASPHALT	Aggregate Quality Test	Sieve Analysis	26	26	0	8	8	0	34	34	0	
		Specific Gravity	24	24	0	7	7	0	31	31	0	
		Absorption	24	24	0	1	1	0	25	25	0	
		Soundness	1	1	0	0	0	0	1	1	0	
		Abrasion	1	1	0	0	0	0	1	1	0	
	Prime Coat	Rate of Application	6	6	0	0	0	0	6	6	0	
		Temprature	6	6	0	0	0	0	6	6	0	
		Standard Require	0.65 ~ 1.75									
	Tack Coat	Rate of Application	5	5	0	0	0	0	5	5	0	
		Standard Require	0.2 ~ 0.4									
	Pre Mix Asphaltic Base Course	Stability	22	22	0	5	5	0	27	27	0	
		Los of Stability	22	22	0	5	5	0	27	27	0	
		Flow Test	22	22	0	5	5	0	27	27	0	
		Extraction	22	22	0	5	5	0	27	27	0	
		Gmm Test	22	22	0	5	5	0	27	27	0	
		Density (1st Layer)	114	114	0	8	8	0	122	122	0	
		Thickness (1st Layer)	114	104	10	8	8	0	122	112	10	
		Density (2nd Layer)	125	125	0	15	15	0	140	140	0	
		Thickness (2nd Layer)	125	106	19	15	15	0	140	121	19	
	Pre Mix Asphaltic Wearing Course	Stability	5	5	0	2	2	0	7	7	0	
		Los of Stability	5	5	0	2	2	0	7	7	0	
		Flow Test	5	5	0	2	2	0	7	7	0	
		Extraction	5	5	0	2	2	0	7	7	0	
		Gmm Test	5	5	0	2	2	0	7	7	0	
		Density	179	179	0	8	8	0	187	187	0	
		Thickness	179	170	9	8	8	0	187	178	9	

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
CONCRETE	Fine Aggregate	Sieve Analysis	17	14	2	5	5	0	22	19	2	
		Specific Gravity	3	3	0	0	0	0	3	3	0	
		Absorption	3	3	0	0	0	0	3	3	0	
		Unit Weight	2	2	0	0	0	0	2	2	0	
		Soundness	1	1	0	0	0	0	1	1	0	
		Sand Equivalent	1	1	0	2	2	0	3	3	0	
		Organic Impurities	1	1	0	0	0	0	1	1	0	
	Coarse Aggregate	Sieve Analysis	20	15	5	15	15	0	35	30	5	
		Specific Gravity	6	6	0	3	3	0	9	9	0	
		Absorption	5	5	0	3	3	0	8	8	0	
		Unit Weight	2	2	0	0	0	0	2	2	0	
		Soundness	2	2	0	0	0	0	2	2	0	
		Flakiness & Elongation	2	0	2	0	0	0	2	0	2	
		Abrasion	2	2	0	0	0	0	2	2	0	
	Concrete Compressive Strength	LEAN CONCRETE	11	11	0	0	0	0	11	11	0	
		CLASS "B" CONCRETE	0	0	0	0	0	0	0	0	0	
		CLASS "A-1" CONCRETE	10	9	1	11	11	0	21	20	1	
		CLASS "A-3" CONCRETE	7	7	0	26	26	0	33	33	0	
		CLASS "D-1" CONCRETE	0	0	0	17	17	0	17	17	0	
	Cement	Setting Time	2	2	0	0	0	0	3	3	0	
		Compressive Strength	2	2	0	0	0	0	3	3	0	
	Water	Chemical Test	1	1	0	0	0	0	1	1	0	

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Steel Bar	Tensile Strength	3	3	0	5	5	0	8	8	0	
		Elongation	3	3	0	5	5	0	8	8	0	
		Bend	3	3	0	5	5	0	8	8	0	
Drain	Bricks	Compressive Strength	3	3	0	2	2	0	5	5	0	
		Absorption	3	0	0	2	0	2	5	0	2	Note 01
	Sand	Gradation	3	2	0	0	0	0	3	2	0	
QUALITY TEST OF SOIL	Borrow Area	Sieve Analysis	19	19	0	0	0	0	19	19	0	
		Plasticity Index	15	15	0	0	0	0	15	15	0	
		Proctor Test	15	15	0	0	0	0	15	15	0	
		Abrasion	7	7	0	0	0	0	7	7	0	
		Sand Equivalent	5	5	0	0	0	0	5	5	0	
		Specific Gravity	5	5	0	0	0	0	5	5	0	
		CBR Test	14	14	0	0	0	0	14	14	0	
	NGC/Sub Grade Earthfill & Cut Material	Gradation	17	17	0	2	2	0	19	19	0	
		Plasticity Index	15	15	0	1	1	0	16	16	0	
		Moisture Density	16	16	0	1	1	0	17	17	0	
		CBR Test	16	16	0	1	1	0	17	17	0	
	Sub Base	Gradation	17	17	0	5	5	0	22	22	0	
		Plasticity Index	12	12	0	5	5	0	17	17	0	
		Moisture Density	15	15	0	5	5	0	20	20	0	
		CBR Test	10	10	0	5	5	0	15	15	0	
		Abrasion	9	9	0	4	4	0	13	13	0	
		Specific Gravity	10	10	0	4	4	0	14	14	0	
		Sand Equivalent	10	10	0	6	1	5	16	11	5	Note 02

Note 01: The stated bricks are are being used in construction of roadside drains. The amount of water a brick will absorb is a guide to its density and therefore its strength in resisting crushing, but is not a reasonable guide to its ability to weather well in a wall. A good brick shouldn't absorb moisture of more than 15-20% by weight, when soaked in water. There is no distinct relationship between water absorption and the water-tightness of walls.

Note 02: The contractor has been advised to change the borrow source.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Water Bound Macadam	Gradation	10	2	8	5	4	1	15	6	9	Note 03
		Abrasion	3	3	0	2	2	0	5	5	0	
		Specific Gravity	2	2	0	3	3	0	5	5	0	
		Soundness	1	1	0	2	2	0	3	3	0	
		Flakiness Test	1	1	0	2	2	0	3	3	0	
		Proctor	2	2	0	2	2	0	4	4	0	
	Stone Dust	Gradation	3	3	0	1	1	0	4	4	0	
		Sand Equivalent	1	1	0	0	0	0	1	1	0	
		Plasticity Index	1	1	0	0	0	0	1	1	0	
	Agg.Base Coarse	Gradation	12	12	0	0	0	0	12	12	0	
		Abrasion	3	3	0	0	0	0	3	3	0	
		Specific Gravity	4	3	1	0	0	0	4	3	1	
		Sand Equivalent	11	3	8	0	0	0	11	3	8	
		Soundness	2	2	0	0	0	0	2	2	0	
		Plasticity Index	5	5	0	0	0	0	5	5	0	
		Proctor	7	7	0	0	0	0	7	7	0	
		CBR Test	5	5	0	0	0	0	5	5	0	
	FDT Sand & Cone Calibration	Sand Unit Weight	3	3	0	0	0	0	3	3	0	
		Cone Calibration	3	3	0	0	0	0	3	3	0	
	FIELD DENSITY TEST	Backfill	2	1	1	0	0	0	2	1	1	
		NGC	57	53	4	0	0	0	57	53	4	
		EMBANKMENT/E.Fill	18	17	1	16	16	0	34	33	1	
		SUB GRADE	56	49	7	14	14	0	70	63	7	
		SUB BASE	53	43	10	15	13	2	68	56	12	Note 04
		AGG.BASE COURSE	50	27	23	0	0	0	50	27	23	
		WBM	13	6	7	12	9	3	25	15	10	Note 04

Note 03: Material production problem from crushing plant & further production stopped. The performance of already laid material will be observed jointly by FWO/NESPAK and M&E Consultants.

Note 04: Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted.

ENVIRONMENTAL COMPLIANCE MONITORING

7.1 Introduction

The Peshawar Torkhum Road is the western gateway of the subcontinent, a traditional route for merchants and travelers from Central Asia, the Middle East, and Europe to the Indian subcontinent. These have included Alexander the Great, Tamerlane, Babur, and Ahmad Shah Abdali. It is claimed that this area is the source of Buddhist and Ghandara civilizations in the 5th and 6th centuries BC. The Khyber Pass has rich historical traditions, particularly as a communication route between east and west.

The Torkham basin is surrounded by mountains on all sides. The Peshawar–Torkham area has two major geographical divisions: (i) the rugged mountainous regions on the north and west, with one end touching the Afghan border, and (ii) the comparatively narrow strip of valleys along the Khwar bed. Descending from the hills and adjacent to the Khwar bed is a series of very productive agricultural areas. Most portions are surrounded by hills, which are steep on the northern and western sides. The main Torkham Khwar and its tributaries have steep slopes (and carry high sediment loads). These areas receive a fair amount of water through gravity channels, especially in rainy seasons, and are being used for patches of agriculture along the Khwar beds. The water catchment area of the rain-fed streams has been observed and classified as mountainous.

7.2 Environmental Monitoring Compliance

Environmental Monitoring Compliance of each activity of road component is being done according to the Environment Management and Monitoring Plan (EMMP) of the EDF/EIA report, duly approved by the USAID Mission Environment Officer (MEO).

Key roles and responsibilities of Environmental Compliance Officer are as under:

- Environmental Monitoring Compliance of each activity during the construction phase according to the Environment Management and Monitoring Plan (EMMP).
- Seek and ensure community involvement in environment related matters.
- Reporting of environmental non-compliance related issues and suggest remedial measures for improvement.
- Assist in implementing of EMMP.

7.3 Existing Environmental Conditions in the Area of Influence

The project area consists mostly of barren land strips and Rocky Mountains. At the start of the project (Section - I) the land is plain, somewhat populated along the road & barren with sparse vegetation. An abandoned railway track runs along the road alignment till the end point of the project and crosses the alignment at different locations. There are several surface water channels running across and along the project road such as the Wazir-Dand Canal, Surkamar River and Takhta-beg Rivers. Ground water is available in the project area which is used both for

drinking and irrigation purposes. Few strips of vegetation and trees are found within the Right of Way (ROW) of the road project.

7.4 Potential Environmental Impacts of the Road Project

Following are the identified potential impacts of the project as per Environment Review Report:

a) Potential Positive Impacts

- The road shall improve the access to Kyber agency and Torkham border from Peshawar; the capital city of Khyber Pakhtunkhwa.
- The road shall result in an improved trade corridor between Pakistan and Afghanistan.
- The road shall have a healthy impact on the business communities involved in trade and agriculture sectors by giving them a swift and easy access to and from nationwide markets.
- The road shall help law enforcement agencies in having comparatively quick and safe highways patrolling which shall ultimately improve security control mechanism in border areas.
- The Kyber agency's population will have much faster and easier access to KPK's well equipped hospital, especially in times of emergencies.
- By having a better road and proper traffic control system implemented on it, the numbers of road accidents shall be minimized.
- The better road will ensure better time management for the commuting purposes.
- As per the condition of the contract, local community has to be accommodated in the construction phase in shape of labors, which shall play a positive role in controlling the present unemployment in the area.
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.
- The road will bring about development and associated infrastructure.

b) Potential Negative Impacts

Though there isn't any project related significant potential negative impact anticipated but during the project construction phase some potential negative impacts may be witnessed. These impacts can be either avoided by having and following proper planning or at least can be mitigated with a proper mitigation measures. Listed below are some of potential negative impacts identified.

- HSE (Health, safety and environmental) issues.
- Solid Waste generation.
- Soil erosion and contamination.
- Noise and air pollution.
- Traffic congestion at diversions.
- Potential impact of blasting if needed.

- Surface water body contamination (River and streams).
- Hassel in commuting by the local population.
- Oil spillages from construction machinery

7.5 Environment Compliance

i) Procedures

To comply with the Environment, Health, Safety and Social protocols, a comprehensive Performa has been prepared. Site visits are regularly conducted, properly documented & shared with stakeholders.

ii) General Conditions of Section-I To V

During the reporting quarter, work continued by FWO in section – I (0+000 to 9+000KM), section – II (KM: 9+000 to 14+000), section – III (KM: 14+000 to 19+000), section – IV (KM: 19+000 to 24+000) & section – V (KM: 24+000 to 33+000). The existing road condition varies from poor to fair. Initially up to 04 KM of section-I passes through commercial area, while rest of the road up to KM: 9 sparsely populated along the road. While other sections consist of mostly rugged hilly terrain, Warsak Lift Canal and many non-perennial streams especially the Khyber Khwar cross the road. The road segments from KM: 15+000 to 20+000 and KM: 40+000 to 42+000, have loops to facilitate the dual traffic and act as dual carriageway.

iii) Progress during Quarter # 06 (January - March 2014)

In the above mentioned time period three monthly site visits were conducted, which resulted in witnessing quite satisfactory conditions of the Contractor's camps and construction heavy machinery on site Camps were found properly maintained and so were the heavy vehicle pool / stand of FWO. To overcome the problem of dust pollution due to vehicles movement and ongoing construction activities, regular water sprinkling was witnessed at many segments of the project.

However, FWO needs to focus more on other environmental compliance measures such as temporary live traffic corridor and better safety measures for residential and commercial areas along the road. FWO has been constantly stressed upon for undertaking the following.

- Deployment of an environmental specialized staff on site, to ensure health, safety and environmental arrangements in placed on project site.
- Regular water sprinkling on the diversion roads and also on the adjacent residential areas.
- First aid boxes and Ambulance arrangements to be made on site.
- Installation of traffic signboards especially the ones for speed limits and road diversions.
- To keep records of EHS (Environment, Health and Safety) plans.
- To ensure wearing of PPE's (Personal Protective Equipments) and make sure no exemption is allowed on wearing it on project site.
- Take measures for land leveling and refilling of quarry sites for sustainable use.

SECURITY REPORT

1. Khyber Agency Threat Analysis

Considering the latest threats emerging from splinter militant groups, the security environment in KP and FATA areas is expected to remain vulnerable to violence. In addition to the possibilities of outbreak of violence within the militant groups in FATA areas particularly over the peace dialogues, terror attacks against security forces, government installations/ officials, crowded public areas, religious sites/ mass gatherings and foreign interests, are speculated. As such elevated threats / retaliation following recent actions against militants in Khyber Agency and other areas are anticipated in Peshawar or elsewhere in the province causing damage to life and assets. Risk levels in KP & FATA are currently assessed as 'HIGH'.

2. USAID's Threat Assessment

According to USAID's threat assessment, the risk level in KP&FATA is 'HIGH'. The implementing partners (IPs) operating in KP/FATA are therefore advised to exercise heightened security awareness in all times.

3. Details of Security Related Incidents in Khyber Agency

Reportedly at least fifteen security related incidents have occurred during the quarter, at different locations along the project site. In total, 33 persons were killed and 35 injured. The security related incidents are summarized date wise as below:

a. Khassadar Sepoy Killed In Landikotal Bomb Blast

On January 17, 2014 a security personnel was killed and another injured in a remote-controlled bomb blast in Sadukhel area of Landikotal tehsil in Khyber Agency. Sepoy Ilyas died on the spot while his brother Subedar Samar Khan sustained injuries.

b. Three volunteers of peace body injured in bomb explosion

On January 21, 2014 three volunteers of the Akakhel peace lashkar were injured when a bomb planted outside their office exploded in the Zawa area of the Bara tehsil in Khyber Agency.

c. Soldier injured in Landikotal blast

On January 25, 2014 a soldier of the paramilitary Frontier Corps sustained injuries in a blast near the Government Degree College. Four FC soldiers, carrying water and food on mules to a nearby checkpost, were targetted with a remote-controlled blast, injuring one of them.

d. Hujra damaged

On January 30, 2014 unidentified persons partially damaged a hujra in the Ali Masjid area in Jamrud tehsil of Khyber Agency. An explosive device was planted at the hujra of Muhammad Khan.

e. Toy bomb killed two children

On January 31, 2014 two children were killed on in a toy bomb explosion in Landi Kotal Tehsil of Khyber Agency. Political administration officials said the children found the bomb which was

fashioned as a toy by the roadside in Zakakhel Bazaar. They were playing with it when it exploded, killing them on the spot.

f. Four killed as 2 militant groups clash in Bara

On January 31, 2014 the fighters of banned Lashkar-e-Islam were passing though the Madrassa Chowk when the volunteers of Qambarkhel-based Amr Bilmaroof Wanahi Anilmunker intercepted and asked them to laid down their arms. The militants of LI resisted and opened fire resulting in the killing of two fighters from the rival group. In retaliation, the two members of LI were also killed in Qambarkhel area of Bara tehsil in Khyber Agency.

g. FC soldier shot dead in Jamrud

On February 04, 2014 a soldier of the Frontier Corps was shot dead by unidentified motorcyclists in Ghundi area in the Jamrud tehsil of the Khyber Agency.

h. FC men came under a planted bomb attacked in Landikotal

On February 11, 2014 Three Frontier Corps (FC) soldier's sustained injuries when their vehicle was targeted with a remote-controlled bomb planted on a roadside in Khugakhel area of the Landikotal tehsil in the Khyber Agency.

i. Local PTI leader escapes attempt on life in Jamrud

On February 15, 2014 a local leader of the Pakistan Tehreek-e-Insaf (PTI), Shahzad Khan Afridi escaped harm in an attack outside his house in Ghundi area of Jamrud tehsil in Khyber Agency. Shahzad Afridi was on his way home in a car when gunmen riding two motorcyclists opened fire on him near the family hujra (male guesthouse).

j. Key militants commander along with others killed in Khyber Agency

On February 28, 2014 three militants were killed and three other injured when an exchange of fire took place between militants and security forces in the Shalobar area of Bara tehsil Khyber Agency's. Two security personnel also sustained injuries during the encounter.

k. 12 Khassadars die as polio teams attacked in Jamrud

On March 01, 2014 while escorting a polio team, thirteen persons including 12 Khassadars and a child were killed and six others sustained injuries when two vans of a Khassadar tribal force were attacked with roadside bomb explosions in Jamrud tehsil in Khyber Agency.

l. Attack on anti-polio teams avenged

On March 02, 2014 five militants were killed when the army's gunship helicopters shelled their hideouts in various areas of Bara Tehsil in Khyber Agency. The shelling by gunship choppers came in response to March 01, 2014 attack on security escort of anti-polio teams in the Lashora area of Jamrud Tehsil in which 13 people lost their lives.

m. Bomb killed two soldiers in Khyber

On March 03, 2014 a bomb killed two paramilitary troops and wounded six others in the Sadokhel area of Khyber Agency. An improvised explosive device planted along the roadside went off as two vehicles of paramilitary Frontier Corps passed by, killing two soldiers and wounding six others,"

n. Hujra damaged in Landikotal blast

On March 03, 2014 an explosive device planted by unidentified people near the hujra (male guesthouse) of Khassadar force member Dunya Khan in Ashkhel village went off, destroying the boundary wall of the hujra. However, it caused no loss of life.

o. Firing at Nato container kills two in Jamrud

On March 04, 2014 the four vehicles carrying NATO supplies containers were on their way to Afghanistan when four gunmen riding two motorbikes opened fire at them in Jamrud, killing two helpers and wounding one driver and one helper.

p. Woman, four kids injured in Khyber blast

On March 14, 2014 a woman and four children were injured in a blast outside their house in Khyber Agency. The incident took place at Ghandi village near Jamrud, the main town of Khyber Agency. The bomb was planted outside the house, which damaged the house and injured five people.

4. Khyber Agency Advisory

M&E Consultant's staff operating in Khyber Agency along Peshawar - Torkham Road is advised to remain cognizant of persistent and developing threats and implement all essential security measures considering the current environment. Extreme caution is advised in areas around security forces and government installations in the back drop of recent escalation of militant's attacks. Construction monitoring staff should maintain low profile, avoid movements in the late hours. Keeping in view the fragile security situation in the project area (Khyber Agency) and the personal security of the project staff all employees should be encouraged to accept personal responsibility of their own safety and of their subordinates by adhering to the following safety protocols:

- Vary routes and timings to and from work.
- Carry cell phone all the times for information of situation.
- Check interior and exterior of their vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.
- Maintain a low personal profile by not doing anything that draw attention to their self.

- Must be alert to the situation around them.
- The colleagues must share and be aware of each other's daily site plan, so in case of emergency they can be contacted conveniently.
- In traffic jams, always try to leave space for maneuvering & always leave their self on exit.
- Be prepared to take evasive action.
- Avoid congested points during site visits or in travel.
- If being harassed or followed, try to contact police / Khassadars force / Frontier Corps personnel.
- Never share your personal information as project name, project sponsor, family members, addresses and telephone numbers in an open sitting or during site monitoring activities.
- Follow security orders and instructions.

APPENDICES

9.1 CONTRACTOR IPC's (SECTION-I)

IPC No:	TOTAL PIL AMOUNT		AMOUNT CLAIMED		DATE OF SUBMISSION BY CONTRACTOR TO FATA	DATE OF SUBMISSION BY FATA TO USAID	DATE OF CERTIFICATION BY M&E CONSULTANTS	AMOUNT CERTIFIED BY M&E CONSULTANTS	
	US $	EQUIVALENT PKR	US $	EQUIVALENT PKR				US $	EQUIVALENT PKR
1	9,978,081	937,939,614	1,444,442	135,777,548	23-May-13	28-May-13	28-Jun-13	597,641	56,178,279
2			2,494,227	234,453,311	28-Jun-13	2-Jul-13	26-Jul-13	2,494,227	234,453,311
3			2,382,898	223,992,366	26-Jul-13	31-Jul-13	29-Aug-13	2,268,345	213,224,394
4			1,738,259	163,396,356	3-Sep-13	11-Sep-13	25-Sep-13	1,096,902	103,108,788
5			699,562	65,758,791	30-Sep-13	3-Oct-13	23-Oct-13	680,293	63,947,570
6			1,287,568	121,031,406	2-Dec-13	2-Dec-13	17-Dec-13	886,305	83,312,672
7			467,684	43,962,288	26-Dec-13	26-Dec-13	30-Dec-13	19,268	1,811,220
UP-TO DATE CERTIFIED AMOUNT								**8,042,981**	**756,036,234**

Conversion Rate 1 US $ = 94 PKR

9.2 CONTRACTOR IPC's (SECTION-II)

IPC No:	TOTAL PIL AMOUNT		AMOUNT CLAIMED		DATE OF SUBMISSION BY CONTRACTOR TO FATA	DATE OF SUBMISSION BY FATA TO USAID	DATE OF CERTIFICATION BY M&E CONSULTANTS	AMOUNT CERTIFIED BY M&E CONSULTANTS	
	US $	EQUIVALENT PKR	US $	EQUIVALENT PKR				US $	EQUIVALENT PKR
1	9,383,484	985,265,820	1,159,388	121,735,792	26-Dec-13	26-Dec-13	31-Dec-13	661,911	69,500,655
UP-TO DATE CERTIFIED AMOUNT								**661,911**	**69,500,655**

Conversion Rate 1 US $ = 105 PKR

9.3 RECORD OF COORDINATION MEETINGS/ JOINT SITE VISITS

Date	Meeting	Participants	Venue
08-Jan-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office
09-Jan-14	Joint Site Visit	M&E Consultants, FWO, NESPAK	P-T Road Project
19-Jan-14	Joint Site Visit	M&E Consultants, FWO, NESPAK	P-T Road Project
20-Jan-14	FDWP Meeting (Section-IV)	FATA,M&E Consultants, FWO, NESPAK	FATA Secretariat Peshawar
21-Jan-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	RE NESPAK Office
23-Jan-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office
11-Feb-14	Joint Site Visit	M&E Consultants, FWO, NESPAK	P-T Road Project
24-Feb-14	Coordination Meeting	FATA, USAID, M&E Consultants, FWO, NESPAK	HQ 495 Group Rawalpindi
26-Feb-14	Coordination Meeting	NHA, FATA, USAID, M&E Consultants, FWO, NESPAK	PD-FWO (495 Group) Peshawar
27-Feb-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	NESPAK HQ, LAHORE
28-Feb-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	NESPAK HQ, LAHORE
04-Mar-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office
06-Mar-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	PD FWO (495 Group) Peshawar
18-Mar-14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office
25-Mar-14	Coordination Meeting	FATA, USAID, M&E Consultants, FWO, NESPAK	FWO HQ, Rawalpindi

9.4 MOBILIZATION OF M&E STAFF

The following members of the M&E Team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

S. No.	Name	Designation	
1	Aziz-ul-Haq	Project Manager	ROAD COMPONENT
2	Nasir-ul-Mulk	Project Advisor	
3	Abdul Hakim	Senior Technical Specialist	
4	Shabir Ahmad Khan	Environmental Compliance Officer	
5	Muhammad Khurshid	Mid-Level Specialist	
6	Amjad Saeed	Mid-Level Specialist	
7	Irfanullah Khattak	Senior Reporting Specialist	
8	Saqib Maqbool	Junior Engineer	
9	Arshad Khan	CAD Operator	
10	Sohail Anjum	Senior Surveyor	
11	Abdul Waheed	Manager Admin/Finance	
12	Amir Habib	IT Officer	
13	Muhammad Bilal	Assistant Accountant	
14	Faizan Khan	Computer Operator	
15	Jamil Khan	Field Monitor Social	OTHER CONSTRUCTION COMPONENT
16	Anwar Dad	Quantity Surveyor	
17	Waqar ul Mulk	Junior Architect	
18	Naeem Jan	Senior Surveyor	
19	Muhammad Waqas	Survey Assistant	
20	Muhammad Ayaz	Survey Assistant	
21	Muhammad Zeeshan Atta	Survey Assistant	
22	Sana ullah	Accountant	

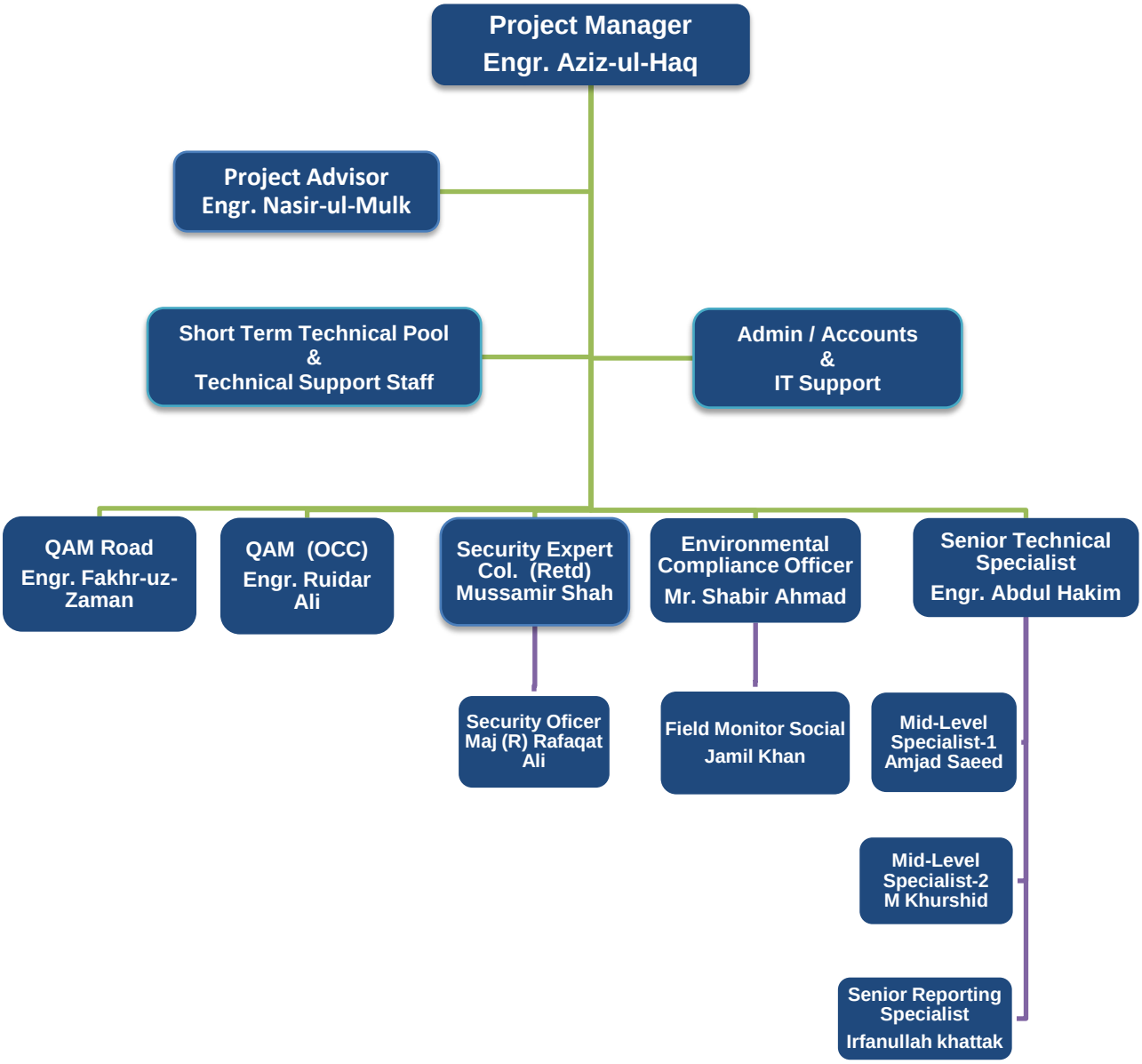
QAM Office (Road Component)

S. No.	Name	Designation
1	Fakhr-uz-Zaman	Quality Assurance Manager (Road)
2	Saeed ur Rehman	M&E Specialist Road
3	Muhammad Ilyas	Field Manager M&E
4	Muhammad Ibrar	Office Engineer
5	Rasheed Khan	Field Monitor Road
6	Muhammad Sher	Field Monitor Road
7	Muhammad Qasim Wazir	Field Monitor Road
8	Tariq Ibrahim Khan	Quantity Surveyor
9	Asad Khan	CAD Operator
10	Ihsan Ullah	Accountant
11	Hafiz ur Rehman	Assistant Accountant
12	Nasir Alam	Admin Officer
13	Umar Shah	Assistant Office Admin
14	Hamid Ali	Computer Operator

Laboratory Staff (Road Component)

S. No.	Name	Designation
1	Gul Zada	Material Engineer
2	Amjad Ali Khan	Senior Lab. Technician
3	Khan Umar	Senior Lab. Technician
4	Shakeel Akbar	Lab. Techinician
5	Noor Ali Jan	Lab. Techinician
6	Mujeeb Khan	Assistant Lab. Technician
7	Babar Naeem	Assistant Lab. Technician

9.5 ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR

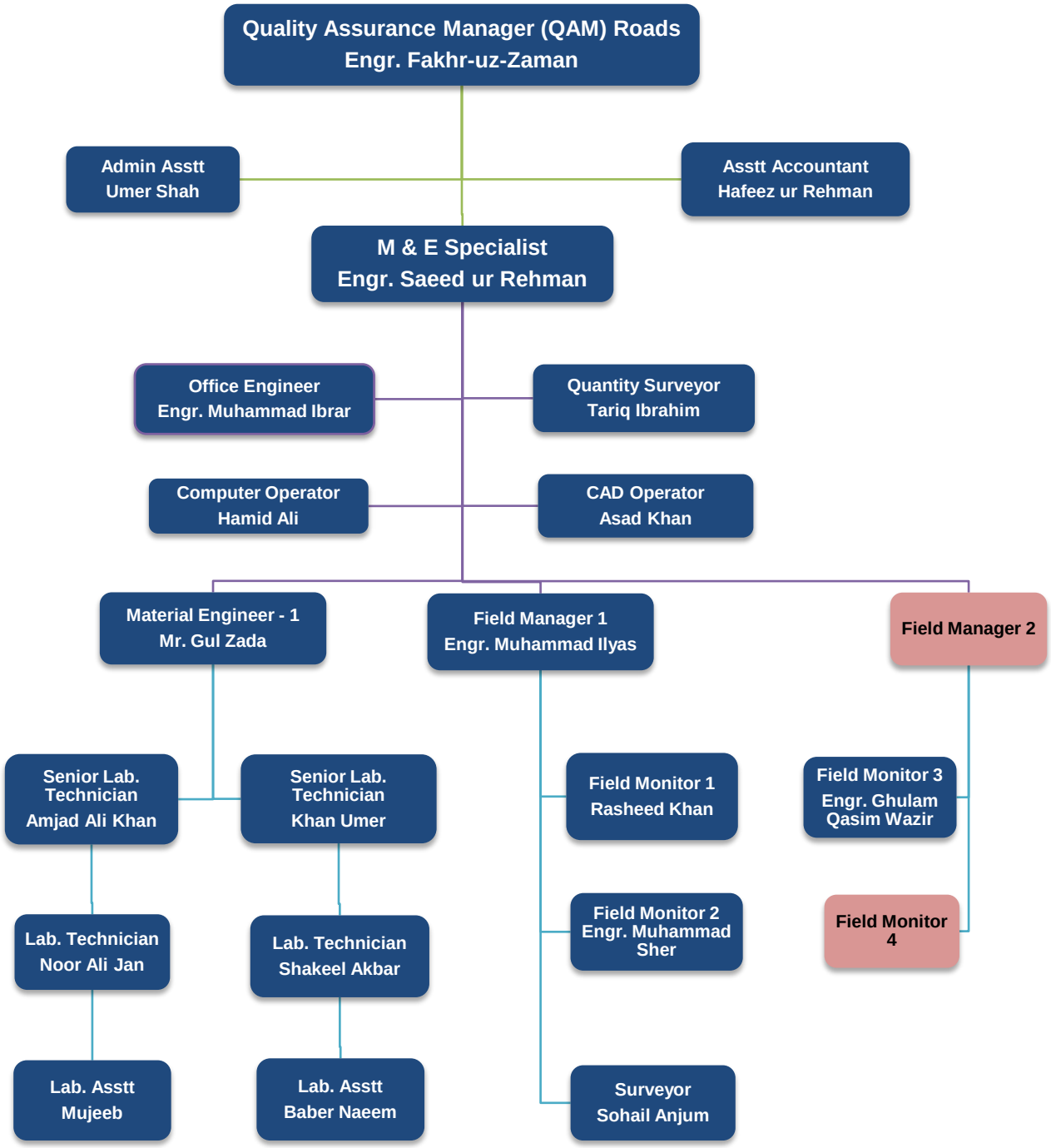


LEGEND:

Mobilized

To be mobilized with expansion of work

9.6 ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



LEGEND:

Mobilized

To be mobilized with expansion of work

PROJECT PHOTOGRAPHS

PAVEMENT STRUCTURE

JANUARY / FEBUARY

KM 11+275 To 11+350 Full width
Sub grade top layer leveling & grading in progress

MARCH

KM: 11+275 To 11+375 Full width
Sub base 2nd layer leveling & grading in progress

KM 14+075 To 14+200 LHS
Road way excavation in progress

KM 14+075 To 14+200 LHS
Roadway excavation in progress

KM 16+275 To 16+400 Full width
WBM Base spreading in progress

KM 16+275 To 16+400 Full width
ACBC 2nd layer has been completed

JANUARY / FEBUARY

KM 16+450 To 16+750 Full width
WBM Base compaction in progress

MARCH

KM 16+450 To 16+750 Full width
ACBC 2nd layer has been completed

KM 16+800 To 17+050 Full width
Sub base 2nd layer has been completed

KM 16+800 To 17+050 Full width
ACBC 2nd layer has been completed

KM 17+125 To 17+200 Full width
Sub base 2nd layer leveling & grading in progress.

KM 17+125 To 17+200 Full width
Rigid pavement construction in progress

JANUARY / FEBUARY

KM 17+450 To 17+500 Half width LHS
Roadway excavation in progress

MARCH

KM 17+450 To 17+500 Full width
Roadway excavation has been completed

KM 18+500 To 18+550 Half width RHS
Roadway excavation in progress

KM 18+500 To 18+550 RHS
Roadway excavation has been completed

KM 18+800 To 18+900 RHS
Roadway excavation in progress

KM 18+800 To 18+900 RHS
Roadway excavation in progress

STRUCTURES

JANUARY / FEBUARY

Bridge KM 9+560
Pile boring of Abutment 2 in progress

Bridge KM 9+560
Pile cap excavation of pier 1 & pile boring of Abutment 1 in progress

Bridge KM 9+560
Prestress Girder-4 rebar installment completed

MARCH

Bridge KM 9+560
Abutment 1 seat construction in progress

Bridge KM 9+560
Transoms of pier-1 & 2 has been completed

Bridge KM 9+560
15 no's prestress Girders concrete casted

JANUARYH / FEBUARY

Culvert 10+961

MARCH

Culvert 10+961

Multi cell Culvert 11+190

Multi cell Culvert 11+190

Culvert 11+372

Culvert 11+372

JANUARY / FEBUARY

Culvert 11+691

MARCH

Culvert 11+691

Culvert 11+841

Culvert 11+841

Culvert 13+565

Culvert 13+565

JANUARY / FEBUARY

Culvert 14+600

MARCH

Culvert 14+600

Culvert 15+647

Culvert 15+647

Culvert 15+795

Culvert 15+795

JANUARY / FEBUARY

Multi cell Culvert 22+925

MARCH

Multi cell Culvert 22+925

Culvert 25+025

Culvert 25+025

JANUARY / FEBUARY	MARCH
	
Retaining wall KM: 0+125 To 0+225 RHS Loop-I	Retaining wall KM: 0+125 To 0+225 RHS Loop-1
	
Retaining wall: KM: 10+612 To 10+675 LHS	Retaining wall KM 10+612 To 10+675 LHS
	
Breast wall KM 10+625 To 10+700 RHS	Breast wall KM 10+625 To 10+700 RHS

JANUARY / FEBUARY

Retaining wall KM 12+350 To 12+450 RHS

MARCH

Retaining wall KM 12+350 To 12+450 RHS

Retaining wall KM 12+925 To 12+975 RHS

Retaining wall KM 12+925 To 12+975 RHS

Retaining wall KM 14+975 To 15+025 LHS

Retaining wall KM 14+975 To 15+025 LHS

JANUARY / FEBUARY	MARCH
	
Retaining wall KM 17+100 To 17+150 RHS	Retaining wall KM 17+100 To 17+150 RHS
	
Retaining wall KM 17+525 To 17+575 LHS	Retaining wall KM 17+525 To 17+575 LHS
	
Retaining wall KM 17+775 To 17+900 LHS	Retaining wall KM 17+775 To 17+900 LHS

DRAINS

JANUARY / FEBUARY

KM: 6+600 To 6+625 LHS

MARCH

KM: 6+600 To 6+625 LHS

KM: 6+625 To 6+825 LHS

KM: 6+625 To 6+825 LHS

KM: 7+000 To 7+150 LHS

KM: 7+000 To 7+150 LHS

FIELD / LAB TESTING

KM: 15+719
Casting of Rigid Pavement Concrete Cylinders

Joint site visit of FWO, NESPAK and M&E Consultants

KM: 11+000
FDT of Sub Base by FWO and M&E Consultants

KM: 15+960
Sampling of Asphalt Wearing Course

Coring of Asphalt Base Course by FWO and M&E Consultants

FWO Concrete Batching Plant in Progress

ENVIRONMENTAL MONITORING

View of a proper maintenance at Jamrud FWO camp

Heavy vehicles Stand at Jamrud FWO camp

KM: 4+200 Stagnant water along the road at Jumrud Bazar needs a proper drainage system

KM: 9+230 Side drain construction needs H&S protocols

KM: 6+000 Stagnant water along the road needs proper drainage system

KM: 9+560 Bridge construction needs safety measures

KM: 9+ 700 Quarry area needs H&S protocol and proper maintenance of building material

KM: 14+750 Retaining walls construction needs H&S measures

KM: 23+850 Bridge construction at stream, needs proper H&S measures

KM: 30+825 Dust pollution, need sprinkling of water