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

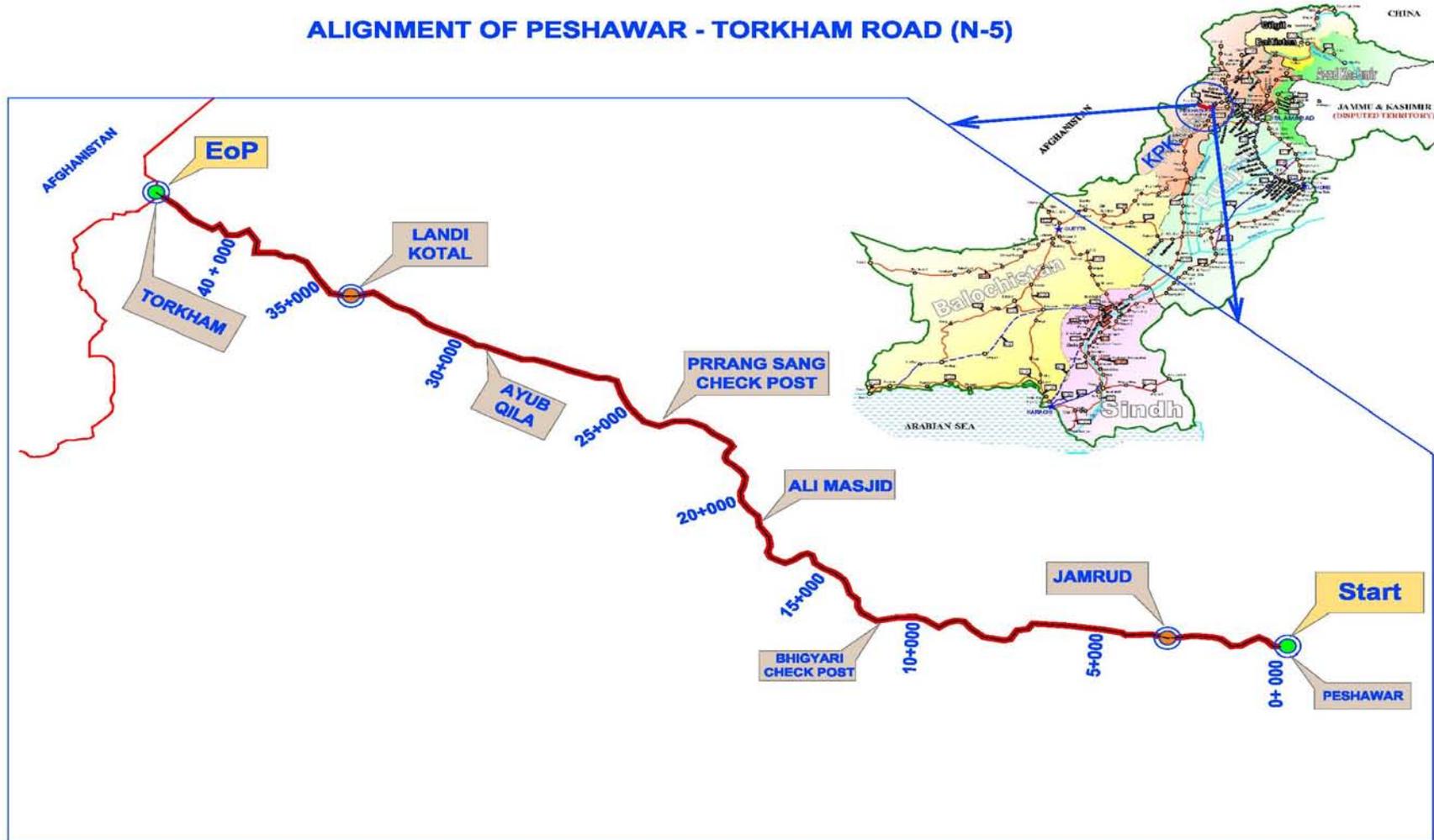
**QUARTERLY PROGRESS REPORT # 07  
APRIL-JUNE 2014**

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### ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)



## 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 2<sup>nd</sup> & 3<sup>rd</sup> 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 4<sup>th</sup> & 5<sup>th</sup> quarter (July-Sep, 2013 & Oct-Dec 2013) witnessed major construction achievements by completion of asphalt paving works of the section – I of the PTR 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 6<sup>th</sup> 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 7<sup>th</sup> quarter (April-June 2014) of the project, work continued on rigid pavement in Sec II & III. Similarly execution of culverts and retaining walls in Sec IV & V besides pavement works continued. The contractor's teams were able to work 77 days of 78 available working days during the current quarter.

The overall certified amount till the end of reporting quarter is USD 17,242,421, including certification of USD 8,537,529 in the reporting quarter.

FWO was constantly advised 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 can be declared complete with respect to earthwork, Sub Base, Aggregate Base Course / WBM, Asphaltic Base Course, Asphaltic Wearing Course, Culverts, Retaining walls and pavement marking etc, and switched on for all kind of traffic. Works on construction of longitudinal drains is in progress.

**SECTION – II (KM: 9+000 To 14+000)**

<b><u>WORK ITEM</u></b>	<b><u>SEC – II</u></b>
○ Earthwork:	94.00 %
○ Sub Base (Rigid Pavement):	98.14 %
○ Sub Base (Flexible):	82.60 %
○ Water Bound Macadam:	80.43 %
○ Asphaltic Base Course:	76.09 %
○ Asphaltic Wearing Course:	76.09 %
○ Rigid Pavement:	72.22 %
○ Culverts:	96.18 %
○ Retaining Walls/Breast Walls:	92.36 %
● Traffic continually plying on diversions / detour.	

**SECTION – III (KM: 14+000 To 19+000)**

<b><u>WORK ITEM</u></b>	<b><u>SEC – III</u></b>
○ Earthwork:	90.00 %
○ Sub Base (Rigid Pavement):	62.26%
○ Sub Base (Flexible):	100.00%
○ Water Bound Macadam:	100.00%
○ Asphaltic Base Course:	93.62 %
○ Asphaltic Wearing Course	93.62 %
○ Rigid Pavement:	39.16 %
○ Culverts:	75.81 %
○ Retaining Walls/Breast Walls:	41.13 %
● Traffic continually plying on diversions / detour.	

**SECTION – IV to VII (KM: 19+000 To End of Project)**

- Re-adjustment of PC-1 for section-IV under progress with FWO/ NESPAK.
- Work continued to finalize the conceptual design and PC-1 for sections – V to VII.
- Sub-base paving work in section – IV & V continued.
- Work continued on construction of culverts in section - IV & V.

- Work on roadway excavation and retaining walls in progress section - IV & V.
- Traffic continually plying on diversions / detours.

### **BRDIGES AND MULTICELL CULVERTS IN DIFFERENT SECTIONS**

- PIL approval for 02 bridges & 02 multicell culverts in progress at USAID.
- PC-1s for six bridges in progress with FWO/ NESPAK.
- At bridge (KM 9+560) deck slab completed and New Jersey barriers are in progress.
- At bridge (KM 9+560) retaining wall for abutment #02 (Peshawar side) in progress.
- At multicell culvert (KM: 11+190) upstream/downstream apron and cutoff wall concreting completed and top slab fixing of rebar's in progress.
- At bridge (KM 18+475) dismantling of existing bridge completed, and fixing of rebars in bottom slab continued.
- At multicell culvert (KM: 22+925) upstream apron cutoff wall concreting completed and downstream apron/cutoff wall in progress.
- At bridge (KM: 23+850) abutment #01 and #02 pile caps completed.
- At bridge (KM 27+000) dismantling of existing bridge completed.
- At bridge (KM 27+250) three numbers working piles completed.

# INTRODUCTION

## 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							
Physical Limits	Peshawar to Torkham						
Feature	Section – I	Section – II	Section – III	Section – IV	Section – V	Section – VI	Section – VII
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 EoP (Revised)
Black Top	Total 12.3 meter (7.3 meter carriageway & 2.5 meter structural 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. The entire road length has been split into multiple sections for designing / construction purposes. Length of each section 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. NESPAK is providing design and quality control services to FWO, while AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission.

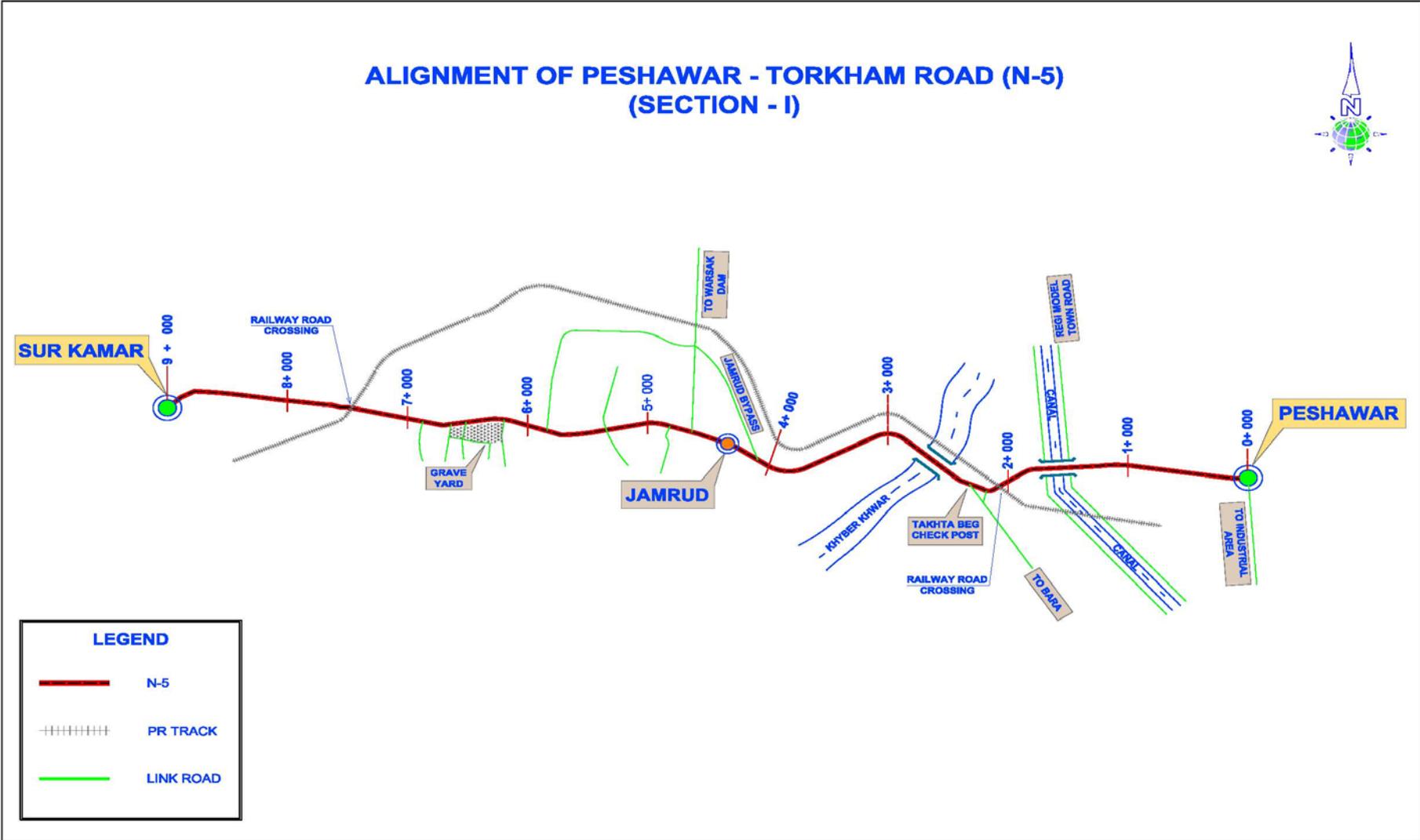
### 1.3 GENERAL CONTRACT DATA

1.	Name of Project	<b>Strengthening and Improvement of Peshawar Torkham Road (N-5) Khyber Agency FATA</b>
2.	Project Construction Cost	<b>US \$ 67 Million</b>
3.	Donor Agency	<b>USAID PAKISTAN</b>
4.	Donor's Agency Representative	<b>Engr. Farhat Ali Shah Banori, USAID/COR</b>
5.	Sponsoring Agency	<b>FATA Secretariat, Peshawar</b>
6.	Sponsoring Agency Representative	<b>Mr. Muhammad Ali, Project Director, PMU FATA</b>
7.	Executing Agency	<b>Frontier Works Organization (FWO)</b>
8.	Executing Agency Representative	<b>Col. Zahid (Project Director FWO)</b>
9.	M&E Consultants	<b>AGES Consultants</b>
10.	M&E Consultants Representative	<b>Engr. Aziz-ul- Haq, Project Manager</b>
11.	Time for Completion	<b>807 Calendar Days</b>
12.	Mode of Construction Contract	<b>EPC (Engineer, Procure and Construct) Contract</b>
13.	Chronology	
	Signing of MoU (USAID–FATA–NHA)	<b>Sep 18, 2012</b>
	Signing of Consultancy Contract (USAID – AGES)	<b>Sep 30, 2012</b>
	M&E Consultants Mobilization	<b>Oct 01, 2012</b>
	Project Date of Commencement	<b>Oct 15, 2012</b>
	Project Date of Completion	<b>Dec 31, 2014</b>

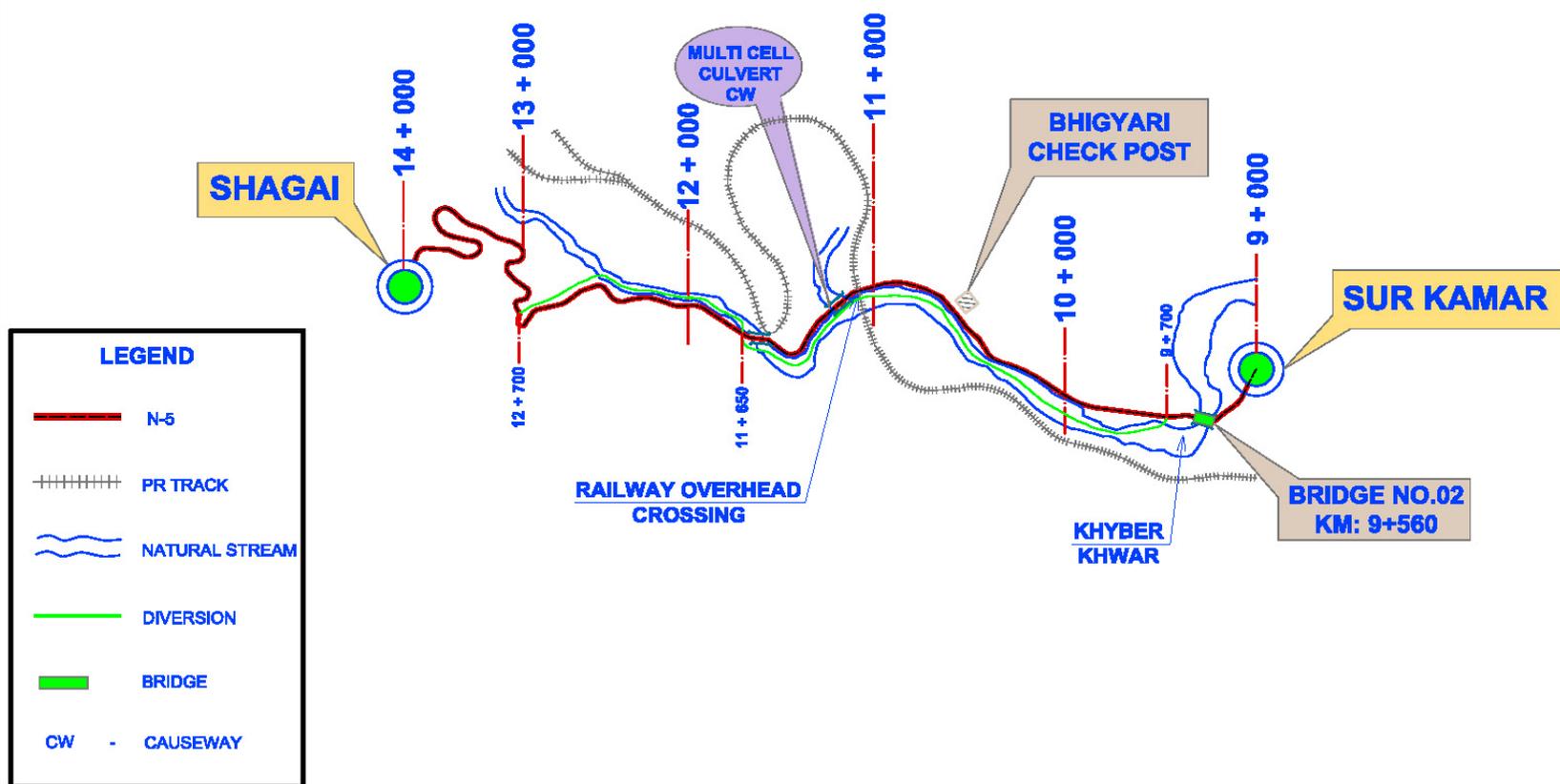
## 1.4 SECTIONS DATA

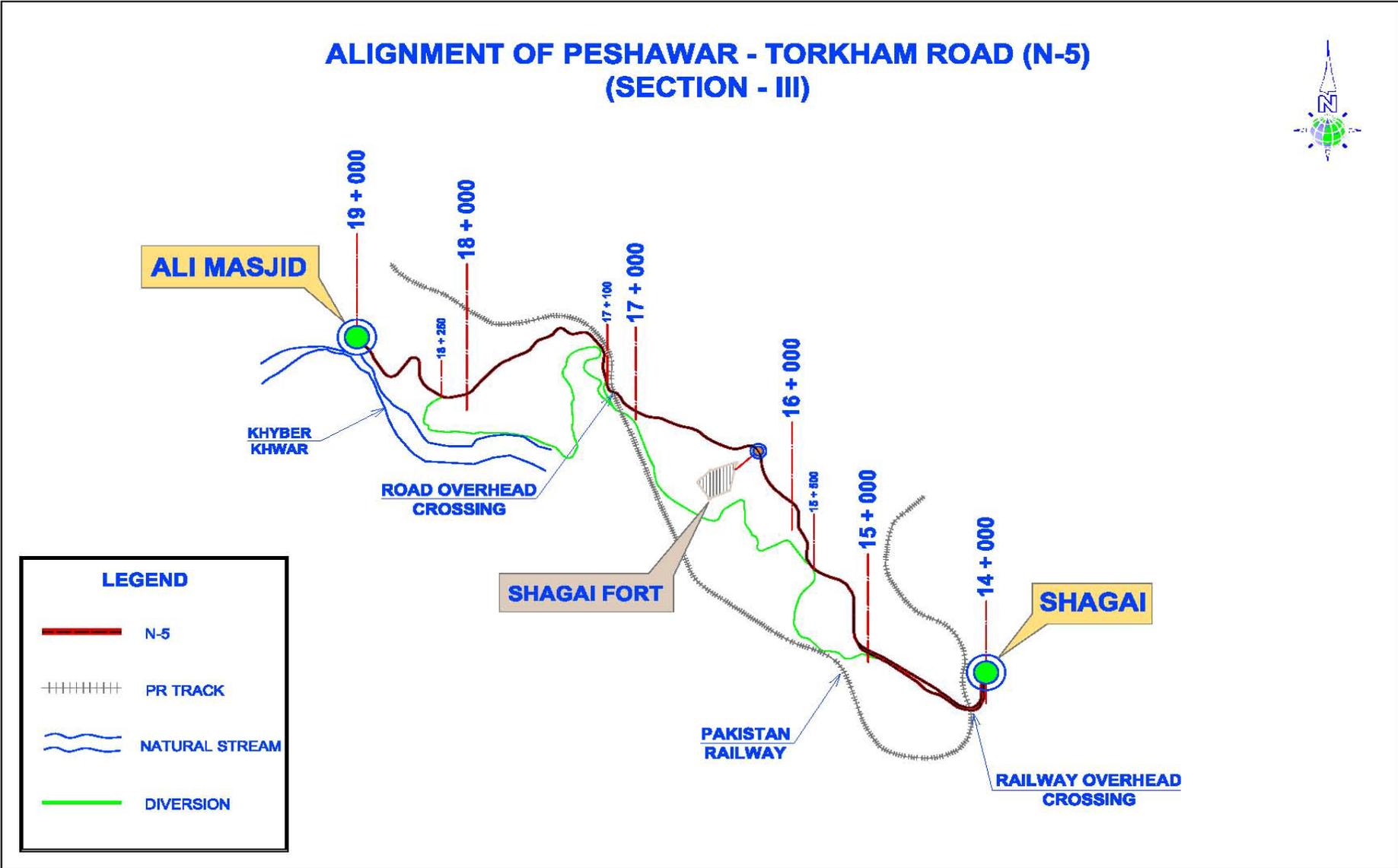
- Name of Package **Section – I (KM: 0+000 to KM: 9+000)**
- PC-1 Cost (Section – I) **Rs. 937.939 Million (US \$ 9.978 M)**
- Approval of PC – 1 (Section – I) **Nov 20, 2012**
  
- Name of Package **Section – II (KM: 9+000 to KM: 14+000)**
- PC-1 Cost (Section – II) **Rs. 985.265 Million (US \$ 9.383 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**

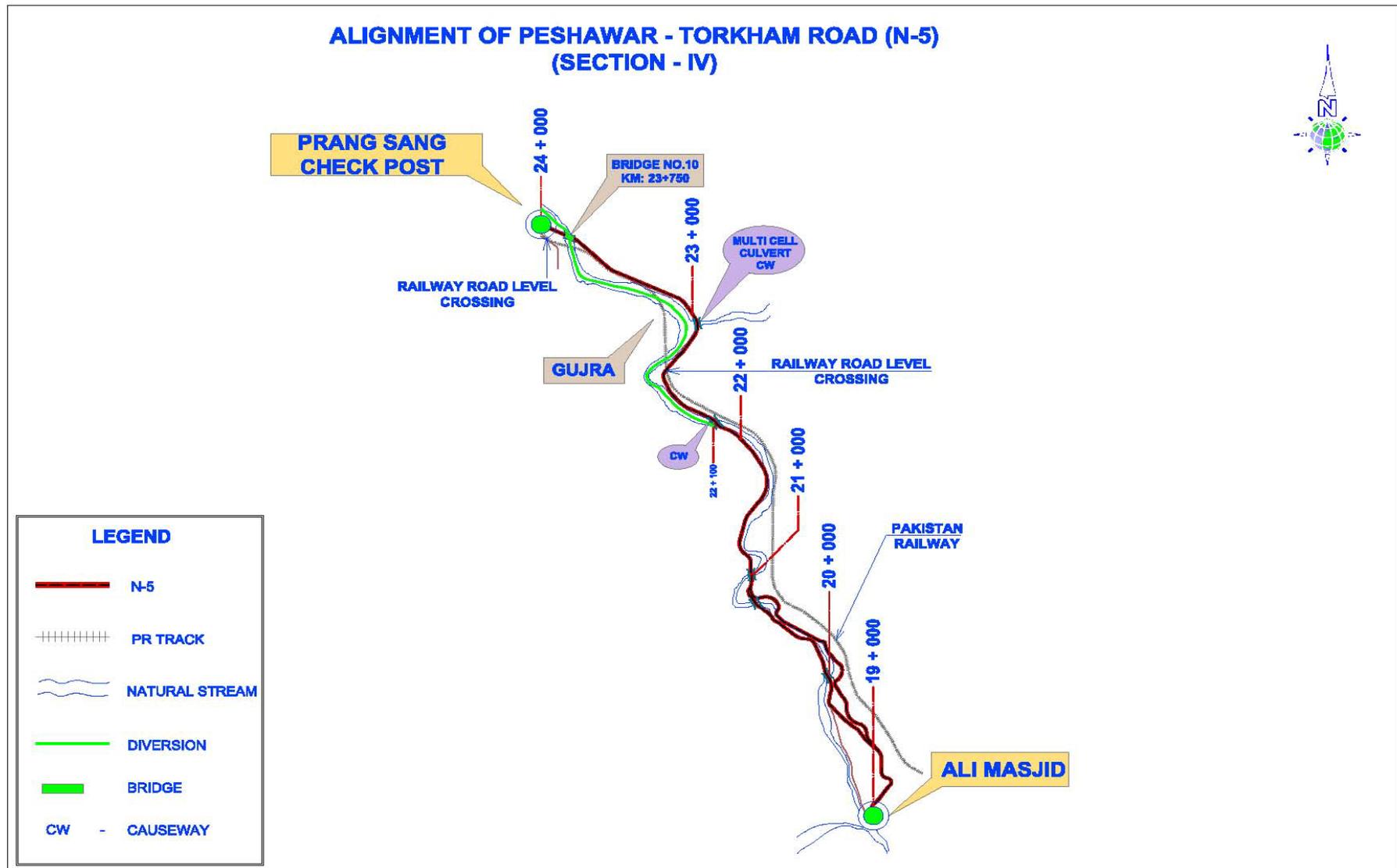
1.5 ALIGNMENT SKETCHES

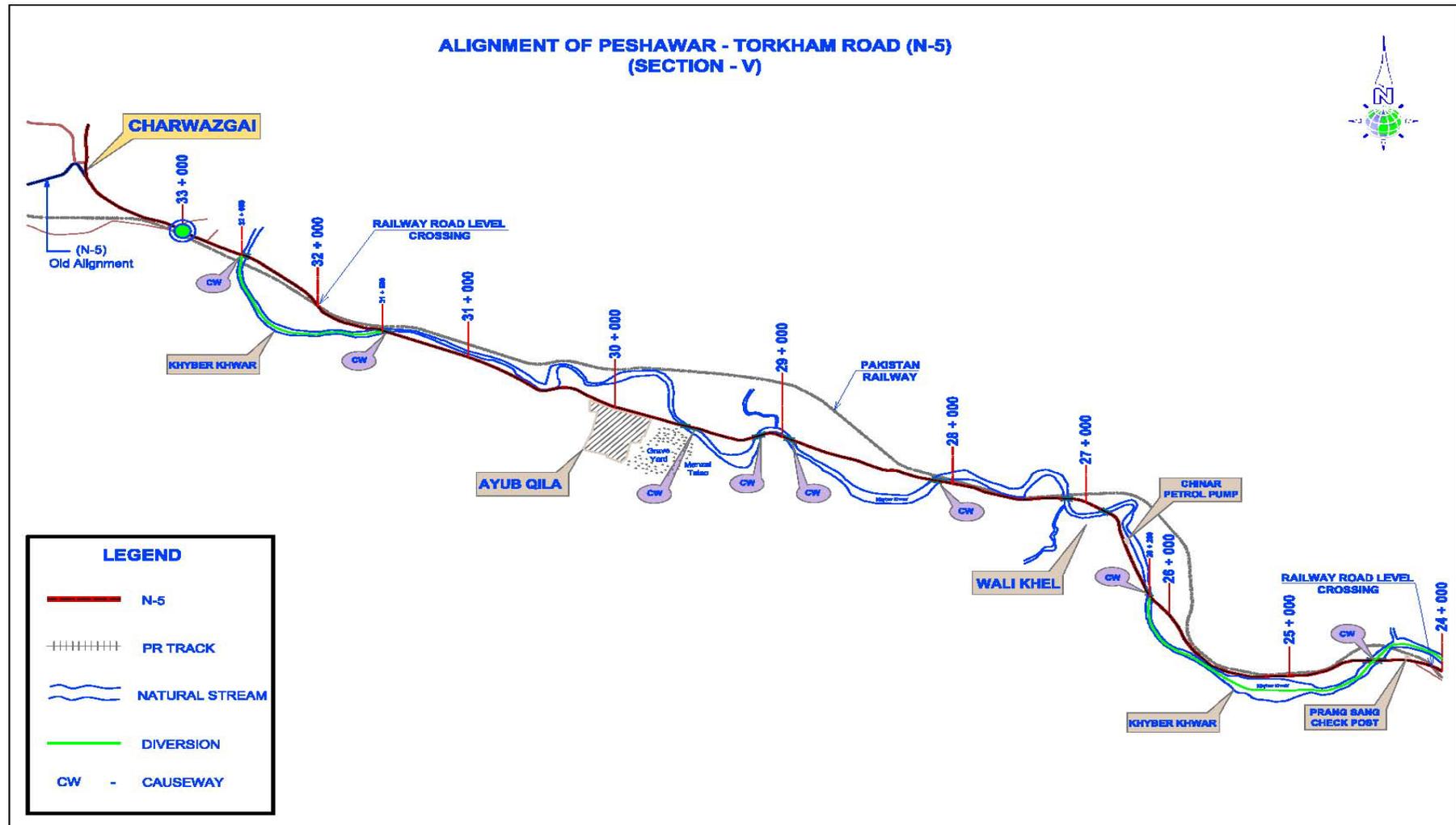


### ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

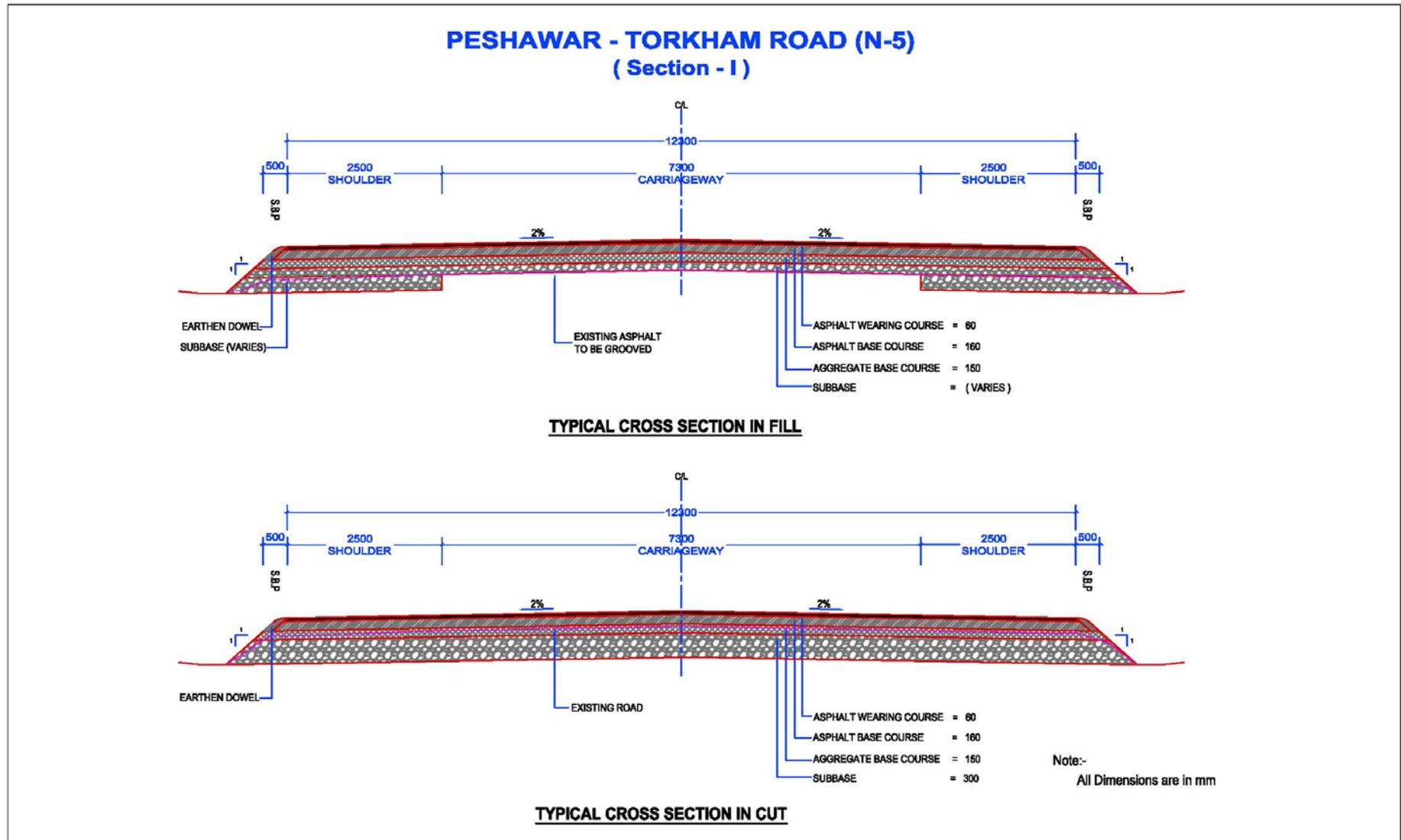


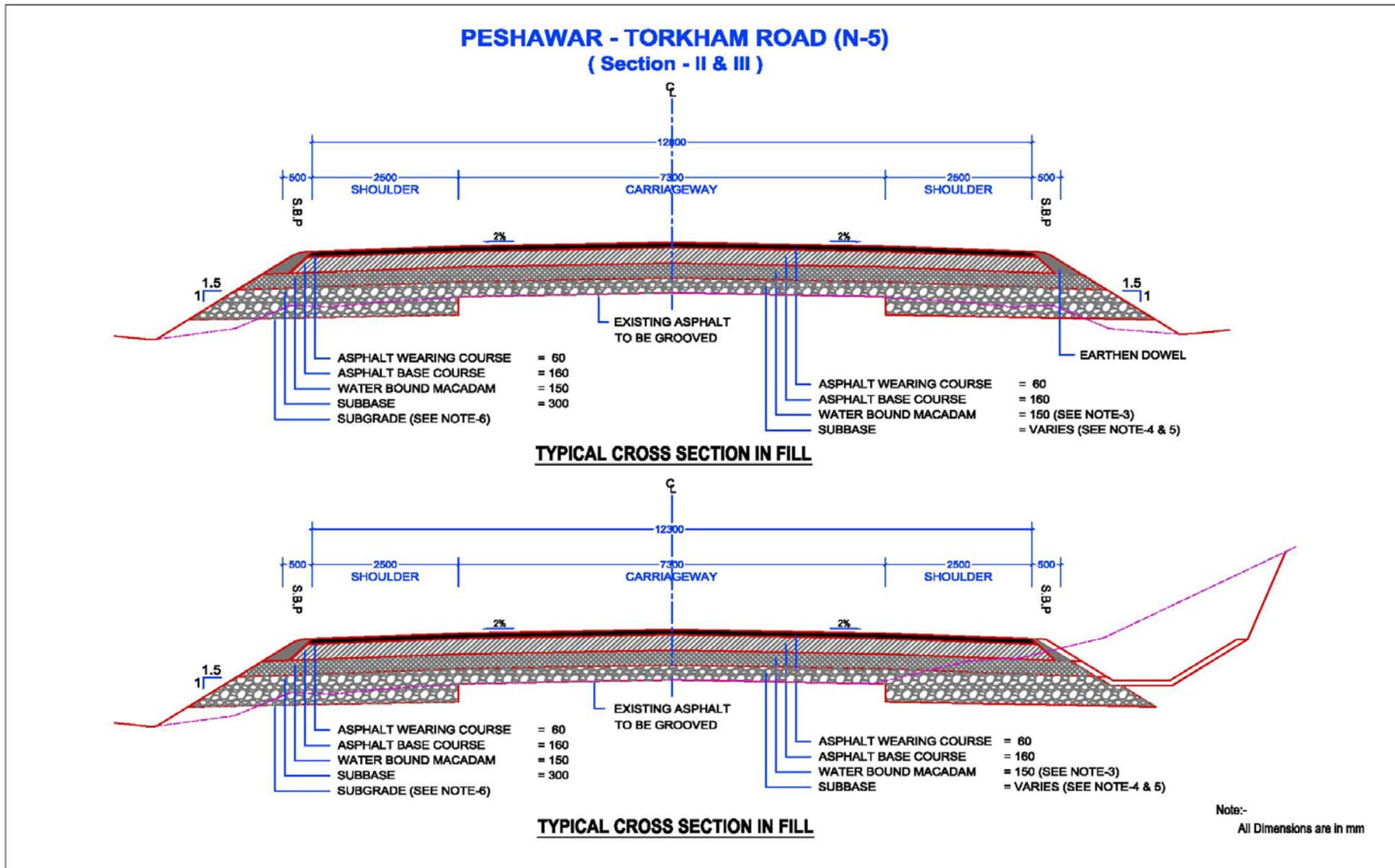




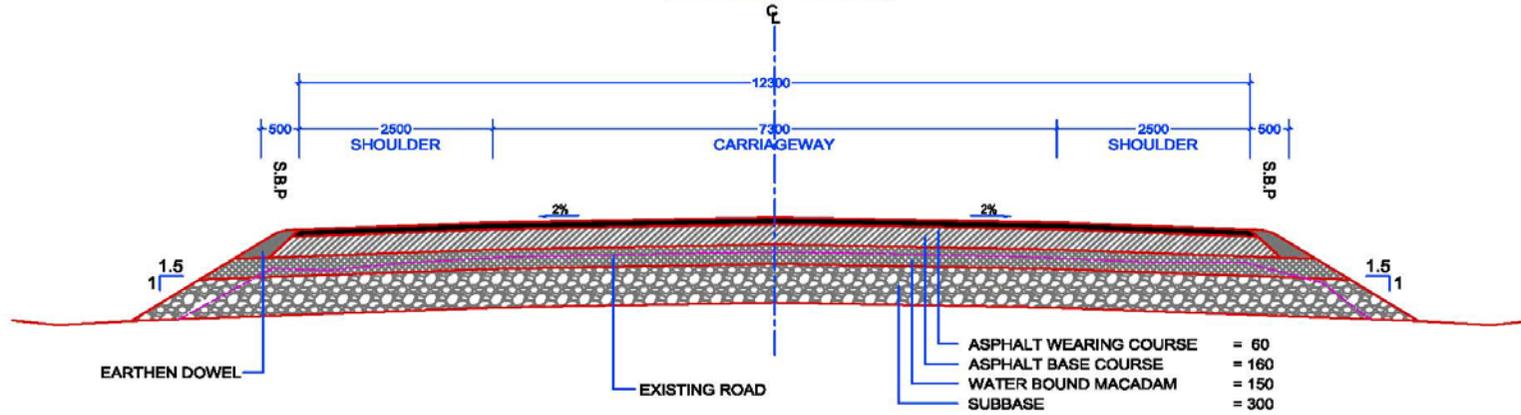


1.6 TYPICAL CROSS SECTION OF ROAD

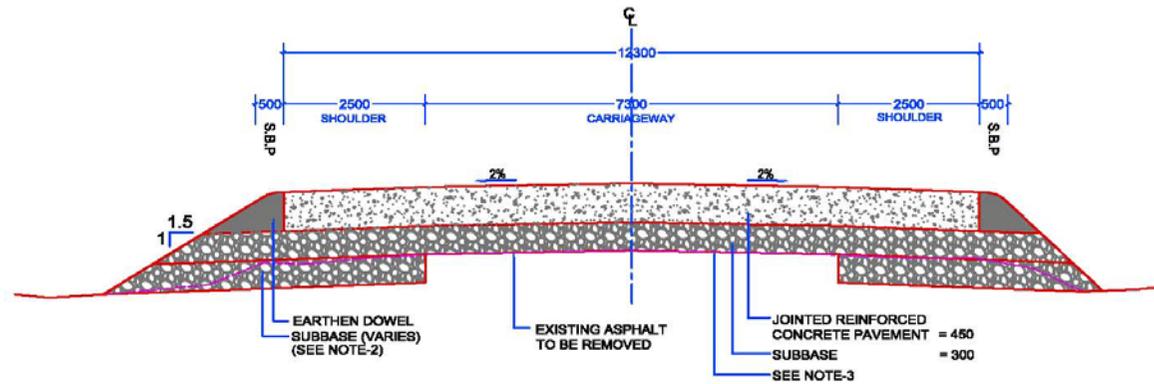




**PESHAWAR - TORKHAM ROAD (N-5)**  
**( Section - II & III )**



**TYPICAL CROSS SECTION IN CUT**



**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 representatives.
- 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 representatives.
- Maintained close liaison with the Contractor's field staff and shared information pertaining to material quality and construction methodology
- Conducted 206 No's independent & 301 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 during hot summer to control plastic shrinkage cracks and discussed relevant technical comments with FWO/ NESPAK for modification/ improvement.
- 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.
- Six (6 No's) IPC's with an overall amount of USD 8,537,529 were processed during the reporting quarter.

## 2.2 MATTERS REQUIRING ATTENTION

### 2.2.1 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.

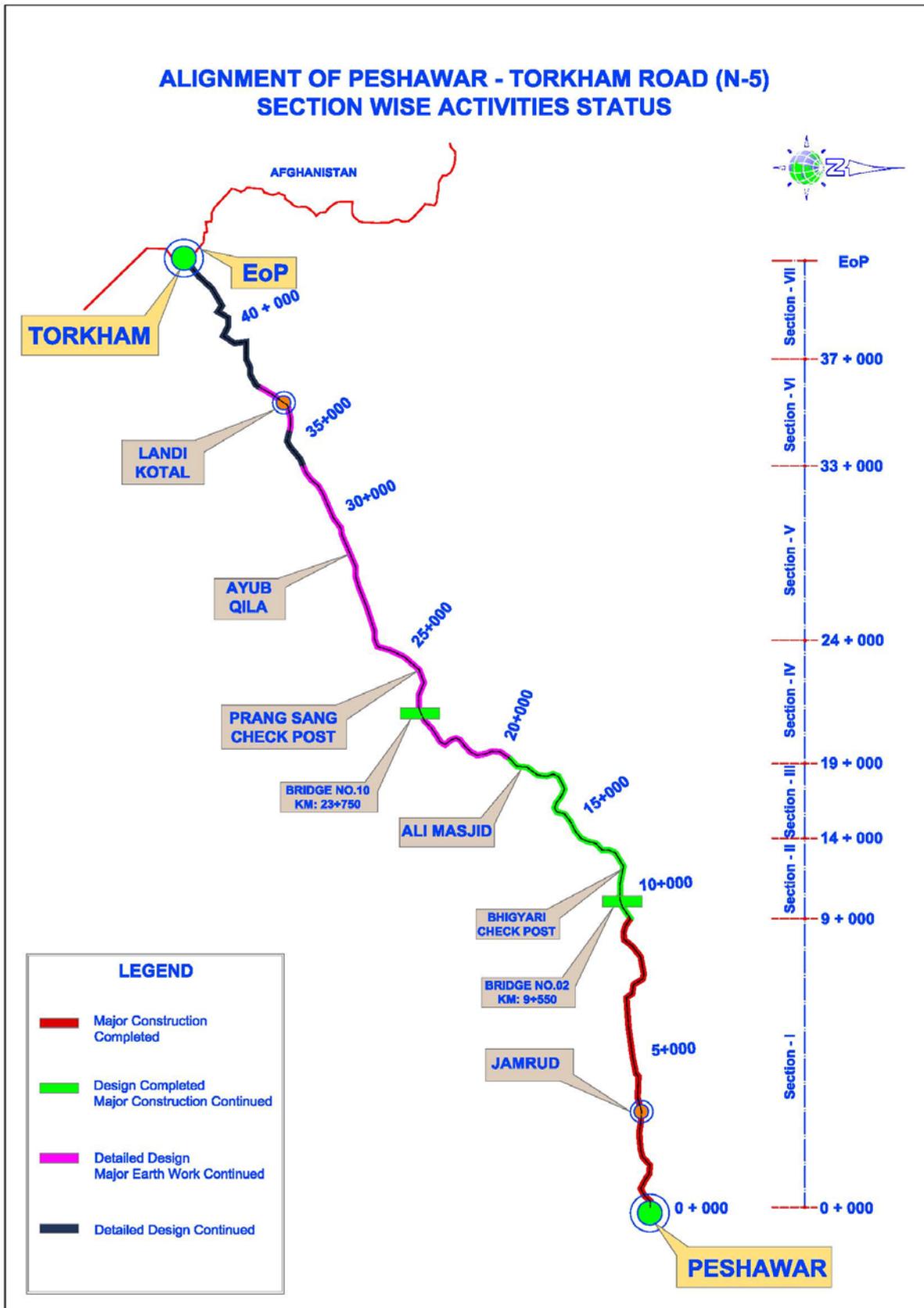
### **2.2.2 DIVERSIONS CONDITION**

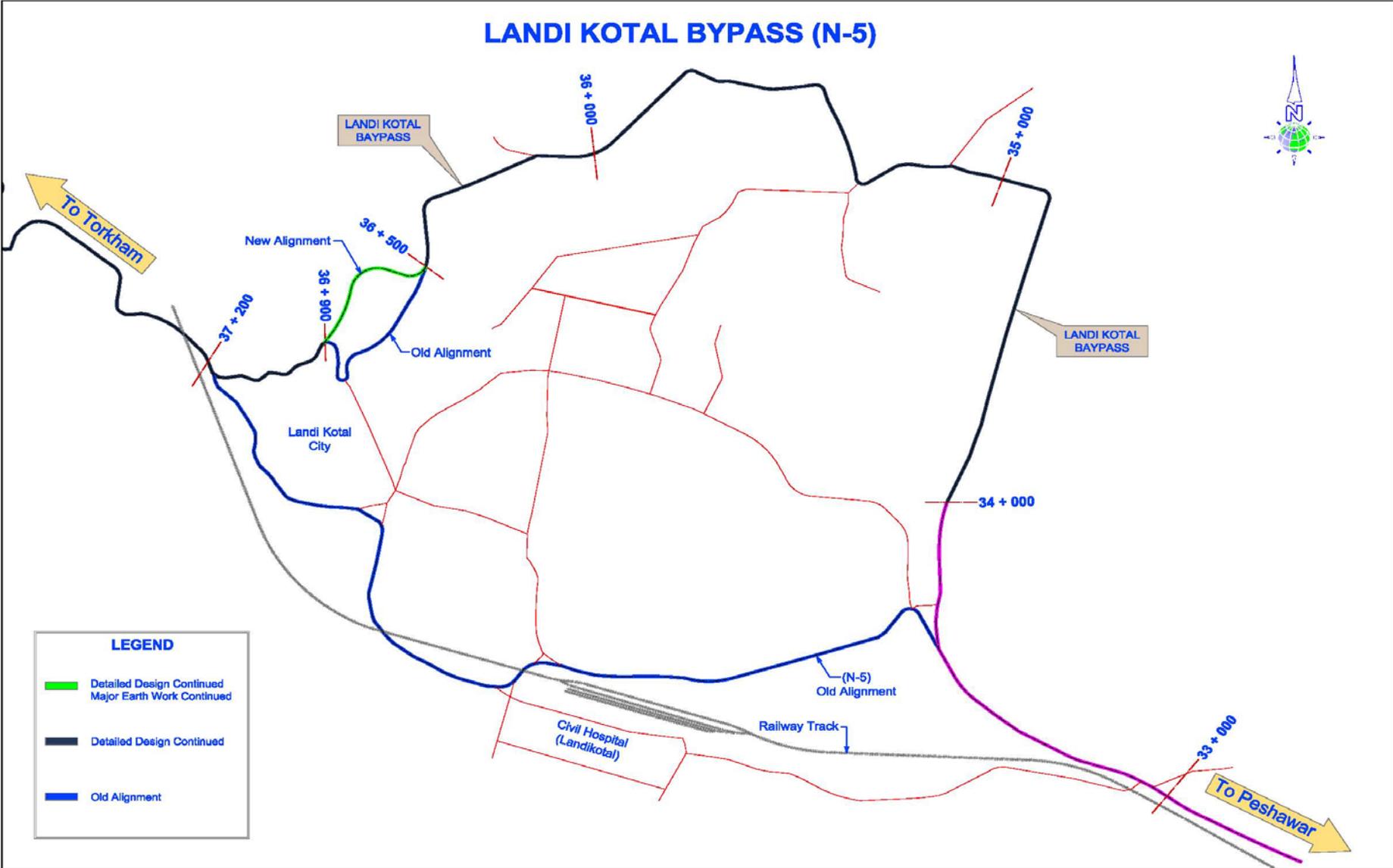
Beside the go-slow posed by the bumpy surface condition & imperfect formations of the diversion routes, the stretches have become difficult to ply on with inadequate road signs / poor visibility due to dusty atmosphere. The matter has regularly been communicated FWO for requisite compliance.

### **2.2.3 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





# **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 \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THE REPORTING 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	1.00	38,812.31	100.00	-	-	-	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	3.00	75,612.21	100.00	-	-	-	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	3.78	941,230.51	68.73	0.92	229,082.56	16.73	4.70	1,170,313.07	85.45
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	2.53	278,625.16	84.33	0.20	21,475.06	6.50	2.73	300,100.22	90.83
iii	DRAIN TYPE D-3 (Converted to D-2 type)	KM	1.5	135,439.74	203,159.61	1.23	166,590.88	82.00	0.27	36,568.73	18.00	1.50	203,159.61	100.00
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	-	-	-	-	-	-	-	-	-
	<b>TOTAL PROJECT COST (SECTION-I)</b>				<b>9,978,082</b>		<b>9,388,606</b>	<b>94.09</b>		<b>287,126.35</b>	<b>2.88</b>		<b>9,675,732</b>	<b>96.97</b>



3.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-I)

RCC Railing	Deleted - Replaced with Pipe Culvert Extension				Culvert shifted to Section-III										
Roll Pointing															
RCC Slab Cast in situ															
Flooring/Cut-off wall/ Rip rap															
Back Filling															
Bed plate/Curtain wall															
Stone Masonry (Wing Walls)															
Stone Masonry (Abutments/ Pier)															
Lean Concrete															
Structural Excavation															
Dismantling of Existing Structure															
Size of Culvert (No. of Span*Width*Height)		1*2*1.5	1*2*1.5	1*3*1.5		1*2*1.5	1*3*1.5	1*2*1.5	3*3*1.5	2*3*1.5	5*3*1.5	1*2*1.5	1*2*1.5	2*3*1.5	
Activity															
KM	1+230	2+611	3+081	4+480	4+590	5+202	5+354	5+905	6+050	6+191	6+501	6+648	6+883	7+384	

 ACTIVITIES COMPLETED IN PREVIOUS QUARTERS  
 ACTIVITIES NOT REQUIRED

# **CIVIL WORKS (SECTION-II )**

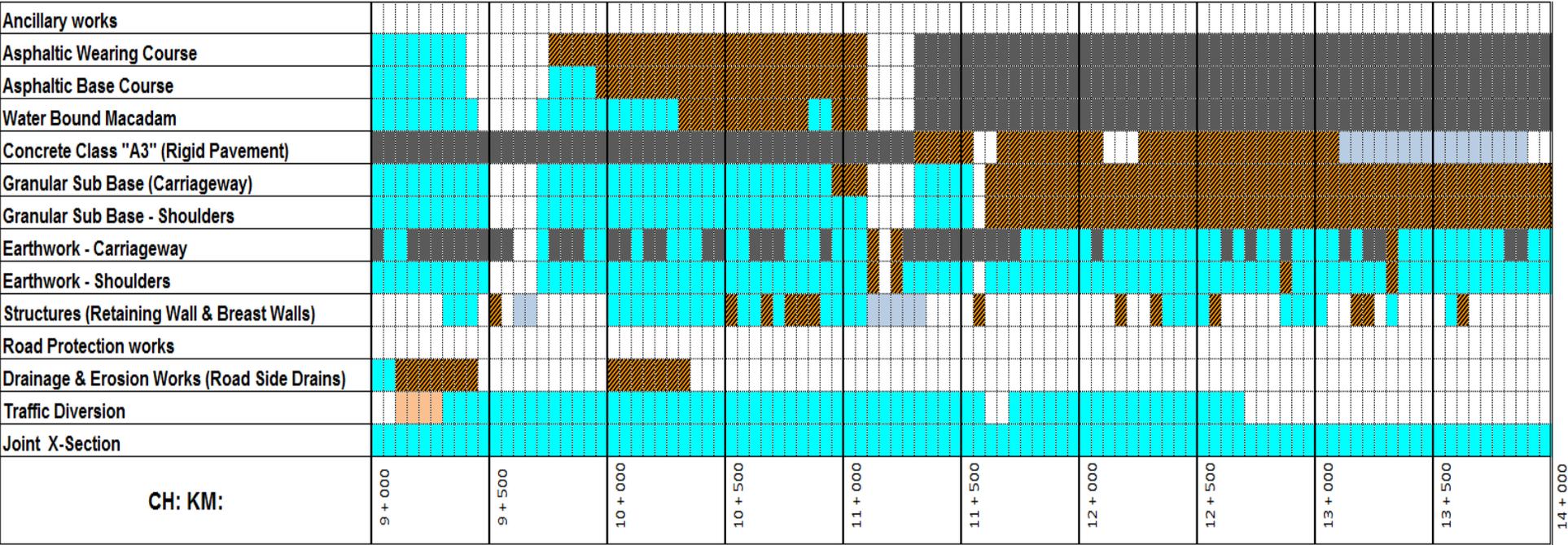
## 4.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-II)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THE REPORTING 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	9.10	921,330	91.00	0.30	30,374	3.00	9.40	951,703	94.00
2	<b>SUB BASE AND BASE COURSE</b>													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	6.40	173,267	64.00	2.60	70,390	26.00	9.00	243,657	90.00
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	2.40	68,885	52.17	1.30	37,313	28.26	3.70	106,197	80.43
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	1.20	265,402	26.09	2.30	508,686.50	50.00	3.50	774,088	76.09
3	<b>SURFACE COURSES AND PAVEMENT</b>													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500 m	4.6	104,708	481,657	0.80	83,766	17.39	2.70	282,711.72	58.70	3.50	366,478	76.09
b	RIGID PAVEMENT (6.15 m Width Lane of 500 m)	500 m	10.8	262,510	2,835,108	0.00	-	-	7.80	2,047,578	72.22	7.80	2,047,578	72.22
4a	<b>STRUCTURES (RETAINING WALL /BREAST WALL)</b>													
4a - i	RETAINING WALL - 1975 M	100 m	19.75	70,864	1,399,564	17.00	1,204,688	86.08	1.25	88,580	6.33	18.25	1,293,268	92.41
4a - ii	BREAST WALL - 325 M	100 m	3.25	28,169	91,549	3.00	84,506	92.31	0.00	-	-	3.00	84,506	92.31
4b	<b>STRUCTURES (CULVERTS)</b>													
	<b>CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)</b>													
	1 x 2 x 2.5 (15 skew, Flexible Pavement)	No	2	33,373	66,746	2.00	66,613	99.80	0.00	-	-	1.996	66,613	99.80
	1 x 2 x 2.5 (22 m long, Flexible Pavement)	No	1	49,109	49,109	1.00	49,109	100.00	0.00	-	-	1.00	49,109	100.00
	1 x 2 x 3 (Flexible Pavement)	No	2	43,350	86,700	1.95	84,533	97.50	0.00	-	-	1.95	84,533	97.50
	1 x 2 x 3 (Rigid Pavement)	No	0	-	-	-	-	-	-	-	-	-	-	-
	1 x 2 x 3 (15° skew)	No	1	44,585	44,585	0.89	39,681	89.00	0.03	1,337.56	3.00	0.92	41,019	92.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	0.85	40,857	85.00	0.11	5,287.43	11.00	0.96	46,145	96.00

**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 %
	<b>CONSTRUCTION OF NEW CULVERTS (REPLACEMENT OF OLD) (No. of Span x Span Width x Height)</b>													
	1 x 2 x 2.5 (Rigid Pavement)	No	3	33,083	99,249	2.73	90,317	91.00	0.08	2,646.64	2.67	2.81	92,963	93.67
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	0.93	33,830	93.00	0.01	363.76	1.00	0.94	34,193	94.00
	1 x 3 x 4.0	No	1	76,130	76,130	1.00	76,130	100.00	0.00	-	-	1.00	76,130	100.00
	1 x 2 x 4 (22 m length)	No	1	89,408	89,408	0.80	71,526	80.00	0.10	8,940.80	10.00	0.90	80,467	90.00
	1 x 2 x 4.5 (22 m length)	No	1	105,875	105,875	1.00	105,875	100.00	0.00	-	-	1.00	105,875	100.00
	1 x 2 x 4.5 (15° skew)	No	1	83,564	83,564	0.83	69,358	83.00	0.13	10,863.32	13.00	0.96	80,221	96.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	0.95	36,100	95.00	0.00	-	-	0.95	36,100	95.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	0.79	69,985	79.00	0.16	14,174.18	16.00	0.95	84,159	95.00
	Service Ducts	No	23	2,666	61,318	19.00	50,654	82.61	0.00	-	-	19.00	50,654	82.61
5a	<b>DRAINAGE &amp; EROSION WORKS ( ROAD SIDE DRAIN)</b>													
i	DRAIN TYPE D-1 (COVERED) - (0.8 KM)	JOB	1	161,945	161,945	0.00	-	-	0.38	60,729.24	37.50	0.38	60,729	37.50
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	0.00	-	-	0.66	152,809.00	65.70	0.66	152,809	65.70
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	1.25	38,223.75	25.00	0.45	13,760.55	9.00	1.70	51,984.30	34.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	<b>TOTAL</b>				<b>9,383,484</b>		<b>3,724,635</b>	<b>39.69</b>		<b>3,336,545</b>	<b>35.56</b>		<b>7,061,180</b>	<b>75.25</b>

4.2 PHYSICAL PROGRESS STATUS (SECTION - II)

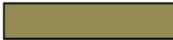


LEGEND

- WORKS COMPLETED IN QUARTER# 7
- WORKS COMPLETED IN PREVIOUS QUARTERS
- PARTIAL COMPLETION
- SINGLE LANE TRAFFIC MAINTAINED
- ITEM NOT REQUIRED

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/ Rip rap	B/W Abts																	
	FW																	
RCC Slab cast insitu	FW																	
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	Abt No1																	
	Abt No2																	
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/HW)	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW
Size of Culvert	Nos*width*Height	1*2*3	1*2*2.5 (22 M)	1*2*4.5 (22 M)	1*3*4 (22 M)	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	KM	10+050	10+500	10+572	10+602	10+788	10+850	10+961	11+372	11+691	11+841	12+178	12+337	12+460	12+975	13+212	13+333	13+565
KM as in Drawing	KM	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# 7		ACTIVITIES NOT REQUIRED
	ACTIVITIES COMPLETED IN PREVIOUS QUARTERS		ACTIVITIES IN PROGRESS

# **CIVIL WORKS (SECTION-III)**

5.1 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 THE REPORTING QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	<b>EARTH WORK</b>	500m	10	104,451.00	1,044,510.00	7.4	772,937.40	74	1.6	167,121.60	16.00	9	940,059.00	90.00
2	<b>SUB BASE AND BASE COURSE</b>													
a	GRANULAR SUB BASE	500m	11.80	39,882.00	470,607.60	7.0	279,174.00	59.32	0.8	31,905.60	6.78	7.8	311,079.60	66.10
b	WATER BOUND MACADAM	500m	4.70	28,023.00	131,708.10	3.4	95,278.20	72.34	1.3	36,429.90	27.66	4.7	131,708.10	100.00
c	ASPHALTIC BASE COURSE	500m	4.70	212,362.00	998,101.40	2.3	488,432.60	48.94	2.1	445,960.20	44.68	4.4	934,392.80	93.62
d	EARTHEN DOWEL	JOB	1.00	24,249.00	24,249.00	-	-	-	-	-	-	-	-	-
3	<b>SURFACE COURSES AND PAVEMENT</b>													
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	3.1	313,100.00	65.96	4.4	444,400.00	93.62
b	RIGID PAVEMENT (HALF PAVEMENT WIDTH)	500m	14.30	216,504.00	3,096,007.20	3.2	692,812.80	22.38	2.4	519,609.60	16.78	5.6	1,212,422.40	39.16
4a	<b>STRUCTURES (RETAINING WALL /BREAST WALL)</b>													
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	0.5	9,353.00	21.05	0.00	-	0.00	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	-	-	-	0.00	-	0.00	-	-	0.00
c	RETAINING WALL (RW-2) : H= 2.5 M ; L= 1075 M	100M	10.75	19,044.00	204,723.00	-	-	-	10.00	190,440.00	93.02	10	190,440.00	93.02
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	-	0.00	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	0.00	-	0.00	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	2.25	210,397.50	37.50	4.25	397,417.50	70.83
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	0.00	-	0.00	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)

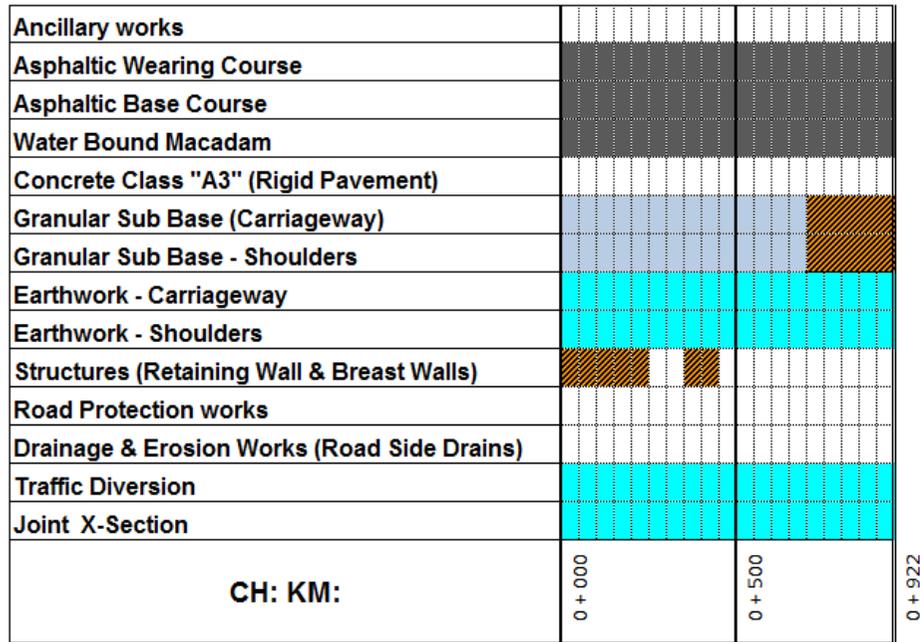
BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
4b	<b>STRUCTURES (CULVERTS)</b>													
NS	<b>CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)</b>													
	1 x 2 x 2.5 (Flexible Pavement)	No	1	33,442.00	33,442.00	0.92	30,766.64	92.00	0.07	2,340.94	7.00	0.99	33,107.58	99.00
	1 x 2 x 3 ( Flexible Pavement)	No	1	44,315.00	44,315.00	0.98	43,428.70	98.00	0.01	443.15	1.00	0.99	43,871.85	99.00
	1 x 2 x 4.5 ( Flexible Pavement)	No	1	83,501.00	83,501.00	0.96	80,160.96	96.00	0.04	3,340.04	4.00	1	83,501.00	100.00
	1 x 2 x 3 (Loop-1 Rigid Pavement)	No	2	40,667.00	81,334.00	1.03	41,887.01	51.50	0.59	23,993.53	29.50	1.62	65,880.54	81.00
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479.00	52,479.00	0.03	1,574.37	3.00	0.714	37,470.01	71.40	0.744	39,044.38	74.40
NS	<b>CONSTRUCTION OF NEW CULVERTS(REPLACEMENT OF OLD) (No. of Span x Span Width x Height)</b>													
	1 x 2 x 2	No	1	27,031.00	27,031.00	0.96	25,949.76	96.00	0.04	1,081.24	4.00	1	27,031.00	100.00
	1 x 2 x 2.5	No	2	33,621.00	67,242.00	1.83	61,526.43	91.50	0.08	2,689.68	4.00	1.91	64,216.11	95.50
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818.00	67,636.00	1.85	62,563.30	92.50	0.12	4,058.16	6.00	1.97	66,621.46	98.50
	1 x 2 x 2.5(15° skew)	No	1	34,445.00	34,445.00	0.98	33,756.10	98.00	-	-	-	1	34,445.00	100.00
	1 x 2 x 2.5(30° skew)	No	1	37,186.00	37,186.00	0.96	35,698.56	96.00	-	-	-	1	37,186.00	100.00
	1 x 2 x 3 (15° skew)	No	1	45,559.00	45,559.00	0.98	44,647.82	98.00	-	-	-	0.99	45,103.41	99.00
	1 x 2 x 3 (30° skew)	No	1	49,119.00	49,119.00	0.93	45,680.67	93.00	0.05	2,455.95	5.00	0.98	48,136.62	98.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901.00	92,703.00	1.75	54,076.75	58.33	1.12	34,609.12	37.33	2.87	88,685.87	95.67
	2 x 2 x 2.5	No	1	39,933.00	39,933.00	0.05	1,996.65	5.00	0.86	34,342.38	86.00	0.91	36,339.03	91.00
	Service Ducts	No	6	2,725.00	16,350.00	-	-	-	-	-	-	-	-	-
5a	<b>DRAINAGE &amp; EROSION WORKS ( ROAD SIDE DRAIN)</b>													
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	<b>ROAD PROTECTION WORKS</b>													
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)**

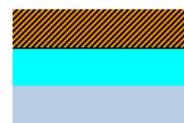
BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS			
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRES S %	
6	<b>ANCILLARY WORKS (TRAFFIC ROAD SIGNS, PAVEMENT MARKING / STUDS &amp; KM POSTS)</b>														
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	<b>DIVERSION</b>	KM	5	31,259.00	156,295.00	1.25	39,073.75	25.00	0.00	-	0.00	1.25	39,073.75	25.00	
8	<b>MISCELLANEOUS</b>														
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	-	-	-	-	-	-	-	-	-	-
	<b>TOTAL</b>				<b>9,512,705.55</b>		<b>3,434,690</b>	<b>36.11</b>		<b>2,011,552</b>	<b>21.15</b>		<b>5,448,419</b>	<b>57.28</b>	



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



**LEGEND**



WORKS COMPLETED IN QUARTER# 7  
 WORKS COMPLETED IN PREVIOUS QUARTERS  
 PARTIAL COMPLETION



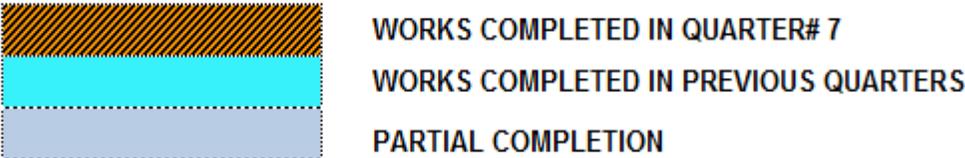
SINGLE LANE TRAFFIC MAINTAINED  
 ITEM NOT REQUIRED



# BRIDGES

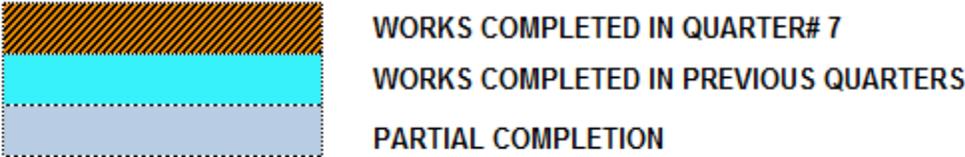
6.1 BRIDGE (KM: 09+560) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 09+560														
BRIDGE (KM: 09+560)	Piles	36	36											
	Pile Caps	4	4											
	Abutments/ Piers	4	4											
	Transom/ Abutment Seats	4	4											
	Girder Casting	15	15											
	Girder Prestressing	15	15											
	Girder Launching	15	15											
	Deck Slab / Barrier	3	3											
	Expansion Joint	4												
	Approach Slab	2												



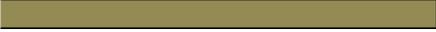
6.2 BRIDGE (KM: 23+850) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 23+850														
BRIDGE (KM:23+850)	Piles	30	30	[Progress bar: 100% completed in previous quarters]										
	Pile Caps	3	2	[Progress bar: 66% completed in previous quarters, 33% partial completion]										
	Abutments/ Piers	3	2	[Progress bar: 66% completed in previous quarters, 33% partial completion]										
	Transom/ Abutment Seats	3		[Progress bar: 33% partial completion]										
	Girder Casting	10	10	[Progress bar: 50% completed in previous quarters, 50% completed in quarter #7]										
	Girder Prestressing	10	10	[Progress bar: 100% completed in quarter #7]										
	Girder Launching	10		[Progress bar: 0%]										
	Deck Slab / Barrier	2		[Progress bar: 0%]										
	Expansion Joint	3		[Progress bar: 0%]										
	Approach Slab	2		[Progress bar: 0%]										



**6.3 MULTICELL CULVERT PHYSICAL PROGRESS STATUS**

Approach Slab Construction	U/S Side					
	D/S Side					
RCC Railing	U/S Side					
	D/S Side					
Backfilling	Near end					
	Far end					
Gabion wall Construction	U/S Side					
	D/S Side					
Retaining wall construction	Near end					
	Far end					
RCC Top Slab	HW Near End					
	HW Far End					
RCC Wing Walls	U/S Side					
	D/S Side					
Concrete Cutoff wall & Apron Construction	U/S Side					
	D/S Side					
RCC Walls (Box only)	outer Walls					
	Inner Walls					
RCC Bottom Slab	FW					
Lean Concrete	FW					
Structural Excavation	FW					
Dismantling of Existing Structure	Causeway					
Pavement Type	Rigid/Flex	Flexible	Flexible			
Construction Sequence( FW / HW)	(FW/HW)	FW	FW			
Size of Culvert	Nos*width*Height	15*3*3 15-cell	10*3*3 10-cell			
KM as per site	KM	11+190	22+925			
KM as in Drawing	KM	11+190	22+926			

-  ACTIVITIES COMPLETED IN QUARTER# 7
-  ACTIVITIES COMPLETED IN PREVIOUS QUARTERS
-  ACTIVITIES NOT REQUIRED
-  ACTIVITIES IN PROGRESS

# **MATERIAL TESTING REPORT**

## DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 6th)			THIS QUARTER (7th)			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	34	34	0	3	3	0	37	37	0	
		Specific Gravity	31	31	0	3	3	0	34	34	0	
		Absorption	25	25	0	3	3	0	28	28	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	1	1	0	7	7	0	
		Temperature	6	6	0	1	1	0	7	7	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	27	27	0	4	4	0	31	31	0	
		Los of Stability	27	27	0	4	4	0	31	31	0	
		Flow Test	27	27	0	4	4	0	31	31	0	
		Extraction (Bitumen %)	27	27	0	5	5	0	32	32	0	
		Gradation	27	27	0	5	4	1	32	31	1	Note 01
		Gmm Test	27	27	0	5	5	0	32	32	0	
		Density (1st Layer)	122	122	0	31	31	0	153	153	0	
		Thickness (1st Layer)	122	112	10	35	34	1	157	146	11	Note 02
		Thickness (2nd Layer)	140	121	19	35	34	1	175	155	20	Note 03
	Pre Mix Asphaltic Wearing Course	Stability	7	7	0	6	6	0	13	13	0	
		Los of Stability	7	7	0	6	6	0	13	13	0	
		Flow Test	7	7	0	6	6	0	13	13	0	
		Extraction (Bitumen %)	7	7	0	6	6	0	13	13	0	
		Grading	7	7	0	6	5	1	13	12	1	Note 01
		Gmm Test	7	7	0	6	6	0	13	13	0	
		Density	187	187	0	61	61	0	248	248	0	
		Thickness	187	178	9	61	56	5	248	234	14	Note 04
Note 01	Material falling short of specs limits rejected and not allowed for use in concreting											
Note 02	Deficient layers adjusted in 2nd layers											
Note 03	Deficient layers to be adjusted by additional ACBC or ACWC as per specification.											
Note 04	Deficient layer thickness to be continually observed till completion of defect liability period for satisfactory performance.											

## DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (7th)			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
CONCRETE	Fine Aggregate	Sieve Analysis	22	19	3	4	3	1	26	22	4	Note 01
		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	3	3	0	1	0	1	4	3	1	Note 02
		Organic Impurities	1	1	0	0	0	0	1	1	0	
	Coarse Aggregate	Sieve Analysis	35	30	5	12	10	2	47	40	7	Note 01
		Specific Gravity	9	9	0	4	4	0	13	13	0	
		Absorption	8	8	0	3	3	0	11	11	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	Note 01
		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	21	20	1	4	4	0	25	24	1	Note 03
		CLASS "A-3" CONCRETE	33	33	0	26	26	0	59	59	0	
		CLASS "D-1" CONCRETE	17	17	0	1	1	0	18	18	0	
	Cement	Setting Time	3	3	0	0	0	0	3	3	0	
		Compressive Strength	3	3	0	0	0	0	3	3	0	
Water	Chemical Test	1	1	0	0	0	0	1	1	0		
Note 01	Material falling short of specs limits rejected and not allowed for use in concreting											
Note 02	The contractor has been advised to change the borrow source											
Note 03	Concrete does not fulfil the strength criteria, coring/ non destructive testing may be carried out.											

**DETAILED INFORMATION OF LABORATORY TEST REPORTS**

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (7th)			TOTAL UP-TODATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Steel Bar	Tensile Strength	8	8	0	4	4	0	12	12	0	
		Elongation	8	8	0	4	4	0	12	12	0	
		Bend	8	8	0	4	4	0	12	12	0	
Drain	Bricks	Compressive Strength	5	5	0	1	1	0	6	6	0	
		Absorption	5	0	5	1	0	1	6	0	6	Note 01
	Sand	Gradation	3	2	1	0	0	0	3	2	1	Note 02
QUALITY TEST OF SOIL	Borrow Area	Sieve Analysis	19	19	0	1	1	0	20	20	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	1	0	1	6	5	1	Note 03
		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	19	19	0	2	2	0	21	21	0	
		Plasticity Index	16	16	0	1	1	0	17	17	0	
		Moisture Density	17	17	0	1	1	0	18	18	0	
		CBR Test	17	17	0	1	1	0	18	18	0	
	Sub Base	Gradation	22	22	0	3	3	0	25	25	0	
		Plasticity Index	17	17	0	3	3	0	20	20	0	
		Moisture Density	20	20	0	3	3	0	23	23	0	
		CBR Test	15	15	0	2	2	0	17	17	0	
		Abrasion	13	13	0	3	3	0	16	16	0	
		Specific Gravity	14	14	0	3	3	0	17	17	0	
		Sand Equivalent	16	11	5	3	3	0	19	14	5	Note 03
	Note 01	The stated bricks 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										
Note 02	Material falling short of specs limits rejected and not allowed for use in concreting											
Note 03	The contractor has been advised to change the borrow source											

**DETAILED INFORMATION OF LABORATORY TEST REPORTS**

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (7th)			TOTAL UP-TO-DATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Water Bound Macadam	Gradation	15	6	9	10	3	7	25	9	16	Note 01
		Abrasion	5	5	0	3	3	0	8	8	0	
		Specific Gravity	5	5	0	5	5	0	10	10	0	
		Soundness	3	3	0	2	2	0	5	5	0	
		Flakiness Test	3	3	0	3	3	0	6	6	0	
		Proctor	4	4	0	4	4	0	8	8	0	
	Stone Dust	Gradation	4	4	0	0	0	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	4	0	0	0	0	4	4	0	
		Sand Equivalent	11	3	8	0	0	0	11	3	8	Note 02
		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	
	FDT Sand & Cone Calibration	CBR Test	5	5	0	0	0	0	5	5	0	
		Sand Unit Weight	3	3	0	0	0	0	3	3	0	
	FIELD DENSITY TEST	Cone Calibration	3	3	0	0	0	0	3	3	0	
		Backfill	2	1	1	0	0	0	2	1	1	Note 03
		NGC	57	53	4	0	0	0	57	53	4	
EMBANKMENT/E.Fill		34	33	1	0	0	0	34	33	1		
SUB GRADE		70	63	7	2	2	0	72	65	7		
SUB BASE		68	56	12	23	22	1	91	78	13		
AGG. BASE COURSE		50	27	23	0	0	0	50	27	23		
WBM	25	15	10	20	10	10	45	25	20			
LAB EQUIPMENT CALIBRATION			1	1	0	1	1	0	2	2	0	
Note 01	Material falling short of specs limits rejected and not allowed for use in concreting											
Note 02	The contractor has been advised to change the borrow source											
Note 03	Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted											

# **ENVIRONMENTAL COMPLIANCE MONITORING**

## 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 Gandhara 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.

## 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.

### **Existing Environmental Conditions in the Area of Influence**

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 29+000) & section-VI (KM: 29+000 to 33+000).

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. There are found a few strips of vegetation and trees within the Right of Way (ROW) of the road project.

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 are 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.

### **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 Peshawar-Torkham road will provide an easy access to the Pakistan and Afghanistan border areas from both sides of the respected countries.
- The road will provide a smooth and shortest trade route to Afghanistan.
- The better road facility will reduce travelling costs as well as road accidents.
- The road will provide better conditions to the law enforcement agencies for the enforcement of law and better security control in border areas.
- Faster means of travel and communication shall be ensured by implementing the Peshawar-Torkham road.
- The road will generate better economic and social opportunities for local population.
- Better road facility shall ensure time savings in terms of travelling to the destination.
- The road project will accelerate economic activity for local population by providing them a smooth and easy access to both the local and country's markets.
- The road shall provide labor opportunities to the local people during construction phase of the road project.
- The road will bring about development and associated infrastructure.
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.
- The road will provide better conditions to the local people for earning their livelihoods.

**b) Potential Negative Impacts**

Project does not have significant potential adverse impacts. However, during strengthening and improvement of the road, the following negative potential impacts are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Health and safety issues of public and workers.
- Solid Waste generation.
- Soil erosion and contamination.
- Noise and air pollution.
- Traffic congestion at diversions.
- Potential impact of blasting if required at quarry areas and rocky areas.
- Surface water body contamination (River and streams) by soil erosion and construction activities.
- Disturbance to public movement during construction.
- Reduction of daily routine activities of local residents.
- Oil spillages from construction machinery, resulting the soil and ground water contamination.

**Environment Compliance 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.

**Progress during Quarter # 06 (January March 2014)**

During this reporting period three site visits (one visit in each month) have been carried out. Summarizing, it is encouraging that the Contractor's camps and machinery are maintained in good conditions. Heavy vehicle pool / stand of FWO have also been maintained in good condition. The sprinkling of water to control the dust pollution has been carried out at most of the places. However, FWO needs to focus more on other 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. FWO has been constantly stressed upon for undertaking the following.

- Ensure availability of Environment Specialist/ Expert on site from FWO / NESPAK side.
- Ensure Health and Safety arrangements at work sites.
- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- First aid box and Ambulance arrangement.
- Installation of Road's traffic signs and speed checking sign boards.
- To keep records of EHS (Environment, Health and Safety) plans.
- To force site staff especially the Sub-contractor staff on permanently wearing personal protective equipments during work.
- Take measures for land leveling and refilling of quarry sites for sustainable use.

# **SECURITY REPORT**

1. **Situation 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. Following recent drone attacks and massive military operation launched in North Waziristan, the prospects for militant's retaliation have increased. Considering the intensity in terrorist activities against the security forces, a fragile security environment is expected to persist in KP/ FATA. Although, security forces are likely to face the brunt of militant's retaliation but to exert pressure over authorities to halt anti-militant operations, shift of threat towards civilian/ softer targets cannot be ruled out. The potential civilian targets include government installations/ officials, political personalities, pro-government tribal elders, crowded public places, religious sites/ gatherings and foreign interests.
2. **USAID's Threat Assessment:** According to USAID's threat assessment, the risk level in KP & FATA is 'HIGH'.
3. **USAID/Pakistan: Partners Liaison Security Unit - Safety & Security Meeting:** On May 15, 2013 Major (R) Razaqat Ali Security Officer CMEP-KP participated in the subject meeting held at Islamabad Club Islamabad.
4. **Fire Safety Awareness & Use of Fire Fighting Equipment Training by IOM:** On May 29, 2014 following Officer/Staff from AGES Consultants (CMEP-KP) attended Fire Safety Awareness & Use of Fire Fighting Equipment Training:
  - Razaqat Ali (Security Officer)
  - Nasir Alam (Admin Officer)
  - Mr.Hafeez ur Rehman (Assistant Accountant)
  - Ehsan Ullah (Assistant Office Administrator)
  - Naveed Khan (Security Guard)
  - Jhangir Badshah (Security Guard)
  - Atti Ullah (Security Guard)
  - Fida Hussain (Cook)
  - Ijaz Khan (Driver)
5. **Details of Security Related Incidents in Khyber Agency:** The security related incidents are summarized date wise as below:
  - **Driver killed in NATO trucks attack:** On April 15, 2014 Gunmen attacked three container trucks carrying supplies to NATO troops in Afghanistan, in Jamrud Tehsil of Khyber agency, killing a driver; two other drivers have been injured.
  - **37 dead as jets target Taliban hideouts:** On April 25, 2014 the military attacked Taliban hideouts in the lawless tribal northwest with fighter jets and ground forces killing at least 37 suspected militants and 18 got wounded in the operation.
  - **NATO container driver ambushed:** On April 29, 2014 a local driver sustained bullet injuries in an ambush on his NATO container en route to Afghanistan near Jamrud Bazaar. Six other people were also injured when two other containers collided with each other during the ambush.
  - **3 militants killed in Landikotal:** On April 30, 2014 three militants were killed, while two security personnel were injured in Landikotal in the Khugakhel area of Tehsil Landikotal, sub-division of Khyber Agency.

- **Two dead as gunmen attack NATO trucks:** On May 06, 2014 seven to eight gunmen opened fire at three container trucks carrying NATO supplies en route to Afghanistan in the Wazir Dhand area of Khyber Agency killing two drivers and wounding two others.
  - **Two Pro-Government Militia Men Killed In Khyber Bombing:** On May 07, 2014 two members of a pro-government militia were killed when their vehicle was hit by a roadside bomb in the Mastak area of the Khyber Agency, 71 kilometers southwest of Peshawar.
  - **NATO container torched in Jamrud:** On May 12, 2014 the militants intercepted the NATO container supplying goods from Peshawar to Afghanistan to US-led troops and torched it. The militants fled the scene.
  - **Militants killed in Bara blast:** On May 12, 2014 a blast took place at a centre owned by banned outfit Laskar-e-Islam (LI) in Ghaibi Baba area of Tehsil Bara in Khyber Agency that left three fighters, including two from Tehreek-e-Taliban Pakistan and a volunteer of LI killed.
  - **Troops foil militant attack on NATO terminal:** On May 15, 2014 the attack was mounted on a NATO supply terminal in the Jamrud area of the Khyber Agency. The militants started firing on the terminal and tried to enter it. The attack involved up to 12 people armed with automatic weapons and mortars. The Frontier Corps retaliated and forced the militants to flee, leaving one dead body behind.
  - **25 militants killed in Tirah air strikes:** On June 11, 2014 according to ISPR 25 suspected militants were killed and another 15 wounded in air strikes by fighter aircraft in Tirah Valley, Khyber Agency. The fighter aircraft targeted suspected hideouts of the militants in Mehraban Killay. It said nine hideouts and other installations of the militants were destroyed in the air strikes carried out by the Pakistan Air Force fighter aircraft. However, residents in the area maintained that many of those killed and wounded were civilians and included women and children.
  - **3 Khassadars killed in Jamrud attack:** On June 13, 2014 three personnel of the Khassadar Force were killed when unidentified gunmen opened fire on them in main bazaar in Jamrud Tehsil of Khyber Agency two passers-by also sustained injuries in the attack.
  - **Blast kills peace committee member:** On June 15, 2014 a member of peace committee was killed and a passer-by sustained injuries when an improvised explosive device (IED) went off in Bara Tehsil of Khyber Agency.
  - **Mortar fired from Afghanistan kills child:** On June 15, 2014 a 10-year old girl was killed and a house was damaged when a mortar shell fired from Afghanistan landed in Sheen Pokh, a border village in Loey Shalman area of Landikotal Tehsil in Khyber Agency.
  - **Blast kills peace committee member:** On June 15, 2014 a member of peace committee Mr. Rafiq Khan Afridi was killed and a passer-by sustained injuries when an improvised explosive device (IED) went off in Shalobar Qambarabad area of Bara Tehsil of Khyber Agency.
  - **10 militants killed in Khyber Air Strike:** On June 22, 2014 in Khyber Agency Pakistan Air Force fighter jets targeted two hideouts of the militants close to the Pak-Afghan border and killed 10 terrorists.
  - **Two LI militants killed in Bara clash:** On June 23, 2014 two militants affiliated with banned Lashkar-e-Islam (LI) were killed in a clash with the security forces in Bara Tehsil of Khyber Agency. The security forces were on a routine patrol in Milward Akkakhel area when militants opened fire on them. The forces also returned the fire and killed two militants while others escaped the scene.
6. Advisory: CMEP-KP Staff is advised to practice vigilance in close proximity of identified targets of the militants. All personal and travel security procedures should be followed. A problem is only a problem when it is not shared with someone else. Share the problem and we can find solutions as a

team. Staff is advised to accept personal responsibility for their own safety and of their subordinates by adhering to the following safety protocols:

- Follow security orders and instructions.
- Must be alert to the situation around you.
- Maintain a low personal profile by not doing anything that draw attention to yourself. Dress commonly for the area and blend in with the rest of the population.
- Vary routes and timings to and from work.
- Be prepared to take evasive action.
- Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
- Check interior and exterior of your vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.
- In traffic jams, always try to leave space for maneuvering & always leave on exit.
- Avoid congested points during site visits or in travel.
- Make sure you have enough fuel and the car is in good condition. Be aware of your surroundings; especially be on the lookout for suspicious motorcyclists.
- The colleagues must share and be aware of each other's daily site visit plan, so in case of emergency they can be contacted conveniently.
- Keep valuable items such as expensive cell phones, laptops and cameras out of sight.
- Eliminate unnecessary exposure - Do not stay longer in locations than strictly necessary.
- Know before you go - Know your routes, locations and possible safe areas such as police stations. Do not get lost!
- 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.

# APPENDICES

## 10.1.1 IPC'S SUMMARY TABLE

S.No	SECTION	PIL AMOUNT (US\$)	AMOUNT CERTIFIED (US\$)	REMAINING AMOUNT (US\$)	CERTIFIED (%)
1	I	9,978,081	9,324,314	653,767	93.45
2	II	9,383,484	3,869,808	5,513,676	41.24
3	III	9,512,705	4,048,299	5,464,406	42.56
<b>TOTAL</b>		<b>28,874,270</b>	<b>17,242,421</b>	<b>11,631,849</b>	<b>59.72</b>

## 10.1.2 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
8			1,055,814	99,246,516	4-Mar-13	7-Mar-14	3-Apr-14	168,209	15,811,646
9			1,316,284	123,730,696	12-May-14	14-May-14	30-May-14	1,113,124	104,633,656
<b>UP-TO DATE CERTIFIED AMOUNT</b>								<b>9,324,314</b>	<b>771,847,880</b>

Conversion Rate 1 US \$ = 94 PKR

**10.1.3 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
2			1,791,571	188,114,955	18-Mar-14	20-Mar-14	3-Apr-14	666,175	69,948,375
3			2,541,722	266,880,810	12-May-14	14-May-14	30-May-14	2,541,722	266,880,810
				-					
<b>UP-TO DATE CERTIFIED AMOUNT</b>								<b>3,869,808</b>	<b>406,329,840</b>

Conversion Rate 1 US \$ = 105 PKR

**10.1.4 CONTRACTOR IPC's (SECTION-III)**

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	9,512,705	989,321,320	2,203,603	229,174,712	26/12/2013	12-Mar-14	3-Apr-14	727,789	75,690,056
2			3,552,378	369,447,312	12-May-14	14-May-14	30-May-14	3,320,510	345,333,040
<b>UP-TO DATE CERTIFIED AMOUNT</b>								<b>4,048,299</b>	<b>421,023,096</b>

Conversion Rate 1 US \$ = 104 PKR

**10.2 RECORD OF COORDINATION MEETINGS/ JOINT SITE VISITS**

<b>Date</b>	<b>Meeting</b>	<b>Participants</b>	<b>Venue</b>
01 April'14	Progress review Meeting	Commissioner Peshawar, P.A Khyber Agency, FATA, USAID, FWO, NESPAK and M&E consultant (AGES)	Commissioner office Peshawar
21 April'14	Coordination Meeting	M&E Consultants and NESPAK	CRE office, Jamrud, Kyber Agency
23 April'14	Coordination Meeting	FATA, USAID, M&E Consultants, FWO, NESPAK	PD-FWO (495 Group) Peshawar
24 April'14	Coordination Meeting	M&E Consultants and NESPAK	CRE office, Jamrud, Kyber Agency
28 April'14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
29 April'14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
29 April'14	Joint Site Visit	M&E Consultants, FWO, NESPAK	PTR Project (Bridge# 05, KM:18+490)
30 April'14	Joint Site Visit	M&E Consultants, FWO, NESPAK	PTR Project (Sec-VII, KM:37+000 To KM:42+050)
01 May'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
02 May'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Kyber Agency
10 May'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
13 May'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
23 May'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Kyber Agency
20 May'14	Joint Site Visit	M&E Consultants, FWO, NESPAK	SEC-VII, KM: 37+000 to EoP
29 May'14	Joint Site Visit	M&E Consultants, FWO, NESPAK, Sr.Engr.(UFNS), PTCL	SEC- I to KM:35+000
06 June'14	Co-ordination Meeting/ Joint Site Visit	M&E Consultants, FWO, NESPAK	CRE NESPAK office/PT Road project
09 June'14	Co-ordination Meeting/ Joint Site Visit	M&E Consultants, FWO, NESPAK	CRE NESPAK / PT Road Project
11 June'14	Site Visit	M&E Consultants	PT Road Project
18 June'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office

### 10.3 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 K.Khattak	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	

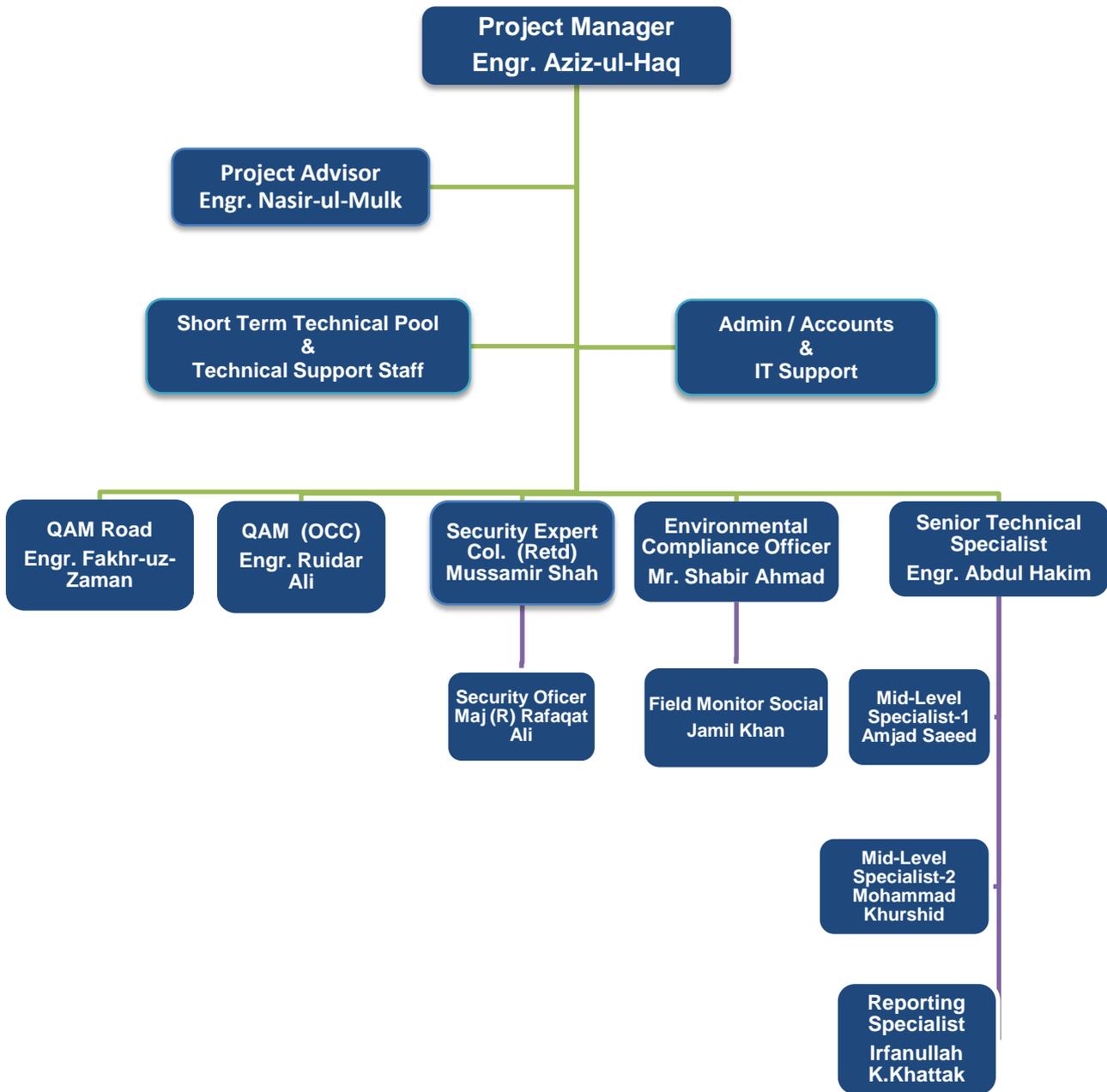
**QAM Office (Road Component)**

<b>S. No.</b>	<b>Name</b>	<b>Designation</b>
1	Fakhr-uz-Zaman	Quality Assurance Manager (Road)
2	Saeed 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)**

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

10.4 ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



LEGEND:

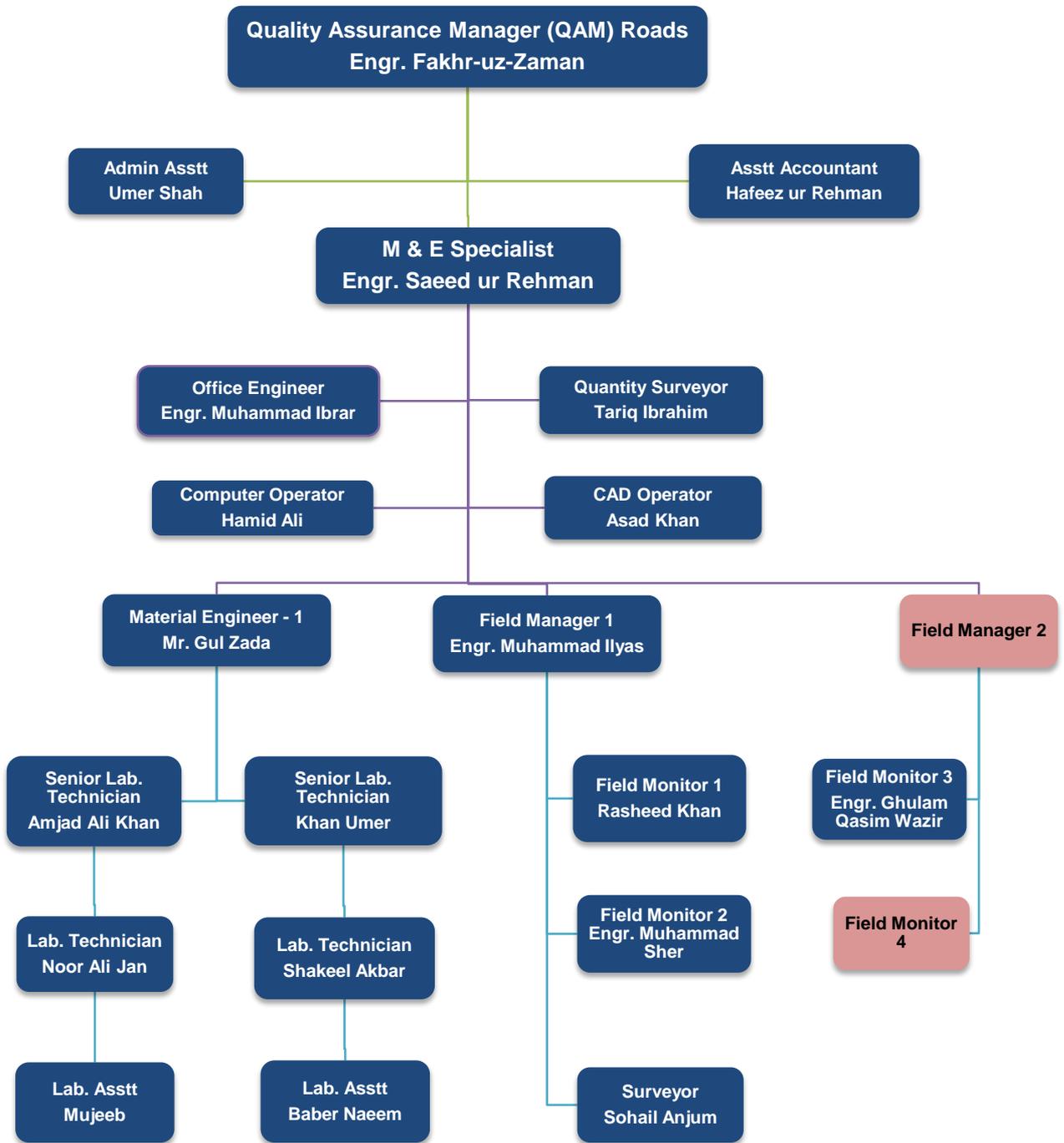


**Mobilized**



**To be mobilized with expansion of work**

### 10.5 ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



**LEGEND:**



**Mobilized**



**To be mobilized with expansion of work**

# PROJECT PHOTOGRAPHS

# **PAVEMENT STRUCTURE**

**April / May**



KM 9+980~10+400 FW cleaning & brooming of WBM Base top surface in progress

**June**



KM 9+980~10+400 FW Flexible pavement complete



KM 10+575~10+675 HW RHS WBM Base Spreading & leveling in progress



KM 10+575~10+675 FW Flexible Pavement complete



KM 10+788~10+850 FW WBM Base spreading in progress



KM 10+788~11+075 FW Flexible Pavement completed

**April / May**



KM 11+625~11+800 FW sub base top layer  
Leveling & grading in progress

**June**



KM 11+625~11+800 FW Rigid Pavement  
completed



KM 12+300~12+400 HW RHS sub grade top  
Leveling & grading in progress



KM 12+300~12+400 FW Rigid Pavement  
completed



KM 12+400~12+550 HW RHS sub base 1<sup>st</sup>  
layer leveling & grading in progress



KM12+400~12+550 FW Rigid Pavement  
completed

**April / May**



KM 12+600~12+800 sub base 1<sup>st</sup> layer Completed



KM12+600~12+800 FW Rigid Pavement concrete casted



KM 15+300~15+500 HW LHS Rigid pavement formwork & steel reinforcement fixing in progress



KM15+300~15+500 FW Rigid Pavement completed



KM 16+650~16+875 HW RHS ACWC Compaction in progress



KM 16+650~16+875 FW Flexible Pavement completed

**April / May**

**June**



KM 17+850~18+100 FW cleaning & brooming of WBM base top surface in progress



KM 17+850~18+100 FW Flexible Pavement completed



KM 18+225~18+450 FW Existing pavement cutting is in progress



KM 18+225~18+450 FW Rigid Pavement concrete casted



KM 18+700~19+000 RHS Roadway excavation in hard rock is in progress



KM 18+700~19+000 RHS Roadway Excavation complete

**April / May**



KM 24+625~24+675 FW sub grade top leveling & grading in progress



KM 25+000~25+075 FW sub base 1st layer ready for inspection



KM 25+650~25+775 HW RHS sub base top leveling & grading is in progress.

**June**



KM 24+550~24+675 FW WBM Base completed



KM 25+000~25+075 FW WBM Base ready for inspection



KM 25+650~25+775 FW WBM Base Completed

# **STRUCTURES**

## **BRIDGES AND CULVERTS**

**April / May**



Culvert 28+416 structural excavation has been completed

**June**



Culvert 28+416 stone masonry Abutment & wing walls completed



Bridge at KM 9+560 Abutment seat-II  
Concrete placing is in progress



Bridge at KM 9+560 Deck slab concrete casted.



Bridge at KM 9+560 Abutment-I Transom  
concrete placing in progress



Bridge at KM 9+560 Deck slab & NJ Barrier  
completed

**April / May**



Bridge at KM 23+850 Pile boring works in progress for Abutment-II & central Pier



Bridge at KM 23+850 Pile boring works in Progress



Culvert 11+190 activity suspended

**June**



Bridge at KM 23+850 Pile cap casted for Abutment 1&2



Bridge at KM 23+850 Abutment seat-1 formwork in progress



Culvert 11+190 Both U/S & D/S Aprons completed

April / May



Culvert 12+975 steel reinforcement fixing for top slab is in progress

June



Culvert 12+975 RCC Slab casted



Culvert 14+250 Loop-I stone masonry Abutment wall in progress



Culvert 14+250 Loop-I stone masonry Abutment wall completed



Culvert 14+300 Loop-I activity suspended



Culvert 14+300 Loop-I stone masonry Abutment walls completed

April / May



Culvert 14+431 stone masonry Abutment walls completed

June



Culvert 14+431 RCC slab casted



Culvert 19+355 stone masonry in progress



Culvert 19+355 stone masonry Abutment & wing walls complete



Culvert 19+539 stone masonry Abutment & wing walls in progress



Culvert 19+539 RCC Slab casted

April / May



Culvert 22+820 stone masonry Abutment walls in progress

June



Culvert 22+820 stone masonry Abutment completed



Culvert 22+925 formwork fixing for RCC Wall 6&7 of box culvert in progress



Culvert 22+925 RCC walls complete & top slab . Formwork in progress



Culvert 24+350 layout for Abutment walls has been carried out wall



Culvert 24+350 RCC Bed plate & curtain casted

**April / May**



Culvert 25+300 stone masonry for Abutment walls & pier completed

**June**



Culvert 25+300 RCC Top slab casted



Culvert 27+600 stone masonry Abutment walls in progress



Culvert 27+600 RCC Top slab casted

# RETAINING WALLS

April / May



KM 13+212~13+250 RHS Ret wall stone masonry in progress

June



KM 13+212~13+250 RHS Ret wall stone masonry completed



KM 14+250~14+300 RHS Ret wall excavation in progress masonry



KM 14+250~14+300 RHS Ret wall stone completed



KM 14+325~14+400 RHS Ret wall bed prep for lean concrete is in progress



KM 14+325~14+400 RHS Ret wall stone masonry in progress

April / May



KM 14+431~14+600 RHS Ret wall excavation in progress masonry

June



KM 14+431~14+600 RHS Ret wall stone completed



KM 14+900~15+000 RHS Ret wall bed prep for lean concrete is in progress



KM 14+900~15+000 RHS Ret wall stone masonry completed



KM 19+225~19+275 LHS Ret wall bed compaction for lean concrete in progress



KM 19+225~19+275 LHS Ret wall stone masonry completed

**April / May**



KM 22+825~22+900 LHS Ret wall Excavation completed masonry



KM 23+100~23+150 LHS Ret wall lean concrete activity suspended



KM 23+700~23+800 LHS Backfill along Ret wall is in progress

**June**



KM 22+825~22+900 LHS Ret wall stone in progress



KM 23+100~23+150 LHS Ret wall stone masonry complete



KM 23+700~23+800 Ret wall stone masonry completed

**April / May**



KM 27+600~27+620 RHS Ret wall stone masonry in progress

**June**



KM 27+600~27+620 RHS Ret wall stone completed



KM 28+375~28+410 LHS Ret wall stone Masonry in progress



KM 28+375~28+410 LHS Ret wall stone masonry completed



KM: 30+500~30+700 RHS Ret wall excavation carried out masonry



KM: 30+600~30+700 RHS Ret wall stone completed

# **FIELD / LAB TESTING**



Sampling of Sub Base Material at KM;18+600



Sampling of WBM at KM27+575



Crushing of Concrete cylinders at AGES Lab



Sampling of Asphalt Core



FDT of WBM at KM;25+550



FDT of WBM at KM;25+960

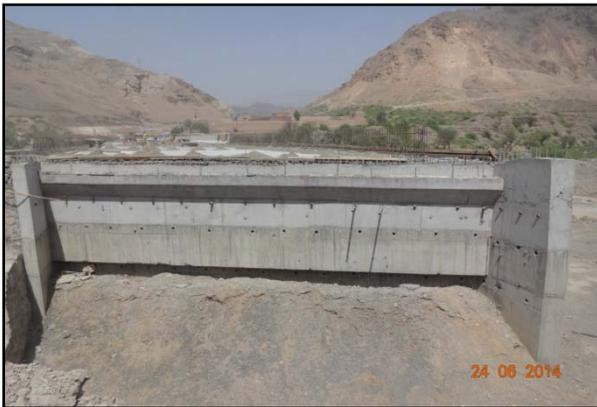
# **ENVIRONMENTAL MONITORING**



(Photo #1) View of a proper maintenance at Jamrud FWO camp



(Photo #2) Heavy vehicles Stand at Jamrud FWO camp



(Photo #3) KM: 9+560 Bridge construction needs health & safety measures



(Photo #4) KM: 9+700 Quarry area needs H&S protocols and proper placement of Building material



(Photo #5) KM: 11+250 Improper placement of Building material observed during bridge Construction



(Photo #6) KM: 13+150 Labor at work during Rigid Pavement construction needs safety protocols and proper labor safeguards



(Photo #7) KM: 13 + 876 During Rigid Pavement concrete pouring building material needs proper placement



(Photo #8) KM: 14+000 Dust pollution needs sprinkling of water



(Photo #9) KM: 14+ 400 Mud in abundance on the existing road needs sprinkling of water to control dust pollution



(Photo #10) KM: 16+100 FWO Crush Plant needs proper material handling as per protocols set in the H&S plan



(Photo #11) KM: 18+500 FWO Structural-excavation for culvert construction needs protocols H&S compliance & safety measures



(Photo #12) KM: 18+500 Blasting and Drilling for road widening purposes needs proper signboards & personal protective equipments



(Photo #13) KM: 19+150. Retaining walls construction needs H&S protocol compliance, placement of building material and personal protective measures



(Photo #14) KM: 21+411 Culvert construction proper needs proper H&S measures



(Photo #15) KM: 22+000 Water sprayed to control dust pollution



(Photo #16) KM: 23+850 Bridge construction needs proper H&S measures



(Photo #17) KM: 25+650 Water sprinkling continues to control dust pollution



(Photo #18) KM: 27+250 Bridge construction needs proper H&S measures



(Photo #19) KM: 27+772 Culvert construction needs proper H&S measures



(Photo #20) KM: 28+416 During culverts construction underground utilities needs protection and proper safeguards