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

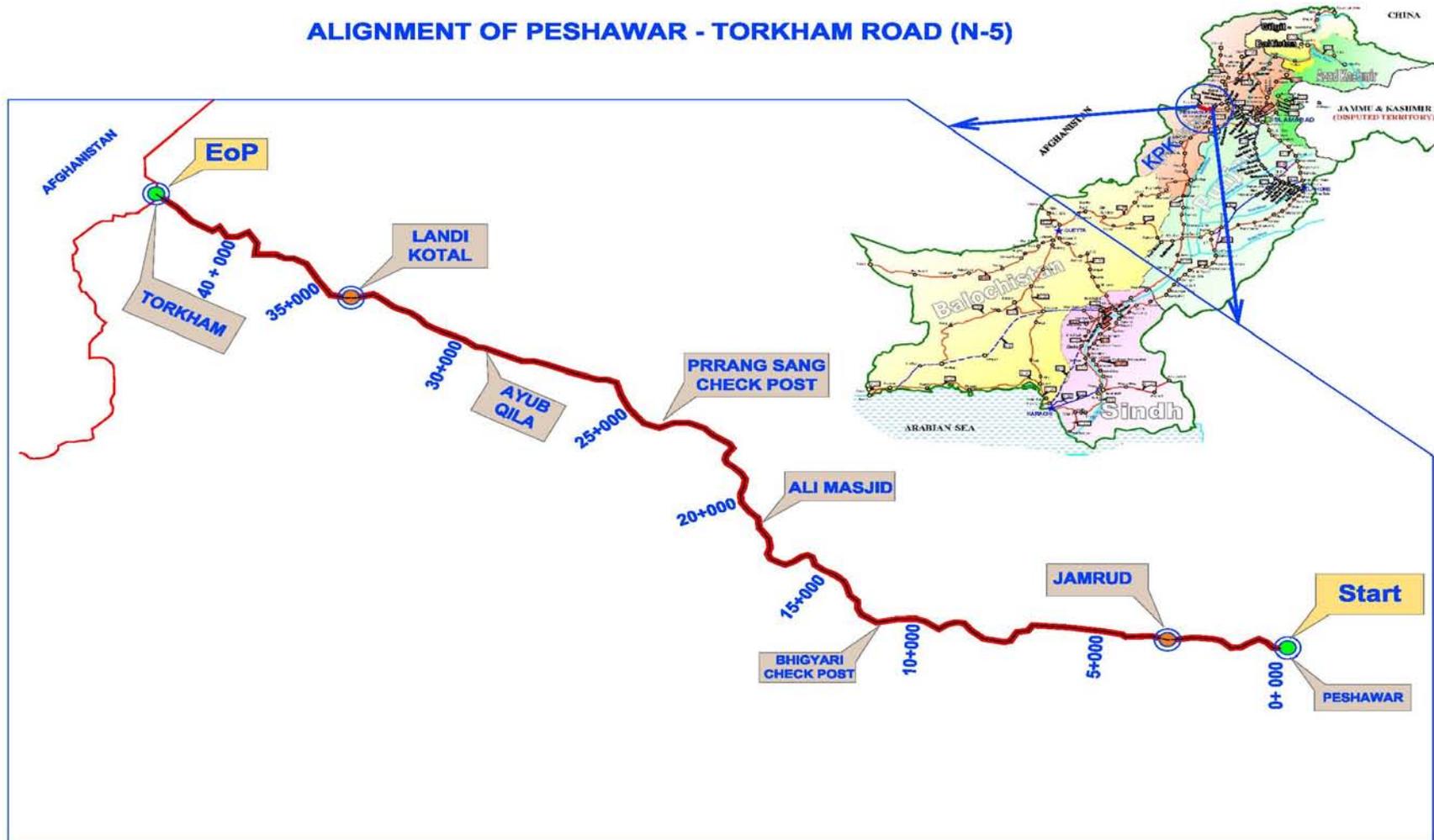
**QUARTERLY PROGRESS REPORT
JULY-SEP 2014**

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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 project was commenced by FWO on October 15, 2012.

During the current quarter (July - September 2014), rigid pavement construction has been substantially completed in Sec II with appreciable progress in Sec III. Similarly construction work on pavement structure, culvert and retaining walls is progressing well in Sec IV & V of the Project. The contractor teams were able to work 72 days of 79 available working days.

The overall certified amount till the end of reporting quarter is USD 23,970,464, including certification of USD 6,728,043 in the reporting quarter. About 18 KM of the road is complete and open for traffic.

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

Physical progress till the end of reporting period presented as under:

Section I - (KM: 0+000 To 9+000)	98%
Section II - (KM: 9+000To 14+000)	84%
Section III - (KM: 14+000To 19+000)	74%
Bridge (KM: 9+560)	92%
Bridge (KM: 18+475)	25%
Bridge (KM: 23+750)	52%
Bridge (KM: 27+250)	30%
Multicell Culvert (KM: 11+190)	92%
Multicell Culvert (KM: 22+925)	71%

About 04 KM Asphaltic Base Course has been cumulatively completed in Sec IV (KM: 19+000 To 24+000) and Sec V (KM: 24+000 To 29+000). Although different activities upto KM: 35+000 are in progress, the sections beyond this point could not be opened by FWO for construction activities due to multiple reasons primarily the heavy traffic management in this most difficult corridor of the project.

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									
Feature	Section – I	Section – II	Section – III	Section – IV	Section – V	Section – VI	Section – VII	Section – VIII	Section – IX
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 21+100 22+400 to 24+000 (Revised)	21+100 to 22+400 24+000 to 29+000 (Revised)	29+000 to 33+000 (Revised)	33+000 to 37+000	37+000 to 41+000	41+000 to EoP
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. 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	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. Muhammad Ali, 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

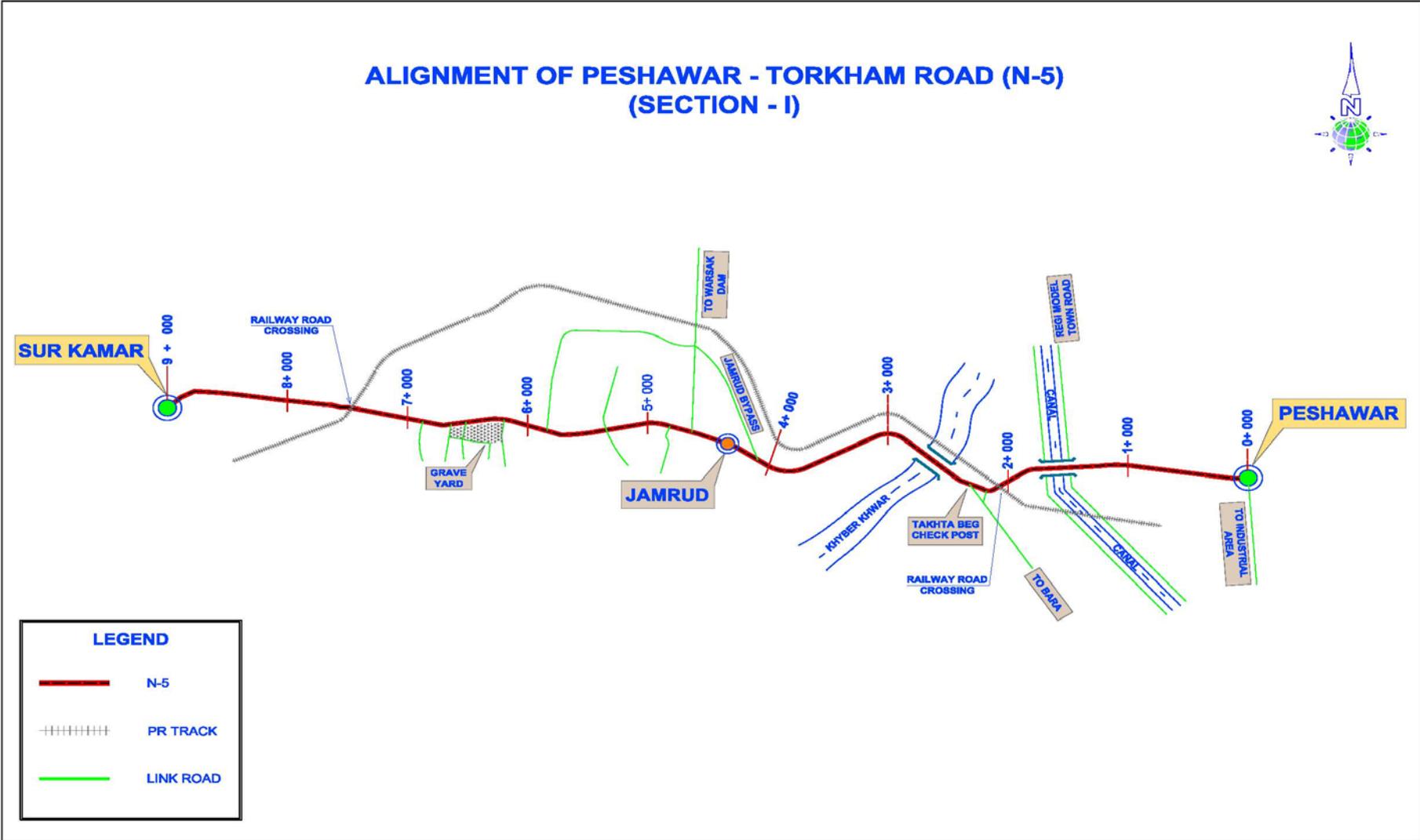
- Name of Package **Section – I (KM: 0+000 to KM: 9+000)**
- PIL Cost (Section – I) **Rs. 937.939 Million (US \$ 9.978 M)**
- Approval of PIL (Section – I) **Jan 10, 2013**

- Name of Package **Section – II (KM: 9+000 to KM: 14+000)**
- PIL Cost (Section – II) **Rs. 985.265 Million (US \$ 9.383 M)**
- Approval of PIL (Section – II) **Dec 18, 2013**

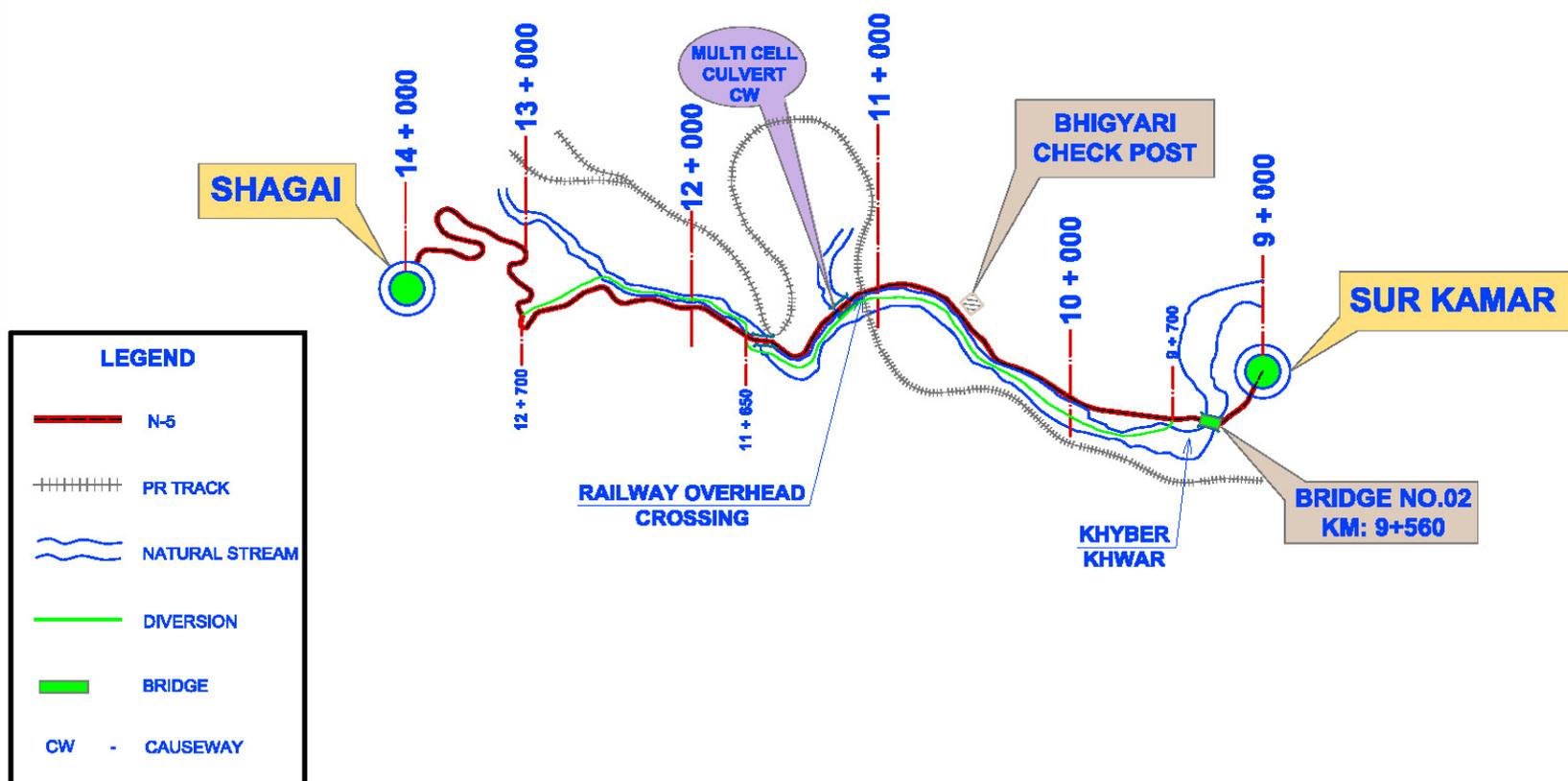
- Name of Package **Section – III (CH: KM: 14+000 to CH: KM: 19+000)**
- PIL Cost (Section – III) **Rs. 989.320 Million (PIL Cost: US \$ 9.512 M)**
- Approval of PIL (Section – III) **Feb 04, 2014**

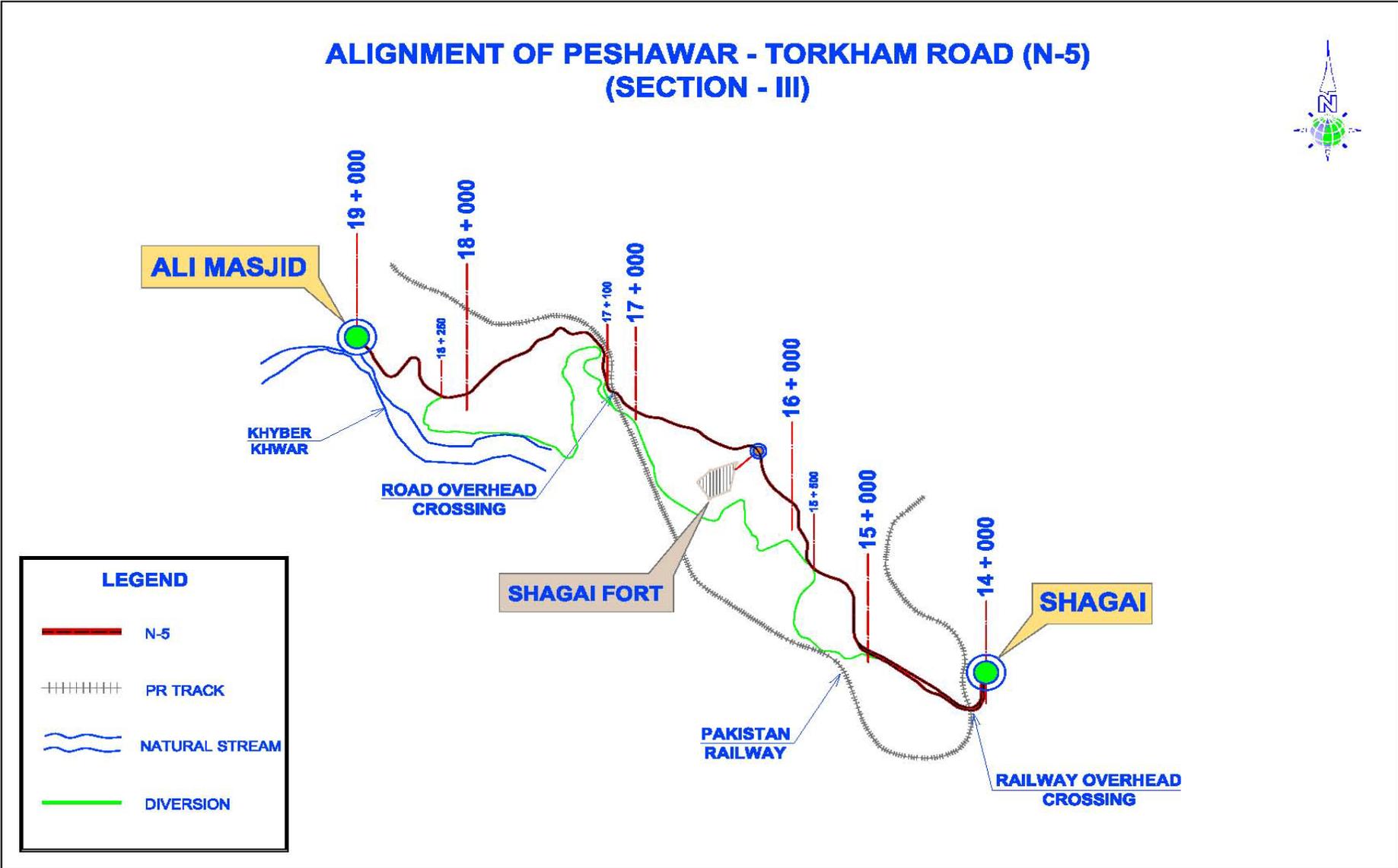
- Name of Package **Construction of Two Bridges and Two Multi cell culverts**
- PIL Cost (02 Bridges & 02 MCC) **Rs. 348.510635 Million (PIL Cost: US \$ 3.668 M)**
- Approval of PIL **June 27, 2014**

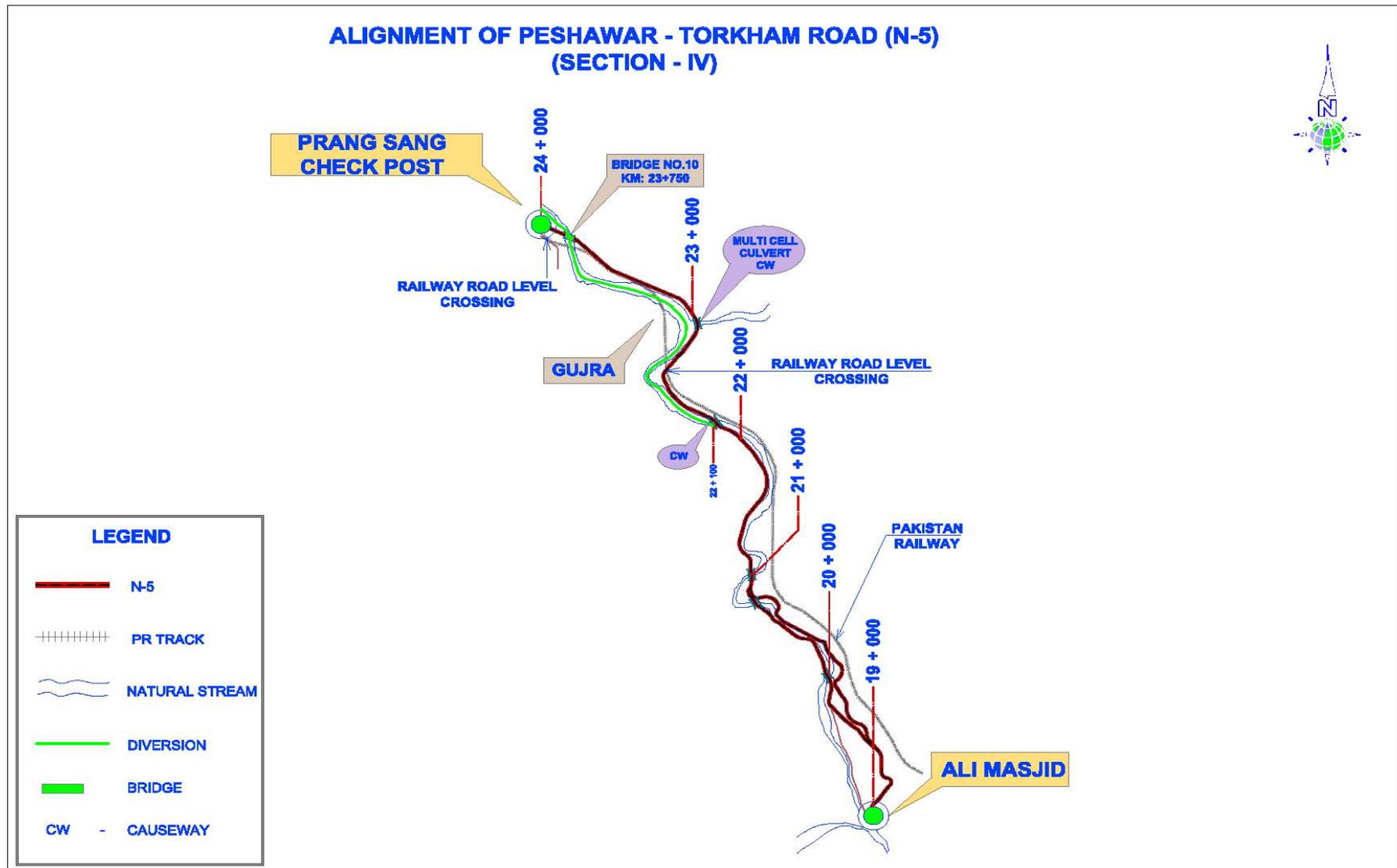
1.5 ALIGNMENT SKETCHES

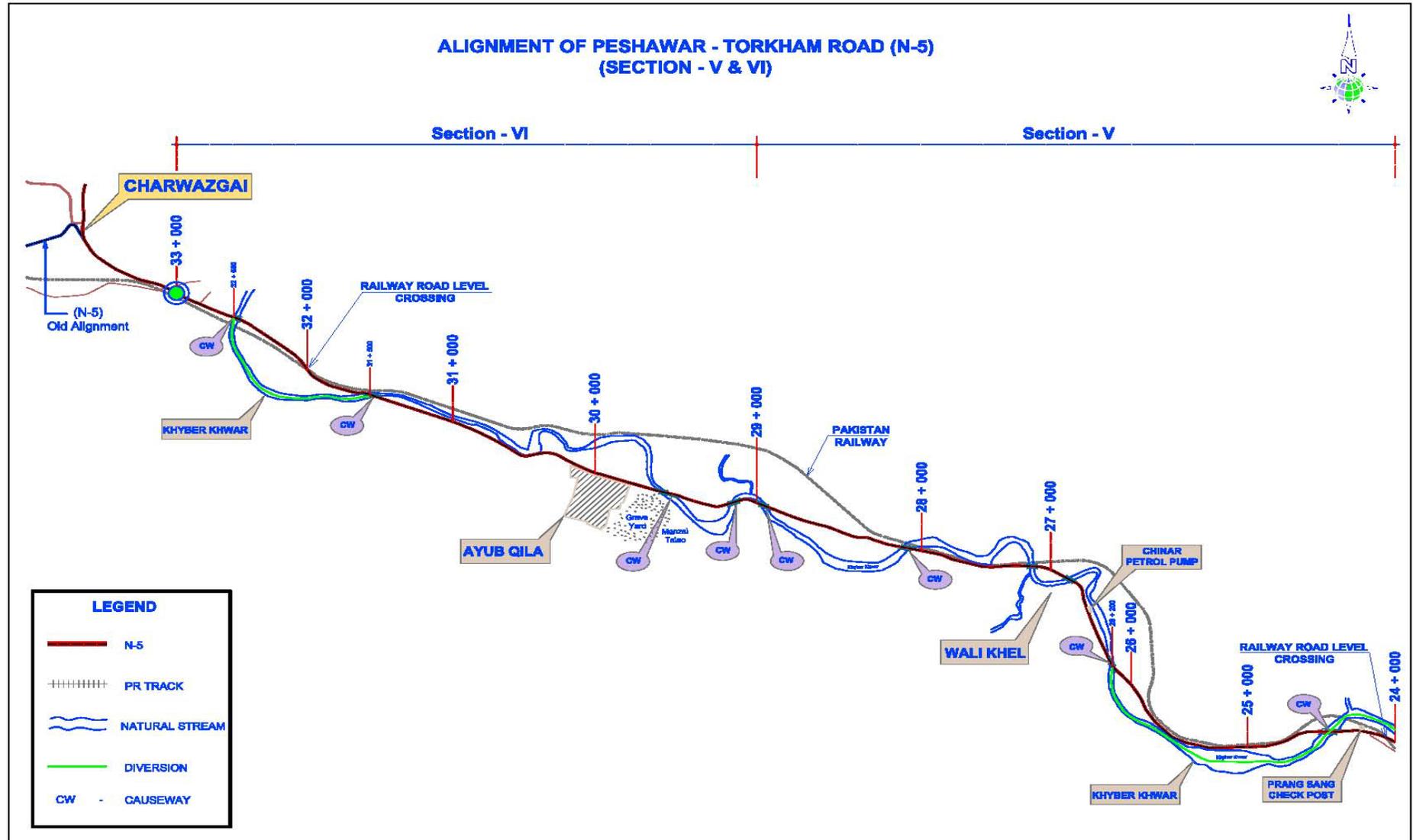


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

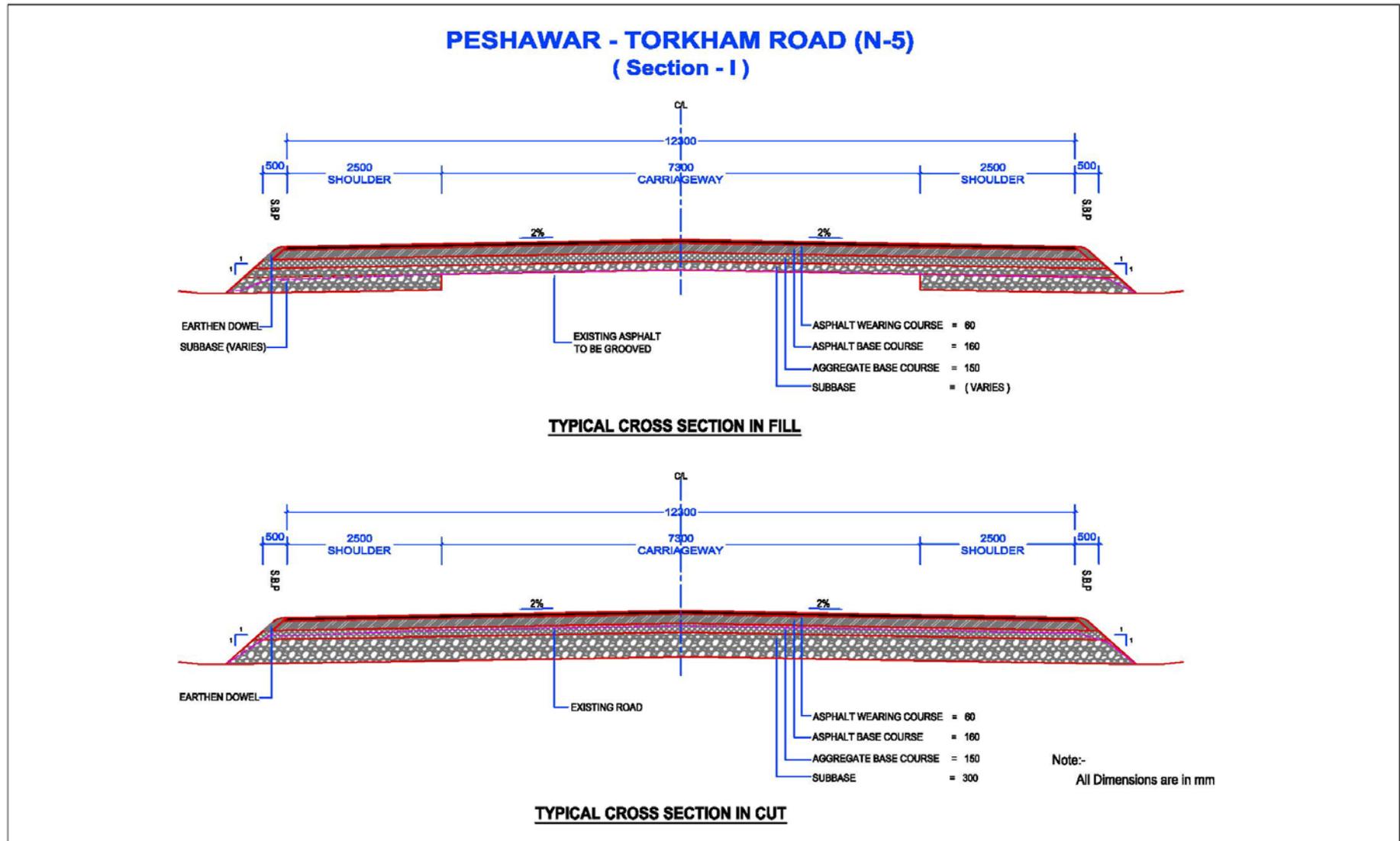


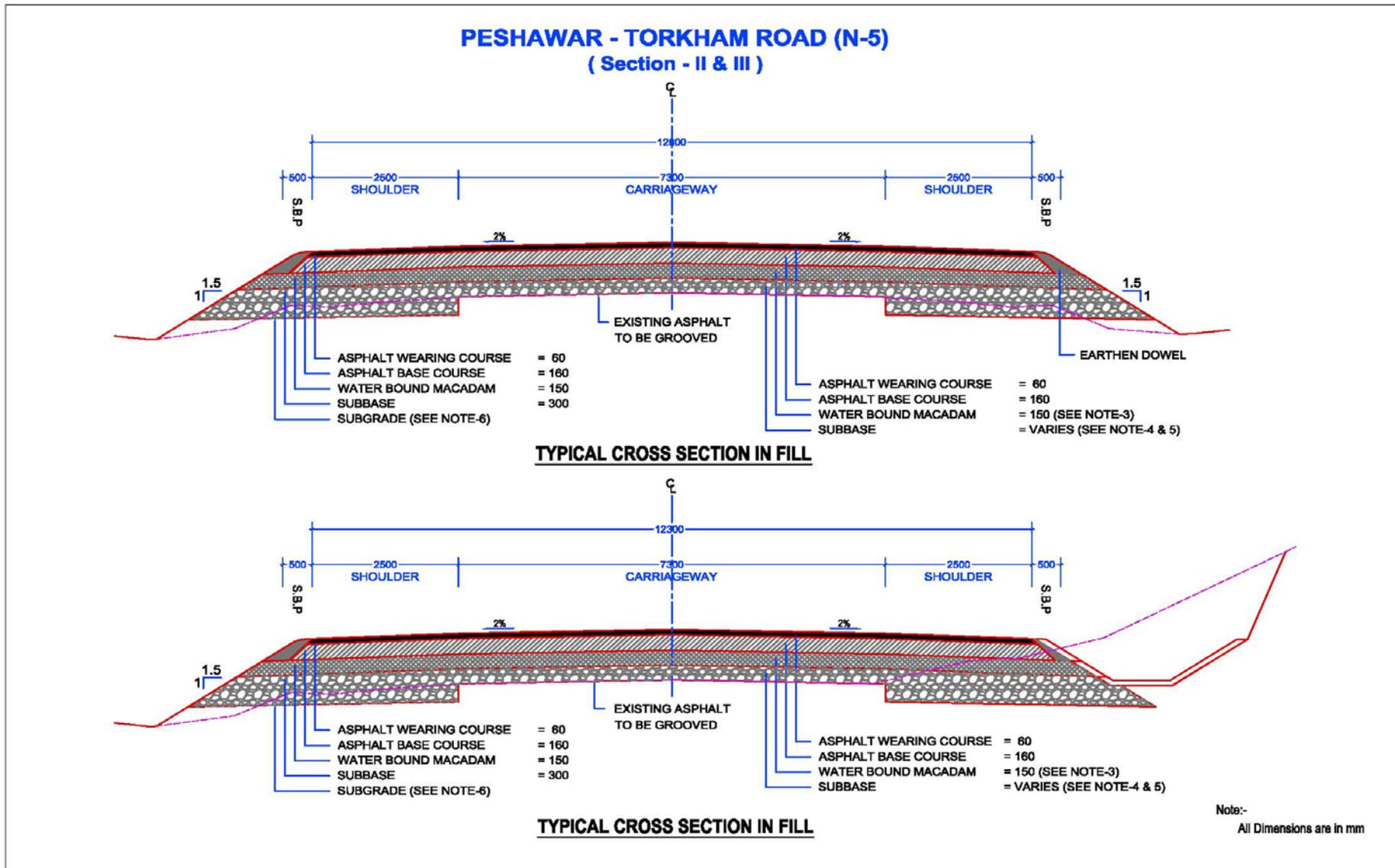




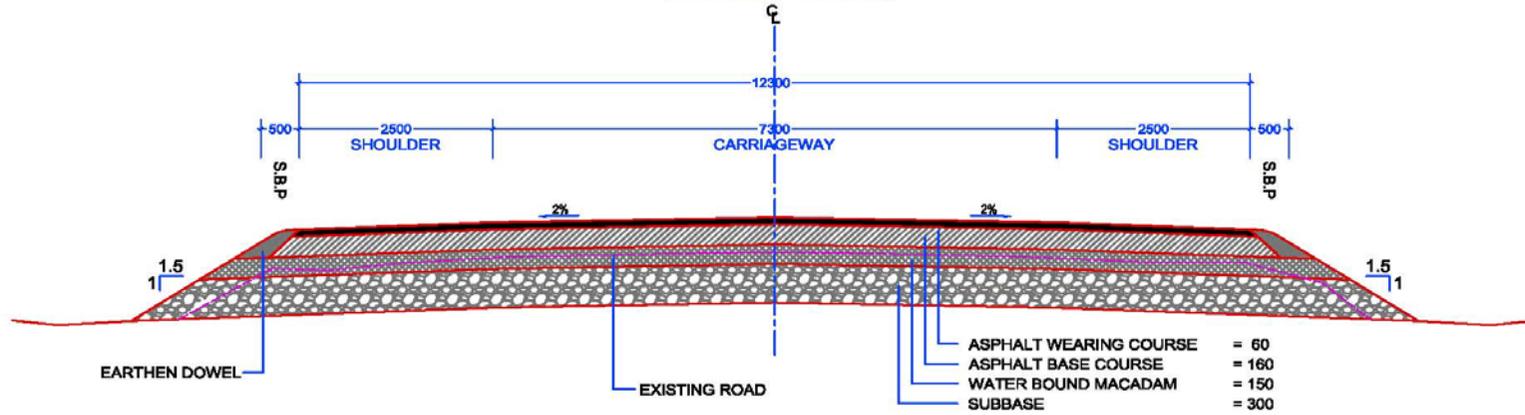


1.6 TYPICAL CROSS SECTION OF ROAD

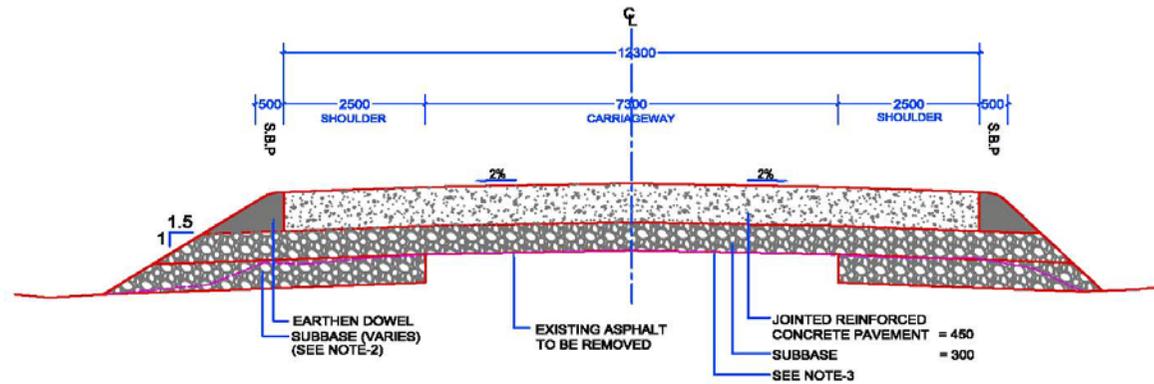




PESHAWAR - TORKHAM ROAD (N-5)
(Section - II & III)



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 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
- Reviewed / evaluated Contractor's site construction techniques and shared relevant technical standards with FWO/ NESPAK for modification/ improvement.
- Reviewed FWO's quantity estimation of section-V to IX with cost break up mutually agreed.
- Reviewed BOQ of six bridges (KM: 18+475, 27+000, 27+250, 2+200, 11+650 & 21+320) with cost estimates agreed mutually with FWO/NESPAK.
- Attended coordination meeting with FATA, USAID, FWO and NESPAK at FWO HQ Rawalpindi.
- Conducted 163 No's independent & 371 No's joint field testing of different pavement layers / backfill material, concrete & asphalt concrete works with FWO / NESPAK.
- 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.
- IPC # 04 & 05 of Sec-II, IPC # 03 & 04 of Sec-III & IPC # 01 of 02 Bridges & 02 MCC verified and forwarded to USAID during the reporting quarter.

2.2 MATTERS REQUIRING ATTENTION

2.2.1 COMPLETION OF SECTION I, II AND III BY THE END OF DEC, 2014

In order to avoid complication of financial management, delays in construction and stream lining the cash flow, the aforementioned sections need to be finalized before end the year 2014. USAID has communicated the same to FWO in joint coordination meeting held in PD 495 engineers group Peshawar on August 27, 2014.

Moreover, as per Article 4 of the Activity Agreement No AID-015-DOD, the works needs to be completed by December 31, 2014. Under the circumstances and ground conditions, the Activity Completion Date needs to be extended and agreed to in writing by USAID.

2.2.2 PROCESS OF PC-1s APPROVAL

Since project commencement in Oct 2012, 05 No: PC-1s (04 for sec-I, II, III & IV from KM: 0+000 To 24+000, and one PC-1 for 02 bridges plus 02 Multi cell culverts), amounting in total to PKR 4,188 Million have been approved by FATA Development Working Party (FDWP). As now the FDWP's special powers of sanctioning up to PKR 1000 Million for developmental projects has been restored, approval of the remaining PC-1s needs to be expedited.

2.2.3 COMPLEXITY IN MAINTAINING TRAFFIC ON DIVERSIONS

Diversions have been provided at intervals b/w KM: 09+000 To 35+000. However, condition of the diversion tracks has been creating difficulties for the road commuters and population. Peak hour traffic congestion and its frequency are regularly escalating the problem. Even minor traffic accident on the corridor usually results in rapid disturbance to traffic movement and some time complete blockage of diversions.

In order to ensure smooth traffic movement along the corridor, minimizing traffic delays keeping dust & noise pollution to a minimum, a higher level of communication and liaison would be required throughout the work period to meet the expectations of stakeholders and commuters.

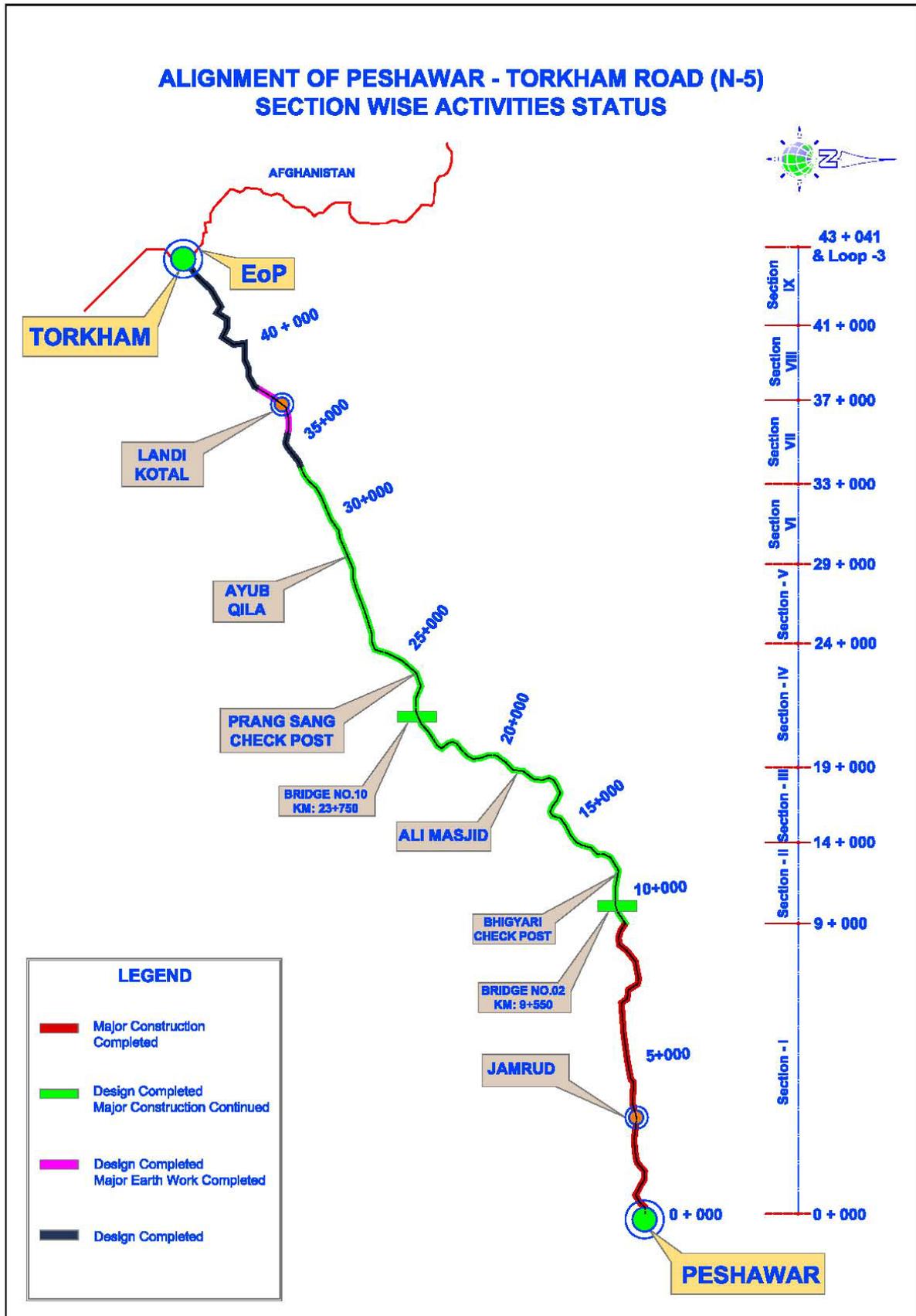
2.2.4 DELAY IN UTILITIES SHIFTING FROM CONSTRUCTION CORRIDOR

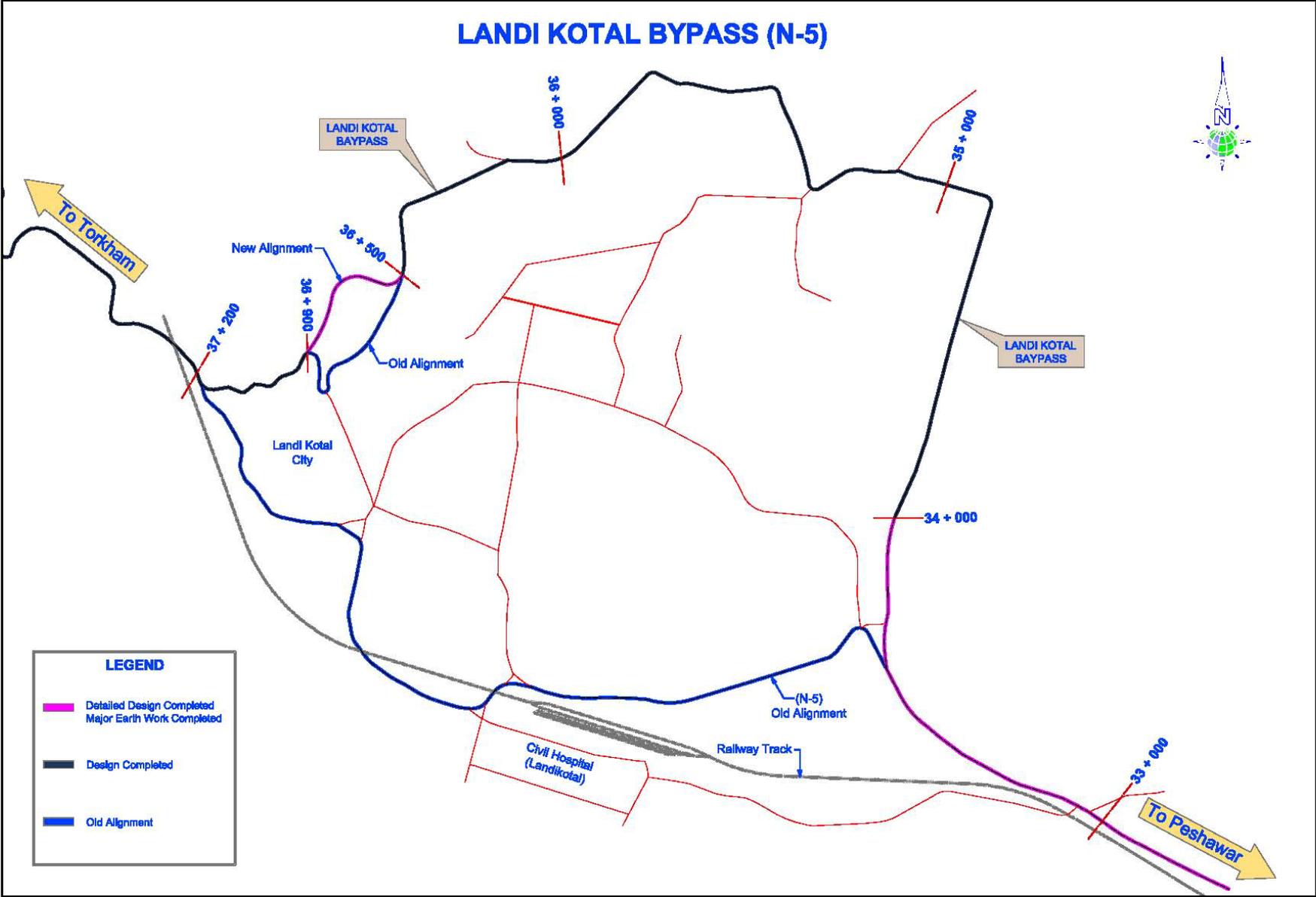
Shifting of overhead electric lines (including poles) and underground Optical Fiber Cable (OFC) got delayed despite payment by FWO to the concerned GoP departments, thereby putting a constraint on the contractor's capacity to undertake construction work in an un-interrupted and continuous manner.

2.2.5 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



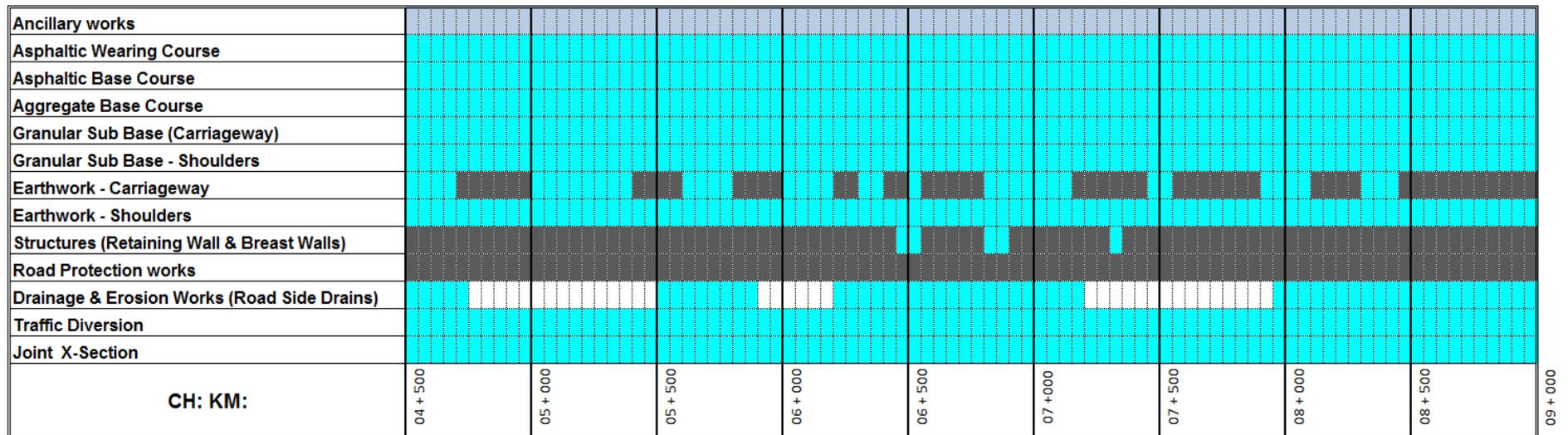
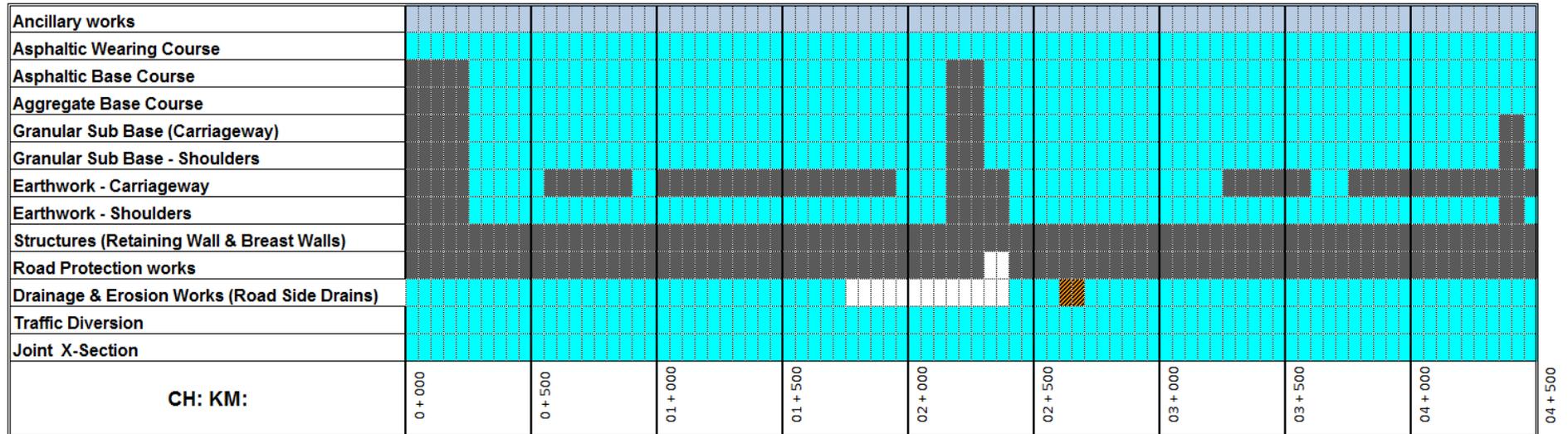


CIVIL WORKS (SECTION-I)

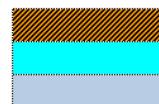
3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-I)

BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAT AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THE REPORTING QAURTER			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		-	-	2.00	21,315.10	100.00	2.00	21,315.10	100.00
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	4.70	1,170,313.07	85.45	0.25	62,250.70	4.55	4.95	1,232,563.76	90.00
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	2.73	300,650.86	91.00	0.27	29,734.70	9.00	3.00	330,385.56	100.00
iii	DRAIN TYPE D-3 (Converted to D-2 type)	KM	1.5	135,439.74	203,159.61	1.50	203,159.61	100.00			-	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	-					-	-	-	-
	TOTAL PROJECT COST (SECTION-I)				9,978,082		9,676,283	96.98		113,300.50	1.14		9,789,583	98.11

3.2 PHYSICAL PROGRESS STATUS (SECTION-I)



LEGEND



WORKS COMPLETED IN QUARTER# 8
 WORKS COMPLETED IN PREVIOUS QUARTERS
 PARTIAL COMPLETION



SINGLE LANE TRAFFIC MAINTAINED
 ITEM NOT REQUIRED

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	9.40	951,703	94.00	0.10	10,125	1.00	9.50	961,828	95.00
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	9.00	243,657	90.00	0.50	13,537	5.00	9.50	257,194	95.00
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	3.70	106,197	80.43	0.30	8,611	6.52	4.00	114,808	86.96
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	3.50	774,088	76.09	0.00	-	-	3.50	774,088	76.09
3	SURFACE COURSES AND PAVEMENT													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500 m	4.6	104,708	481,657	3.50	366,478	76.09	0.00	-	-	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	7.80	2,047,578	72.22	2.60	682,526	24.07	10.40	2,730,104	96.30
4a	STRUCTURES (RETAINING WALL /BREAST WALL)													
4a - i	RETAINING WALL - 1975 M	100 m	19.75	70,864	1,399,564	18.25	1,293,268	92.41	0.00	-	-	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	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	1.996	66,613	99.80	0.004	133.49	0.20	2.000	66,746	100.00
	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	0.05	2,167.50	2.50	2.00	86,700	100.00
	1 x 2 x 3 (Rigid Pavement)	No	0	-	-	-	-	-	-	-	-	-	-	-
	1 x 2 x 3 (15° skew)	No	1	44,585	44,585	0.92	41,019	92.00	0.08	3,566.83	8.00	1.00	44,585	100.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	0.96	46,145	96.00	0.04	1,922.70	4.00	1.00	48,068	100.00

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	2.81	92,963	93.67	0.00	-	-	2.81	92,963	93.67
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	0.94	34,193	94.00	0.06	2,182.56	6.00	1.00	36,376	100.00
	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	0.90	80,467	90.00	0.10	8,940.80	10.00	1.00	89,408	100.00
	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	0.96	80,221	96.00	0.04	3,342.56	4.00	1.00	83,564	100.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	0.95	36,100	95.00	0.05	1,900.00	5.00	1.00	38,000	100.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	0.95	84,159	95.00	0.05	4,429.43	5.00	1.00	88,589	100.00
	Service Ducts	No	23	2,666	61,318	19.00	50,654	82.61	4.00	10,664.00	17.39	23.00	61,318	100.00
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-1 (COVERED) - (0.8 KM)	JOB	1	161,945	161,945	0.38	60,729	37.50	0.00	-	-	0.38	60,729	37.50
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	0.66	152,809	65.70	0.00	-	-	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	1.70	51,984.30	34.00	2.30	70,331.70	46.00	4.00	122,316.00	80.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				9,383,484		7,061,180	75.25		824,379	8.79		7,885,559	84.04

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
Construction Sequence (FW/HW)		FW	FW	FW	FW	FW	FW	FW	FW	HW	HW	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 QAUARTER# 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	EARTH WORK	500m	10	104,451.00	1,044,510.00	9	940,059.00	90	0.5	52,225.50	5.00	9.5	992,284.50	95.00
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500m	11.80	39,882.00	470,607.60	7.8	311,079.60	66.10	3.2	127,622.40	27.12	11.0	438,702.00	93.22
b	WATER BOUND MACADAM	500m	4.70	28,023.00	131,708.10	4.7	131,708.10	100.00	0.0	-	0.00	4.7	131,708.10	100.00
c	ASPHALTIC BASE COURSE	500m	4.70	212,362.00	998,101.40	4.4	934,392.80	93.62	0	-	0.00	4.4	934,392.80	93.62
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	4.4	444,400.00	93.62	0	-	0.00	4.4	444,400.00	93.62
b	RIGID PAVEMENT (HALF PAVEMENT WIDTH)	500m	14.30	216,504.00	3,096,007.20	5.6	1,212,422.40	39.16	5.4	1,169,121.60	37.76	11.0	2,381,544.00	76.92
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	0.5	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	0.00	-	0.00	10.00	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	4.25	397,417.50	70.83	0.00	-	0.00	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	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	0.99	33,107.58	99.00	0.01	334.42	1.00	1.00	33,442.00	100.00
	1 x 2 x 3 (Flexible Pavement)	No	1	44,315.00	44,315.00	0.99	43,871.85	99.00	0.01	443.15	1.00	1.00	44,315.00	100.00
	1 x 2 x 4.5 (Flexible Pavement)	No	1	83,501.00	83,501.00	1.00	83,501.00	100.00	0	-	0.00	1.00	83,501.00	100.00
	1 x 2 x 3 (Loop-1 Rigid Pavement)	No	2	40,867.00	81,334.00	1.62	65,880.54	81.00	0	-	0.00	1.62	65,880.54	81.00
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479.00	52,479.00	0.744	39,044.38	74.40	0	-	0.00	0.744	39,044.38	74.40
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	1.00	27,031.00	100.00	0.00	-	0.00	1.00	27,031.00	100.00
	1 x 2 x 2.5	No	2	33,621.00	67,242.00	1.91	64,216.11	95.50	0.09	3,025.89	4.50	2.00	67,242.00	100.00
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818.00	67,636.00	1.97	66,621.46	98.50	0.03	1,014.54	1.50	2.00	67,636.00	100.00
	1 x 2 x 2.5(15° skew)	No	1	34,445.00	34,445.00	1.00	34,445.00	100.00	0.00	-	-	1.00	34,445.00	100.00
	1 x 2 x 2.5(30° skew)	No	1	37,186.00	37,186.00	1.00	37,186.00	100.00	0.00	-	-	1.00	37,186.00	100.00
	1 x 2 x 3 (15° skew)	No	1	45,559.00	45,559.00	0.99	45,103.41	99.00	0.01	455.59	-	1.00	45,559.00	100.00
	1 x 2 x 3 (30° skew)	No	1	49,119.00	49,119.00	0.98	48,136.62	98.00	0.02	982.38	2.00	1.00	49,119.00	100.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901.00	92,703.00	2.87	88,685.87	95.67	0.13	4,017.13	4.33	3.00	92,703.00	100.00
	2 x 2 x 2.5	No	1	39,933.00	39,933.00	0.91	36,339.03	91.00	0.00	-	0.00	0.91	36,339.03	91.00
	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	-	-	-	-	-	-	-	-	-

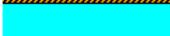
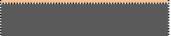
CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-III)

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	1.25	39,073.75	25.00	2.75	85,962.25	55.00	4	125,036.00	80.00
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	-	-	-	1	58,744.00	100	1	58,744.00	100
ii	SHIFTING OF O.F.C FROM KM: 09 TO KM: 14	JOB	1	58,744.00	58,744.00	-	-	-	1	58,744.00	100	1	58,744.00	100
iii	SHIFTING OF O.F.C FROM KM: 14 TO KM: 19	JOB	1	58,744.00	58,744.00	-	-	-	-	-	0	-	-	0
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		5,499,110	57.81		1,562,693	16.43		7,061,803	74.24

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

Ancillary works			
Asphaltic Wearing Course			
Asphaltic Base Course			
Water Bound Macadam			
Concrete Class "A3" (Rigid Pavement)			
Granular Sub Base (Carriageway)			
Granular Sub Base - Shoulders			
Earthwork - Carriageway			
Earthwork - Shoulders			
Structures (Retaining Wall & Breast Walls)			
Road Protection works			
Drainage & Erosion Works (Road Side Drains)			
Traffic Diversion			
Joint X-Section			
CH: KM:	0 + 000	0 + 500	0 + 922

LEGEND

	WORKS COMPLETED IN QUARTER# 8		SINGLE LANE TRAFFIC MAINTAINED
	WORKS COMPLETED IN PREVIOUS QUARTERS		ITEM NOT REQUIRED
	PARTIAL COMPLETION		

BRIDGES

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

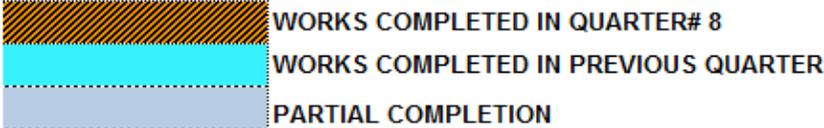
BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 09+560														
BRIDGE #2 (KM: 09+560)	Piles	36	36											
	Pile Caps	4	4											
	Abutments/ Piers	4	4											
	Transom/ Abutment Seats	4	4											
	Girder Casting	15	15											
	Girder Prestressing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



WORKS COMPLETED IN QUARTER# 8
 WORKS COMPLETED IN PREVIOUS QUARTERS
 PARTIAL COMPLETION

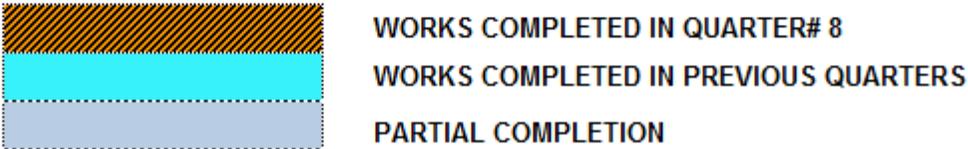
6.2 BRIDGE (KM: 18+475) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
		KM: 18+475										
BRIDGE #5 (KM:18+475)	Dismantling of Existing structure											
	Structural Excavation for Slab on Ground											
	Lean Concrete											
	Foundation Slab & cutoff wall concrete											
	Abutment walls construction											
	Abutment seat construction											
	Curtain wall and Approach slab seat											
	RCC Deck slab											
	Protection Works											
	Backfilling											
	NJ Barrier											
	Footpath Paving											
	Bridge Railing											
	Approach slabs											
Ancillary Works												



6.3 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 #10 (KM:23+850)	Piles	30	30	[100% Complete]										
	Pile Caps	3	3	[100% Complete]										
	Abutments/ Piers	3	3	[100% Complete]										
	Transom/ Abutment Seats	3	3	[100% Complete]										
	Girder Casting	10	10	[100% Complete]										
	Girder Prestressing	10	10	[100% Complete]										
	Girder Launching	10	4	[40% Complete]										
	Deck Slab / Barrier	2		[0% Complete]										
	Expansion Joint	3		[0% Complete]										
	Approach Slab	2		[0% Complete]										



6.5 MULTICELL CULVERT PHYSICAL PROGRESS STATUS

Gabion wall Construction	near Side					
	Far Side					
Retaining wall construction	U/S Side					
	D/S Side					
RCC Railing	Near end					
	Far end					
Approach Slab Construction	U/S Side					
	D/S Side					
Backfilling	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*H eight	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 SEP 2014
-  ACTIVITIES COMPLETED IN PREVIOUS MONTHS
-  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 7th)			THIS QUARTER (8th)			TOTAL UP-TO DATE			REMARKS
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
A S P H A L T	Aggregate Quality Test	Sieve Analysis	37	37	0	3	3	0	40	40	0	
		Specific Gravity	34	34	0	2	2	0	36	36	0	
		Absorption	28	28	0	2	2	0	30	30	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	7	7	0	2	2	0	9	9	0	
		Temperature	7	7	0	2	2	0	9	9	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	31	31	0	11	11	0	42	42	0	
		Los of Stability	31	31	0	11	11	0	42	42	0	
		Flow Test	31	31	0	11	11	0	42	42	0	
		Extraction (Bitumen %)	32	32	0	11	9	2	43	41	2	Note 1
		Grading	32	31	1	11	9	2	43	40	3	
		Gmm Test	32	32	0	11	11	0	43	43	0	
		Density (1st Layer)	153	153	0	81	81	0	234	234	0	
		Thickness (1st Layer)	157	146	11	81	76	5	238	222	16	Note 2
		Density (2nd Layer)	171	171	0	81	81	0	252	252	0	
	Thickness (2nd Layer)	175	155	20	81	75	6	256	230	26	Note 2	
	Pre Mix Asphaltic Wearing Course	Stability	13	13	0	0	0	0	13	13	0	
Los of Stability		13	13	0	0	0	0	13	13	0		
Flow Test		13	13	0	0	0	0	13	13	0		
Extraction (Bitumen %)		13	13	0	0	0	0	13	13	0		
Grading		13	13	0	0	0	0	13	13	0		
Gmm Test		13	13	0	0	0	0	13	13	0		
Density		248	248	0	0	0	0	248	248	0		
Thickness		248	234	14	0	0	0	248	234	14		

Note 1: Contractor has been advised officially to strictly follow the JMF

Note 2: Deficient layer to be adjusted in subsequent layer

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 7th)			THIS QUARTER (8th)			TOTAL UP-TO DATE			REMARKS
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
C O N C R E T E	Fine Aggregate	Sieve Analysis	26	22	4	6	2	4	32	24	8	Note 3
		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	4	3	1	0	0	0	4	3	1	
		Organic Impurities	1	1	0	0	0	0	1	1	0	
	Coarse Aggregate	Sieve Analysis	47	40	7	4	3	1	51	43	8	Note 3
		Specific Gravity	13	13	0	3	3	0	16	16	0	
		Absorption	11	11	0	0	0	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	
		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	25	24	1	4	4	0	29	28	1	
		CLASS "A-2" CONCRETE	0	0	0	2	2	0	2	2	0	
		CLASS "A-3" CONCRETE	59	59	0	16	16	0	75	75	0	
		CLASS "D-1" CONCRETE	18	18	0	0	0	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 3:	Material falling short of specs limits rejected & not allowed for use										

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 7th)			THIS QUARTER (8th)			TOTAL UP-TO DATE			REMARKS
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Steel Bar	Tensile Strength	12	12	0	0	0	0	12	12	0	
		Elongation	12	12	0	0	0	0	12	12	0	
		Bend	12	12	0	0	0	0	12	12	0	
Drain	Bricks	Compressive Strength	6	6	0	0	0	0	6	6	0	
		Absorption	6	0	6	0	0	0	6	0	6	
	Sand	Gradation	3	2	1	2	0	2	5	2	3	Note 4
QUALITY TEST OF SOIL	Borrow Area	Sieve Analysis	20	20	0	0	0	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	6	5	1	0	0	0	6	5	1	
		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	21	21	0	0	0	0	21	21	0	
		Plasticity Index	17	17	0	0	0	0	17	17	0	
		Moisture Density	18	18	0	0	0	0	18	18	0	
		CBR Test	18	18	0	0	0	0	18	18	0	
	Sub Base	Gradation	25	25	0	3	3	0	28	28	0	
		Plasticity Index	20	20	0	2	2	0	22	22	0	
Moisture Density		23	23	0	3	3	0	26	26	0		
CBR Test		17	17	0	2	2	0	19	19	0		
Abrasion		16	16	0	3	3	0	19	19	0		
Specific Gravity		17	17	0	3	3	0	20	20	0		
Sand Equivalent		19	14	5	3	1	2	22	15	7	Note 5	
	Note 4:	Material falling short of specs limits rejected & not allowed for use										
	Note 5:	The contractor has been advised to change the borrow source										

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 7th)			THIS QUARTER (8th)			TOTAL UP-TO DATE			REMARKS
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Water Bound Macadam	Gradation	25	9	16	10	5	5	35	14	21	Note 6
		Abrasion	8	8	0	5	5	0	13	13	0	
		Specific Gravity	10	10	0	6	6	0	16	16	0	
		Soundness	5	5	0	2	2	0	7	7	0	
		Flakiness Test	6	6	0	3	3	0	9	9	0	
		Proctor	8	8	0	5	5	0	13	13	0	
	Stone Dust	Gradation	4	4	0	1	1	0	5	5	0	
		Sand Equivalent	1	1	0	1	1	0	2	2	0	
		Plasticity Index	1	1	0	1	1	0	2	2	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	
		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	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	34	33	1	0	0	0	34	33	1	
SUB GRADE		72	65	7	11	11	0	83	76	7		
SUB BASE		91	78	13	10	9	1	101	87	14	Note 7	
AGG. BASE COURSE		50	27	23	0	0	0	50	27	23		
CALIBRATION	WBM	45	25	20	21	14	7	66	39	27	Note 7	
	LAB EQUIPMENT	2	2	0	0	0	0	2	2	0		
	CONCRETE BATCHING PLANT	1	1	0	0	0	0	1	1	0		
		ASPHALT PLANT	0	0	0	1	1	0	1	1	0	
	Note 6:	Material falling short of specs limits rejected & not allowed for use										
	Note 7:	Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted										

ENVIRONMENTAL COMPLIANCE MONITORING

1. Introduction

The Peshawar Torkham 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.

2.1 Existing Environmental Conditions in the Area of Influence

During the reporting quarter, work continued by the contractor (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).

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 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.

2.2. 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 the timesavings 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.

2.3. 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.

2.4. Progress during Quarter # 08 (July - September 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 major and an emergency non compliance issue i.e sprinkling of water to control the dust pollution has not been carried out at most of the places. Which need special attention, along with 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.

- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- Ensure availability of Environment Specialist/ Expert on site from FWO / NESPAK side.
- Ensure Health and Safety arrangements at work sites.
- 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

Situation Analysis:

The security environment in KP and FATA areas is expected to remain vulnerable to violence. Considering ongoing military operation and increase in drone strikes, elevated threat of militant backlash is anticipated with potential for terror attacks mainly against the security forces. However, considering history of violence in the region, militants in an effort to mount pressure over the authorities, may expand their violent campaigns and launch attacks against civilian targets including government installations, crowded public places, pro-government tribal elders, religious sites/ gatherings and foreign interests. The potential civilian targets include government installations/ officials, political personalities, pro-government tribal elders, crowded public places, religious sites/ gatherings and foreign interests.

USAID's Threat Assessment:

According to USAID's threat assessment, the risk level in KP&FATA is 'HIGH'.

Details of Security Related Incidents in Khyber Agency:

The security related incidents are summarized date wise as below:

- **8 paramilitary soldiers killed in Khyber Agency**

On July 25, 2014 militant attack At least eight paramilitary soldiers were killed and three others injured as militants mounted an assault on a Frontier Corps check-post in Ghundi area of Jamrud Tehsil in Khyber Agency. Two vehicles were also destroyed in the attack. Four militants were also killed when the forces returned fire while three others were arrested.

- **Retired security official abducted**

On July 27, 2014 Zar Hussain Shalmani, a retired Subedar of Dir Scouts, and his son were on way home from Landikotal bazaar when their car was chased in Chinaro area of Mukhtarkhel. The gunmen stopped Zar Hussain's car at gunpoint and dragged him and his son out from the car. The abductors bundled them into car and shifted them to an undisclosed location, however, Zar Hussain's son was released on the way.

- **Two Khasadar Force officials injured in an attack**

On July 27, 2014 Jamrud khasadar line officer Khandad Afridi said that a Khasadar Force party patrolling the main Peshawar-Torkham Highway was attacked at Ali Masjid area by suspected militants in a car at around 11:00am. As a result, two khasadar personnel, Haroon Khan and Arif Khan, belonging to the Abdalkhel sub-tribe of Kukikhel were injured. The official claimed that one of the attackers was also injured in the retaliatory fire.

- **FC soldier found beheaded in Jamrud**

On July 29, 2014 suspected beheaded a soldier of the Frontier Corps who was on leave. Local tribesmen recovered the beheaded body of Attaullah, a soldier of the Swat Scouts, in the

seasonal stream in Shingari area in Jamrud tehsil of the Khyber Agency. Attaullah was at home to celebrate Eidul Fitr with his family.

- **Two killed in Khyber Agency**

On August 01, 2014 two people were shot dead in two different incidents in Khyber Agency on Eid. The first incident occurred at Nullah Yousaf Talab when unidentified attackers opened fire on one Saifullah Malikdinkhel. He suffered severe injuries and was shifted to a local hospital where he succumbed to his injuries. In another incident one Khyal Nazim was shot dead at Sur Kas, Bar Qambarkhel. He was an activist of a local organization, but had rebelled and joined the rival body.

- **Militants killed in Bara Khyber Agency**

On August 02, 2014 the militants affiliated with Abdul Wali and Ghulchakai-led groups exchanged harsh words over a petty issue in Zawa Markaz. It was followed by a fierce gunfire between the two. A militant belonging to Abdul Wali Group was killed on the spot while two militants from each group were wounded. The slain and injured militants were taken away by their colleagues where one of the injured militants succumbed to his injuries. The slain militant belonged to Shalobar tribe while one of the injured militants hailed from Akakhel tribe and another belonged to Orakzai Agency.

- **LI commander escapes unhurt in Bara blast**

On August 03, 2014 a militant commander of the banned outfit Lashkar-e-Islam (LI) escaped unhurt in an explosion in Alamgudar area in the Bara tehsil of the Khyber Agency. The LI commander Qandahar was on his way to see his friend in his van when explosive device planted by unidentified persons in a seasonal stream in Alamgudar went off.

- **Two women killed in armed clash**

On August 04, 2014 two women were killed and two others, including a minor girl, sustained injuries in a clash between two armed groups in Jamrud Tehsil of Khyber Agency. Two armed groups led by Sheraz and Mian Ji traded heavy gunfire after exchanging arguments over a property dispute in Mullaguri. Two women were killed and another woman and minor girl were wounded.

- **Three militants killed in clash**

On August 07, 2014 three militants were killed and three others arrested as rival extremist groups clashed in Tirah Valley of Khyber Agency. The militants belonging to the outlawed Lashkar-e-Islam and Tauheedul Islam clashed in Zakakhel area of Tirah Valley resulting in the death of two LI commanders and a TI activist. Three LI fighters were also arrested by Tauheedul Islam militants. Meanwhile, in Jamrud, two terrorists, including a commander, identified as Wakil, were killed by a local peace Lashkar in Jamrud, Khyber Agency.

- **Tribal elder killed over land dispute**

On August 13, 2014 a tribal elder was killed and 25 persons including women and children were injured in three different incidents in Khyber Agency. In Malagori area of Jamrud exchange of fire between two rival groups left tribal elder Malik Yousuf Shah dead and another person from the rival group injured. Yousuf Shah had a land dispute with his rival Gul Akbar and they fired at each other when they came face to face in Malagori.

- **The explosion caused by the mortar shell injured nine**

On August 13, 2014 in Akkakhel area of Bara subdivision, nine members of the family of a peace volunteer were injured when a mortar shell fell on a house. The incident took place at midnight when a mortar shell fell on the house of Sadiq Shah in Zawa area, Khyber Agency.

- **Man killed in remote controlled blast**

On August 14, 2014 a man was killed when a remote-controlled bomb planted by the roadside exploded in Khyber Agency. Another blast also took place 15 kilometers away from the tribal headquarters but no casualties were reported.

- **Ex-FC man found dead in Landikotal**

On August 17, 2014 a retired Lance Naik Hazrat Hussain Shalmani of the Frontier Corps (FC), who was kidnapped last month from Mukhtarkhel area when he was on his way home in Loey Shalman. He was found dead in Hidarai Kandao area of Landikotal Tehsil in Khyber Agency.

- **About 15 militants were killed when jet fighters shelled their hideouts in Tirah Valley of Khyber Agency**

On August 20, 2014 several hideouts were targeted early in the day and were destroyed in shelling by the jet fighters in the Nala village of Malikdinkhel tribe in Bara Tehsil of Khyber Agency.

- **Two drivers killed as oil tankers attacked in Jamrud**

On August 20, 2014 the empty oil tankers were going to Peshawar after supplying oil to NATO forces in Afghanistan when unidentified gunmen opened fire on them. Two drivers were killed in one of the oil tankers while the occupants of the other two vehicles escaped unscathed. The slain drivers were identified as Israr Khan S/O of Rustam Khan, a resident of Landikotal, and Salim Khan S/O Ikram Khan, a resident of Lakki Marwat.

- **Two killed as NATO convoy attacked**

On August 22, 2014 At least two people were killed when unidentified terrorists attacked two oil tankers carrying fuel for NATO troops, near Sur Kamar area in Jamrud Tehsil of Khyber Agency. After the incident an exchange of fire took place between the terrorists and security forces but the terrorists fled the scene.

- **42 'terrorists' detained in Khyber Agency**

On August 23, 2014, over 42 suspected terrorists have been arrested during a massive search operation by security forces. Security forces have held the search operation against terrorists in various areas of Tehsil Jamrud, Khyber Agency. They have been shifted to an undisclosed location for further investigations.

- **2 killed in NATO tanker attack**

On August 26, 2014 two people were killed when suspected Taliban terrorists attacked a NATO oil tanker in Khyber Agency. The attack took place in Wazir Dhand area in Khyber Agency. It was the third attack in one week leaving five people dead. The tanker was on its way to Kabul when unidentified men attacked it. Both driver and his assistant were killed in the attack.

- **LI commander killed in Tirah blast**

On August 26, 2014 a senior commander of Lashkar-e-Islam (LI) was killed and two of his bodyguards sustained injuries in a remote-controlled bomb blast in Mehraban village of Tirah valley in Khyber Agency. The blast occurred as soon as LI commander Khyber Jan Afridi alias Khybaray along with two of his other bodyguards came out of his home. Commander Khybaray was killed on the spot while the other two sustained injuries. Meanwhile, a mortar shell went off in the Landikotal army garrison, however, no human and property loss was reported.

- **Five found dead in Landi Kotal**

On August 27, 2014 four dead bodies were recovered from Ghundi area of Jamrud, while a person was killed by unidentified militants in Soor Kamar. It is said that the security forces killed them in an encounter in Ghundi area of Jamrud. The fifth victim was a local who was shot dead by unidentified men in Soor Kamar area of Jamrud Khyber Agency.

- **Khassadar killed in Jamrud attack**

On September 01, 2014 a group of gunmen opened indiscriminate fire on the Khassadar check post in the Jamrud bazaar. The law-enforcement agencies also returned the fire that continued for some time in which a Khassadar official identified as Hameedullah was killed on the spot while five others sustained injuries.

- **Peace militia kills 2 terrorists**

On September 08, 2014 two terrorists were killed and five others injured in a clash with aman lashkar (peace militia) in Bara Tehsil of Khyber Agency. During the clash both sides used heavy weapons, which continued for some time, as reinforcement reached for the peace militia's assistance, the terrorists fled leaving behind the bodies and the injured.

- **Militants blow up bridge in Bara**

On September 16, 2014 Militants blew up a bridge in Sheen Kamar that disconnecting the areas from Fort Slop camp and adjacent parts in the Bara Tehsil. Militants had planted an explosive device under the bridge in Kamarkhel area which went off early in the morning. The blast damaged the bridge and cut off the links of the area with other routes. The security forces conducted search operation against the militants soon after the incident but no arrest had yet been made.

- **23 militants die in Tirah air strikes**

On September 17, 2014 Security forces claimed to have killed 23 militants and five others injured in air strikes by the Pakistan Air Force (PAF) jet fighters in the Tirah Valley of Khyber Agency. The jet fighters pounded the positions of militants in Dwa Toi, Tor Darra and Wacha Wano areas in Tirah Valley in the bombardment. Three hideouts and two ammunition dumps were also destroyed in Tor Darra and Kokikhel areas during the bombardment. The dead and injured militants were affiliated with the Hafiz Gul Bahadur group, who had shifted to other tribal regions after the security forces launched a military operation in North Waziristan.

- **13 militants killed in Khyber Agency air strikes**

On September 25, 2014 thirteen militants were killed in air strikes by the Pakistan Air Force (PAF) jets in Tirah Valley in the Khyber Agency. Eight hideouts of militants were also destroyed in the air strikes.

1. **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. 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 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.
- 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.

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	7,008,228	2,375,256	74.69
3	III	9,512,705	6,361,298	3,151,407	66.87
4	02 Bridges & 02 MCC	3,668,533	1,276,624	2,391,909	34.80
TOTAL		32,542,803	23,970,464	8,572,339	73.66

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
UP-TO DATE CERTIFIED AMOUNT								9,324,314	771,847,880

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
4			2,347,005	246,435,540	23-Jul-14	23-Jul-14	9-Aug-14	2,347,005	246,435,540
5			791,415	83,098,567	25-Sep-14	29-Sep-14	30-Sep-14	791,415	83,098,567
UP-TO DATE CERTIFIED AMOUNT								7,008,228	735,863,940

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
3			538,542	56,008,352	23-Jul-14	23-Jul-14	9-Aug-14	306,674	31,894,080
4			2,238,193	232,772,072	25-Sep-14	29-Sep-14	30-Sep-14	2,006,325	208,657,800
UP-TO DATE CERTIFIED AMOUNT								6,361,298	661,574,976

Conversion Rate 1 US \$ = 104 PKR

10.1.5 CONTRACTOR IPC's (02 BRIDGES & 02 MCC)

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	3,668,533	348,510,635	2,157,972	205,007,331	11-Aug-14	20-Aug-14	30-Sep-14	1,276,624	121,279,253
UP-TO DATE CERTIFIED AMOUNT								1,276,624	121,279,253

Conversion Rate 1 US \$ = 95 PKR

10.2 RECORD OF COORDINATION MEETINGS/ JOINT SITE VISITS

Date	Meeting	Participants	Venue
10 Jul' 14	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE Office, Jamrud, Khyber Agency
26 Aug'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
27 Aug'14	Co-ordination Meeting	USAID,FATA, M&E Consultants, FWO, NESPAK	PD 595 Engineers Group Peshawar
27 Aug'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
28 Aug'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
17 Sep' 14	Co-ordination Meeting	USAID,FATA, M&E Consultants, FWO, NESPAK	FWO HQ Rawalpindi
18 Sep' 14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
27 Sep' 14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE Office, Jamrud, Khyber Agency

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 (TBN)	Reporting Specialist (resigned Sep 10, 2014)	
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 (TBN)	Survey Assistant (resigned April 30, 2014)	
22	Sana ullah	Accountant	

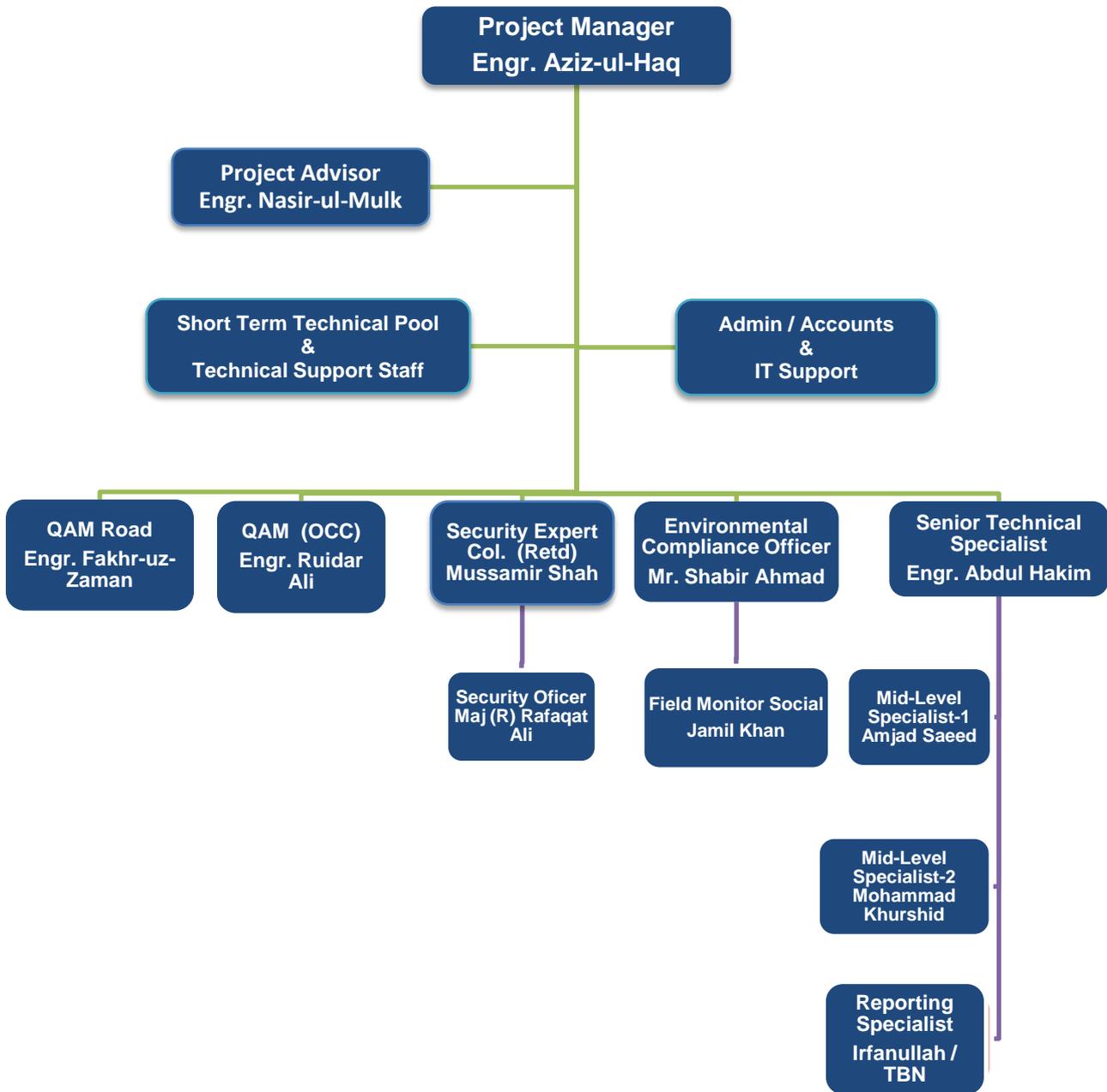
QAM Office (Road Component)

S. No	Name	Designation
1	Fakhr-uz-Zaman	Quality Assurance Manager (Road)
2	Col (Rtd) Zafar Alam Khan	M&E Specialist Road
3	Muhammad Ilyas	Field Manager M&E
4	Muhammad Naeem	Field Manager M&E
5	Muhammad Ibrar	Office Engineer
6	Rasheed Khan	Field Monitor Road
7	Muhammad Sher	Field Monitor Road
8	Ghulam Qasim Wazir	Field Monitor Road
9	Atif ul Haq	Field Monitor Road
10	Tariq Ibrahim Khan	Quantity Surveyor
11	Asad Khan	CAD Operator
12	Ihsan Ullah	Accountant
13	Hafiz ur Rehman	Assistant Accountant
14	Nasir Alam	Admin Officer
15	Umar Shah	Assistant Office Admin
16	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. Technician
5	Noor Ali Jan	Lab. Technician
6	Izhar-ul-Haq	Assistant Lab. Technician (joined Sep 26, 2014)
7	Babar Naeem	Assistant Lab. Technician

10.4 ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



LEGEND:

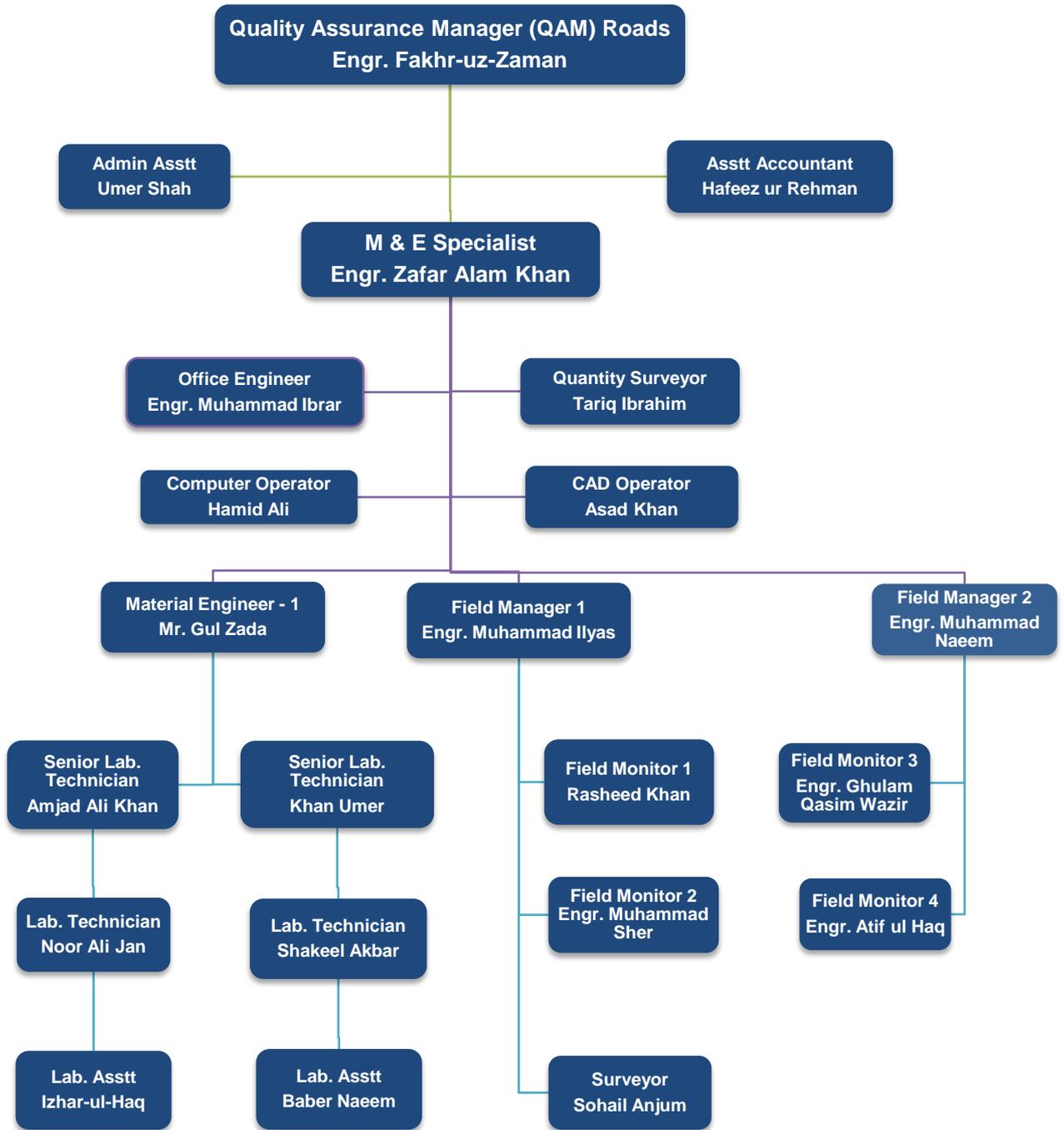


Mobilized



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

July / August



KM 12+120.8~12+143 HW RHS: Concrete placing of rigid pavement in progress

September



KM 12+120.8~12+143: Rigid pavement completed traffic is plying



KM 12+234~12+257 RHS: Formwork of NJ barrier is ready for Concreting.



KM 12+234~12+257: NJ Barrier completed



KM 13+215~13+238 HW RHS: Concrete placing of rigid pavement is in progress



KM 13+215~13+238: Rigid pavement completed

July / August



KM 13+889~13+922 HW RHS: Curing compound application on rigid pavement in progress.



KM 13+922~13+944 HW RHS: Concrete placing of rigid pavement is in progress.

September



KM 13+889~13+922: Traffic is plying on rigid pavement



KM 13+922~13+944: Rigid pavement completed, traffic is plying

BRIDGES AND CULVERTS

July / August



Culvert 11+190 HW: Far end curing for top slab

September



Multi cell culvert at KM 11+190: Top slab + NJ Barriers at US & DS completed



Culvert 14+250 Loop-I: Concrete for top slab casted



Culvert at KM 14+250 Loop 1: Completed except Barrier



Culvert 14+300 Loop-I: Concrete for curtain wall in progress



Culvert at KM 14+300: Completed, rigid pavement over slab top in progress.

July / August



Culvert 14+431 Loop-I: Curing for top slab in progress.

September



Culvert at KM 14+431: Top slab completed



Culvert 21+411: Curing for top slab in progress.



Culvert at KM 21+411: Top slab completed



Culvert 21+853: Curing for top slab in progress.



Culvert at KM21+853: Asphaltic base course placed over Top slab

July / August



Culvert at KM 22+820: Curing for top slab in progress

September



Culvert at KM 22+820: Asphaltic base course Placed on top of slab



Culvert 22+925 HW: Far-end concrete placing for top slab in progress.



Multi cell culvert at KM 22+925: Top slab completed



Culvert 22+925 U/s: Apron Cutoff wall concrete placing & compaction in progress



Multi cell culvert at KM 22+925: Apron slab at US side cast

July / August



Culvert 23+100: Curing for top slab in progress

September



Culvert at KM 23+100: WBM placed & compacted



Culvert 23+386: Form work for top slab in progress



Culvert at KM 23+386: Top slab concrete cast



Culvert 27+511: RCC Pipe has been placed over lean concrete



Culvert at KM 27+511: Pipe culvert completed, ACBC placed

July / August



Culvert 27+772: Stone masonry wing walls U/s side in progress



Bridge at KM 9+560: Formwork fixing for NJ Barrier span-III in progress



Bridge at KM 9+560: Retaining wall stone masonry in progress at Abt-2 DS side

September



Culvert at KM 27+772: Abutment walls & wing walls completed



Bridge at KM 9+560: Deck slabs + NJ Barrier concrete completed



Bridge at KM 9+560: NJ Barrier completed

July / August



Bridge at KM 18+475: Concrete Bottom slab casted

September



Bridge at KM 18+475: Abutment 1 wall concrete placed for 1st lift



Bridge at KM 23+850: Abutment seat-2 Reinforcement & formwork ready for concrete



Bridge at KM 23+850: Launching of girders in progress



Bridge at KM 23+850: Curing for 03 Nos Pier shafts in progress



Bridge at KM 23+850: Launching of girders in progress

July / August



Bridge at KM 27+250: Concrete placing for Pile Abutment-2 in progress.

September



Bridge at KM 27+250: piers piles boring in progress,



Bridge at KM 27+250: Pile boring work Abt-1, Pier is in progress..



Bridge at KM 27+250: 18 precast panels cast

RETAINING WALLS

July / August



KM 9+600~9+650 LHS: Retaining wall Bed preparation in progress



KM 9+600~9+650 RHS: Ret wall stone masonry in progress



KM 9+650~9+700 LHS: Ret wall stone masonry in progress

September



KM 9+600~9+650 LHS Ret: wall completed



Km 9+600~9+650 RHS: Ret wall stone Masonry work completed



KM 9+650~9+700 LHS: Ret wall stone masonry work Completed

July / August

September



KM 10+500~10+575 RHS: Breast wall stone masonry in progress



KM 10+500~10+575 RHS: Breast wall stone masonry work completed



KM 11+100~11+175 LHS: Ret wall lighting arrangement For working during night time



KM 11+100~11+175 LHS: Ret wall completed



KM 11+250~11+300 LHS: Ret wall curing in progress



Km 11+250~11+300 LHS: Ret wall completed except parapet walls

July / August



KM 11+250~11+350: LHS Ret wall stone masonry in progress



KM 14+100~14+150 RHS: Ret wall stone masonry in progress



KM 19+100~19+175 LHS: Ret wall stone masonry in progress

September



KM 11+250~11+350 LHS Ret wall stone masonry Completed



KM 14+100~14+150 RHS: Ret wall stone masonry work completed except parapet walls



KM 19+100~19+175 LHS: Ret wall stone masonry work

July / August



KM 19+355~19+365 LHS: Ret wall excavation has been carried out

September



KM 19+355~19+365 LHS: Ret wall stone masonry in progress

FIELD / LAB TESTING



ACBC at KM: 25+925



Casting of Concrete Cylinders at Batching Plant



Coring of Asphaltic Base at KM: 22+600



FDT of WBM at KM: 22+270



Monitoring the ACBC at KM: 21+750



Rigid pavement concrete cylinders KM: 14+600



Sampling of Sub base at KM: 24+200



Sampling of WBM at KM: 21+150

ENVIRONMENTAL MONITORING



Inside view of the dining hall at Jamrud FWO camp



Heavy vehicles stand at Jamrud FWO camp



KM 11+190: Improper placement of building material observed during Multi-cells Culvert construction



KM 11+850: Retaining wall construction needs H&S protocols compliance and proper placement of building material



KM 13+750: Labor at work during Rigid pavement construction needs safety Measures and proper labor safeguards



KM 14+150: During Rigid pavement concrete pouring building material needs proper placement



KM 14 + 200: Dry powdered clay layers on the existing road, needs sprinkling of water to control dust pollution



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



KM 18+475: Culvert construction needs H&S protocols compliance & safety measures



KM 18+100: Blasting and Drilling for road widening purpose needs proper signboards & personal protective equipments for labor safety



KM 18+100: Water sprayed to Control dust pollution



KM 18+300: Road widening with excavator continues, which needs protocols Compliance on safety measures



KM 19+300: Dust pollution needs, Sprinkling of proper water to control dust pollution. measures



KM 22+250: Labor during Asphalt needs safeguards and personal protective



KM 22+850: Multi cells culvert construction- needs safety measures & H&S protocols compliance



KM 23+000: Labor during road compaction needs personal protective measures



KM 23+150: Bridge construction needs H&S protocols compliance



KM 24+300: Quarry area needs H&S protocols compliance and Safety measure