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

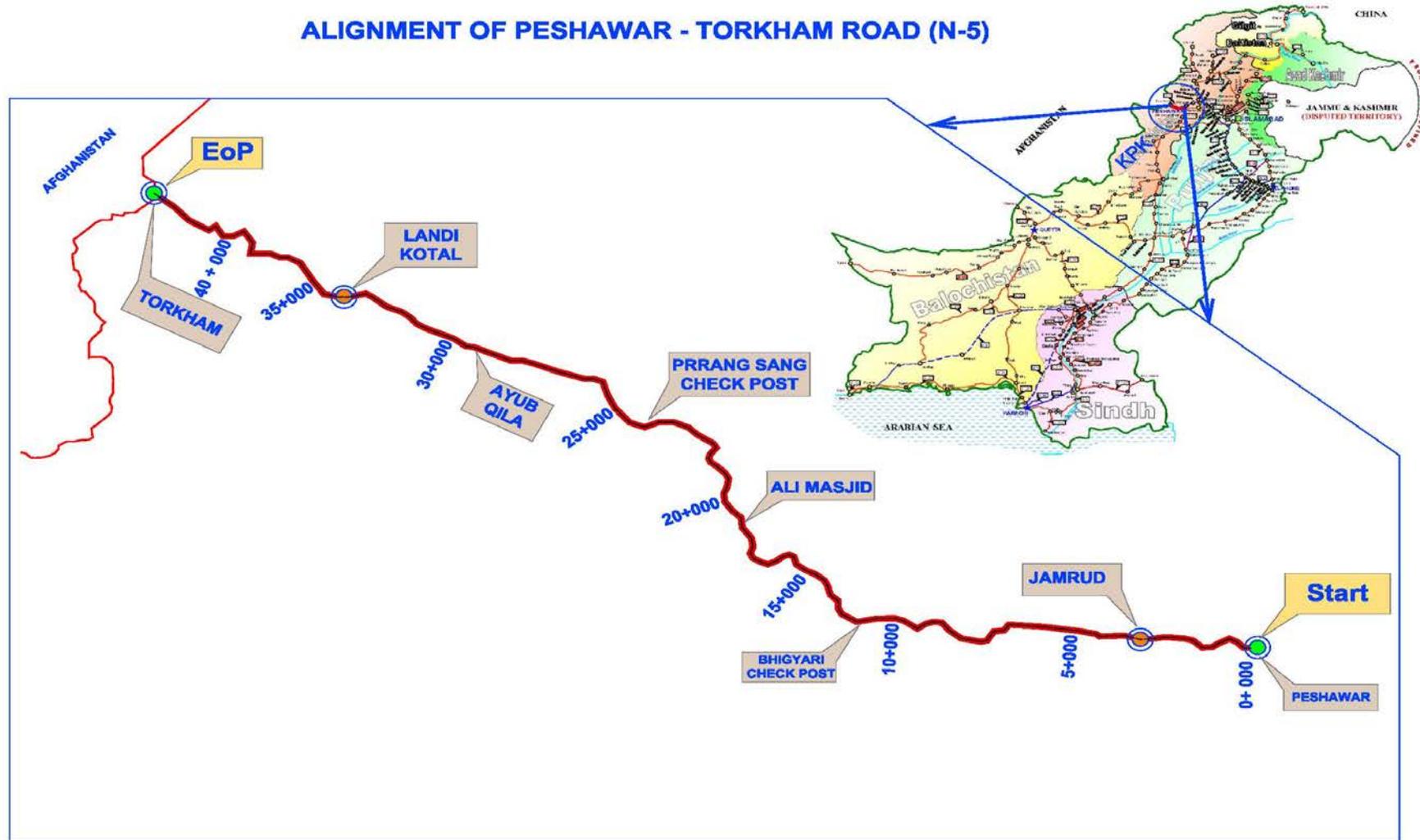
**QUARTERLY PROGRESS REPORT # 9
OCT - DEC 2014**

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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 67 Millions 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 inherent 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. Completion date for the works which as per Article 4 of the Activity Agreement No. AID-015-DOD was December 31, 2014, has been reportedly extended up to December 31, 2015. Three PILs signed for Sec I, II & III, and one PIL for 02 Bridges & 02 MCC expired on December 31, 2014. However, as per para (c) of the attachment titled “Fixed Amount Reimbursement” to the respective PILs, reimbursement requests can be entertained up to three months i.e. March 31, 2015.

During the reporting quarter (October - December 2014), rigid pavement construction almost completed in Sec III, while works continued with full zeal on construction of D-3 drains both in Sec II & III. Similarly, construction work continued in Sec IV To VII. The contractor teams utilized 68 days out of 73 available working days in the reporting quarter. The overall certified amount till the end of reporting quarter was USD 28,949,124 including certification of USD 4,978,660 in the reporting quarter.

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)	99%
Section II - (KM: 9+000 To 14+000)	95%
Section III - (KM: 14+000 To 19+000)	89%
Bridge (KM: 9+560)	98%
Bridge (KM: 18+475)	76%
Bridge (KM: 23+750)	69%
Bridge (KM: 27+000)	03%
Bridge (KM: 27+250)	51%
Multicell Culvert (KM: 11+190)	98%
Multicell Culvert (KM: 22+925)	90%

21 KM of both flexible & rigid pavement is substantially completed and open for traffic. About 08 KM Asphaltic wearing & base course has been cumulatively completed in Sec IV (KM: 19+000 To 24+000), Sec V (KM: 24+000 To 29+000) & Sec VI (KM: 29+000 To 33+000). Roadway excavation is progressing well in Sec IX & Loop-III for widening & improvement in the geometry of the road.

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	Section – VIII	Section – IX
Kilometers	0+000 to 9+000	9+000 to 14+000	14+000 to 19+000 & Loop-I	19+000 to 21+100 22+400 to 24+000 & Loop-II	21+100 to 22+400 24+000 to 29+000	29+000 to 33+000	33+000 to 37+000	37+000 to 41+000	41+000 to 43+041 & Loop-III
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.

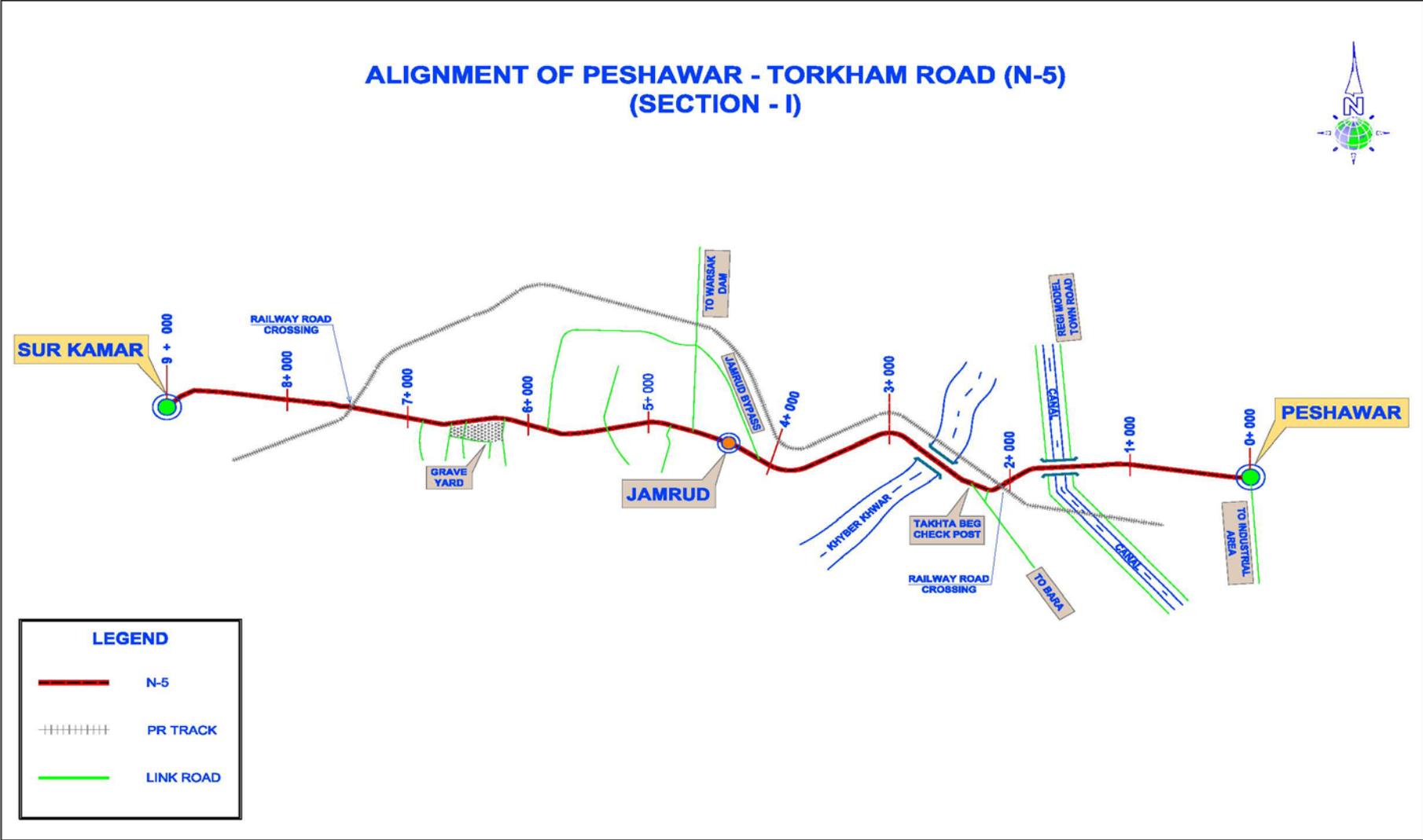
1.3 GENERAL CONTRACT DATA

1.	Name of Project	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. Shahzada Adil Sultan (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

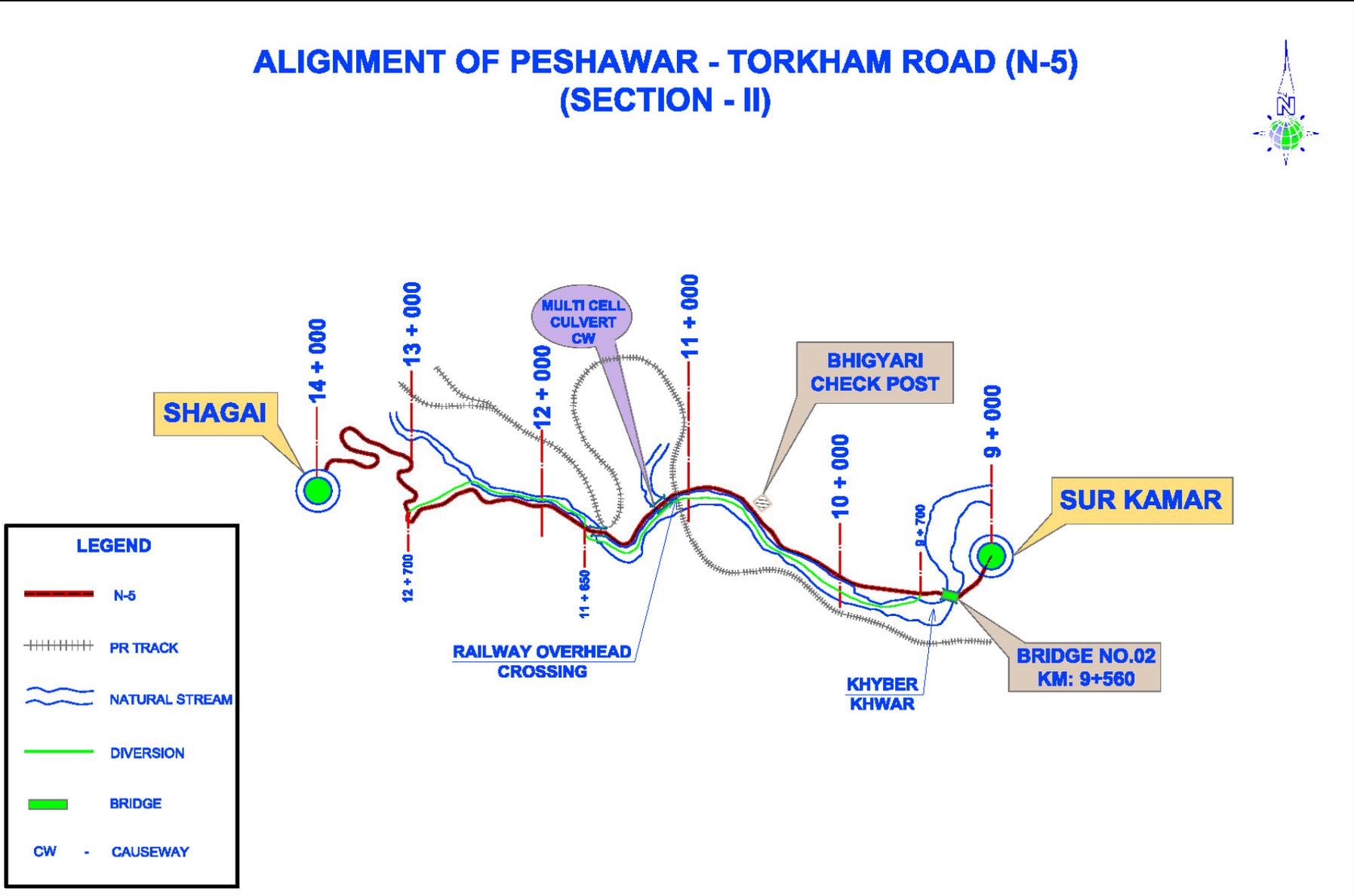
1.4 SECTIONS DATA

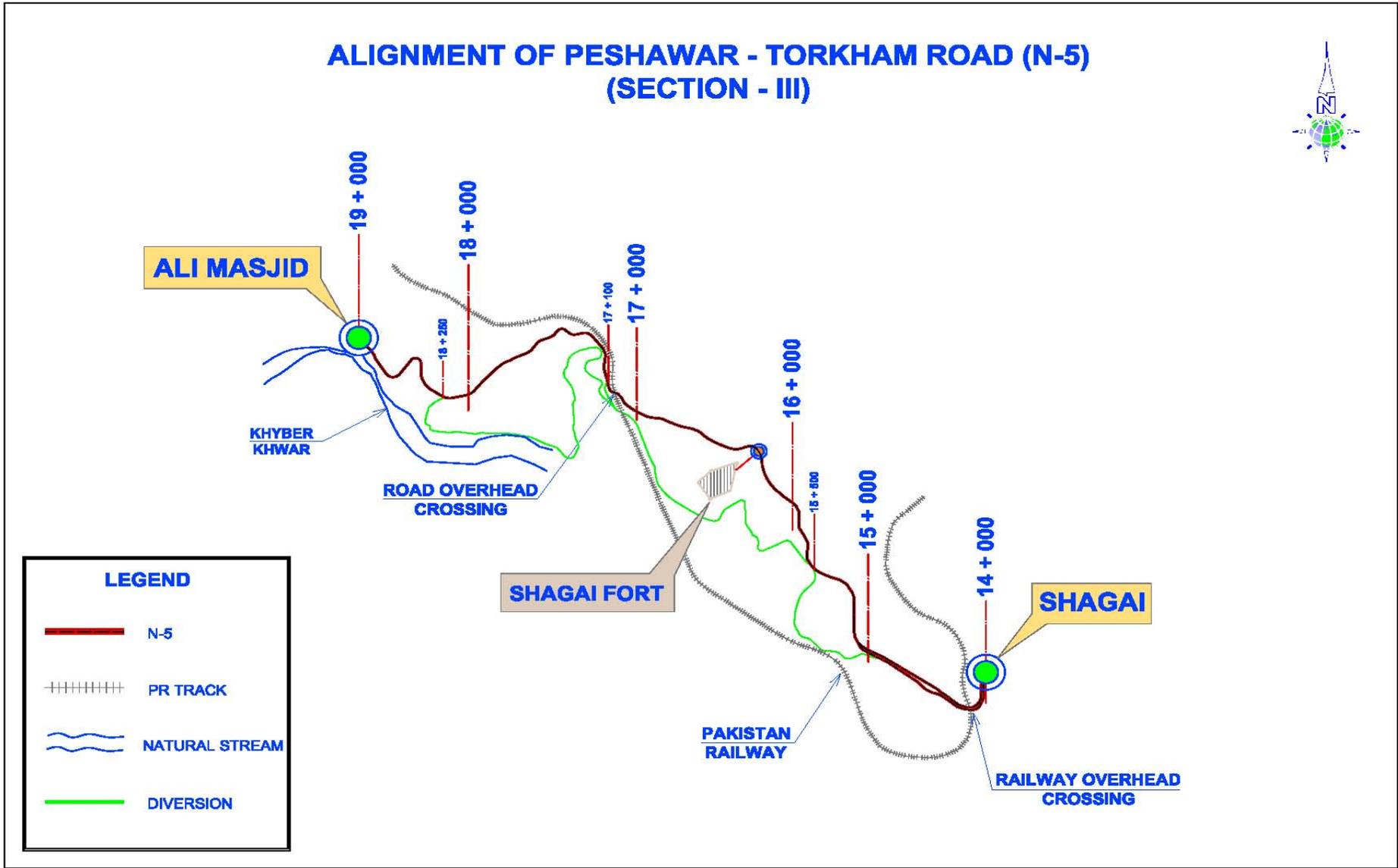
1.	Name of Package	Section – I (CH: KM: 0+000 to CH: KM: 9+000)
2.	PIL # 01 Cost (Section – I)	Rs. 937.939 Million (US \$ 9.978 M)
3.	Approval of PIL (Section – I)	Jan 10, 2013
1.	Name of Package	Section – II (CH: KM: 9+000 to CH: KM: 14+000)
2.	PIL # 02 Cost (Section – II)	Rs. 985.266 Million (US \$ 9.383 M)
3.	Approval of PIL (Section – II)	Dec, 18, 2013
1.	Name of Package	Section – III (CH: KM: 14+000 to CH: KM: 19+000 & Loop-I)
2.	PIL # 03 Cost (Section – III)	Rs. 989.320 Million (US \$ 9.512 M)
3.	Approval of PIL (Section – III)	Feb, 04, 2014
1.	Name of Package	Construction of Two Bridges and Two Multi-cell Culverts
2.	PIL # 04 Cost	Rs. 348.5 Million (US \$ 3.668 M)
3.	Approval of PIL	June 27, 2014
1.	Name of Package	Section – IV (CH: KM: 19+000 to 21+000 CH: KM: 22+400 to 24+000 & Loop-II)
2.	PIL # 05 Cost	Rs. 927.102 Million
3.	Approval of PIL	Awaited
1.	Name of Package	Section –V (CH: KM: 21+100 to 22+400; CH: KM: 24+000 to 29+000)
2.	PIL # 06 Cost	Rs. 878.301 Million
3.	Approval of PIL	Awaited
1.	Name of Package	Construction of 06 Bridges (03 Rehabilitation & 03 New Construction)
2.	PIL # 07 Cost	Rs. 270.823 Million
3.	Approval of PIL	Awaited

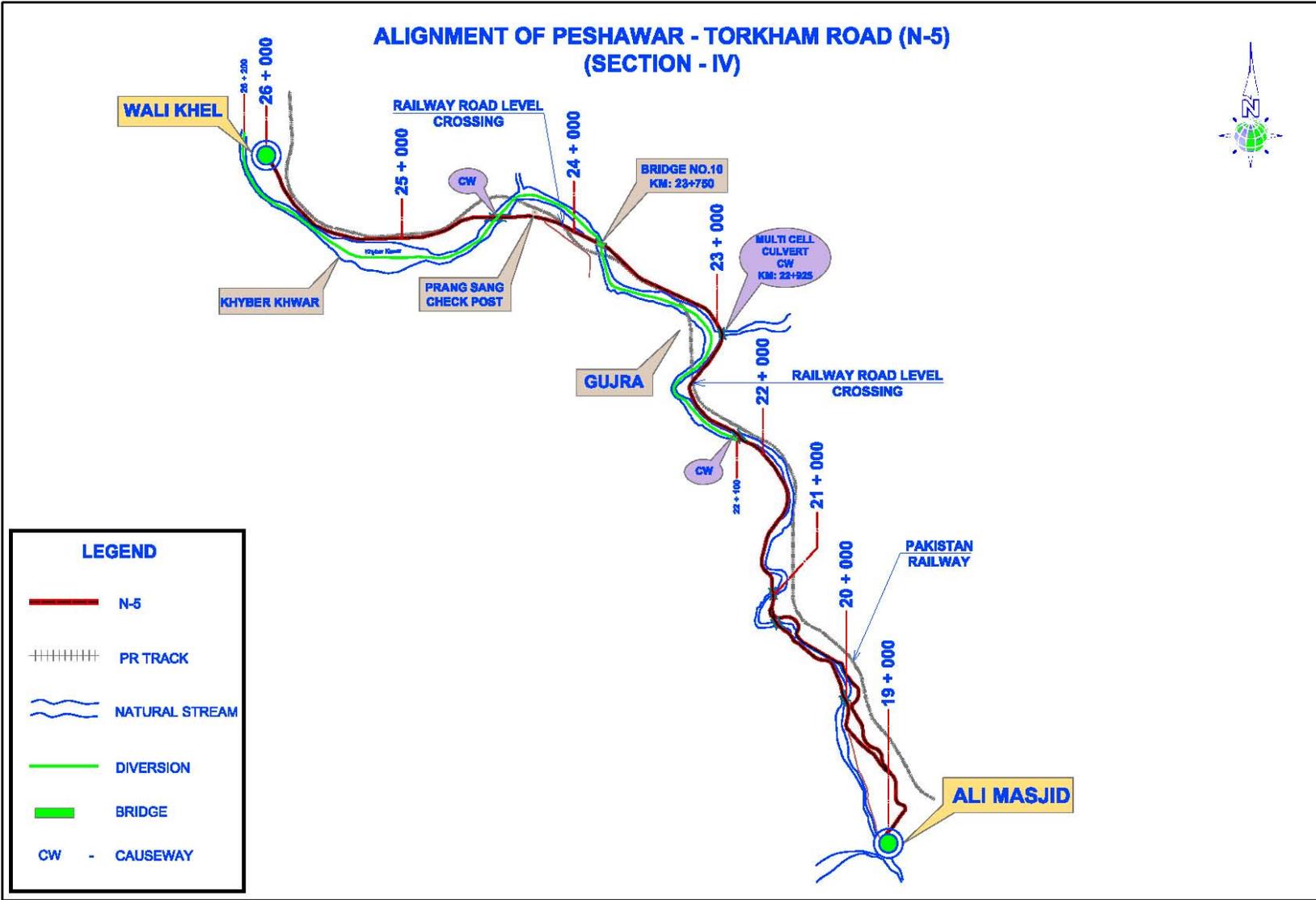
1.5 ALIGNMENT SKETCHES

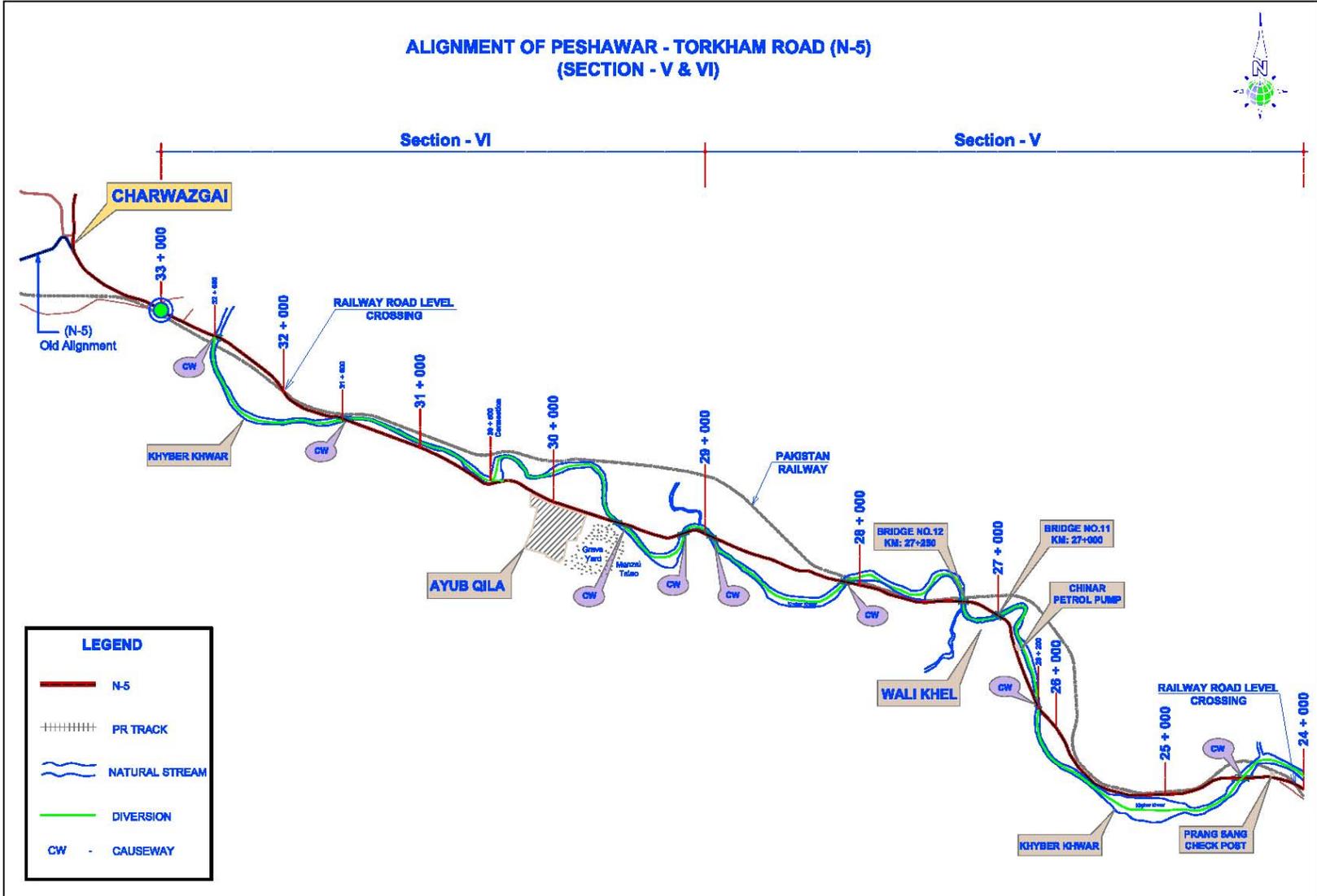


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

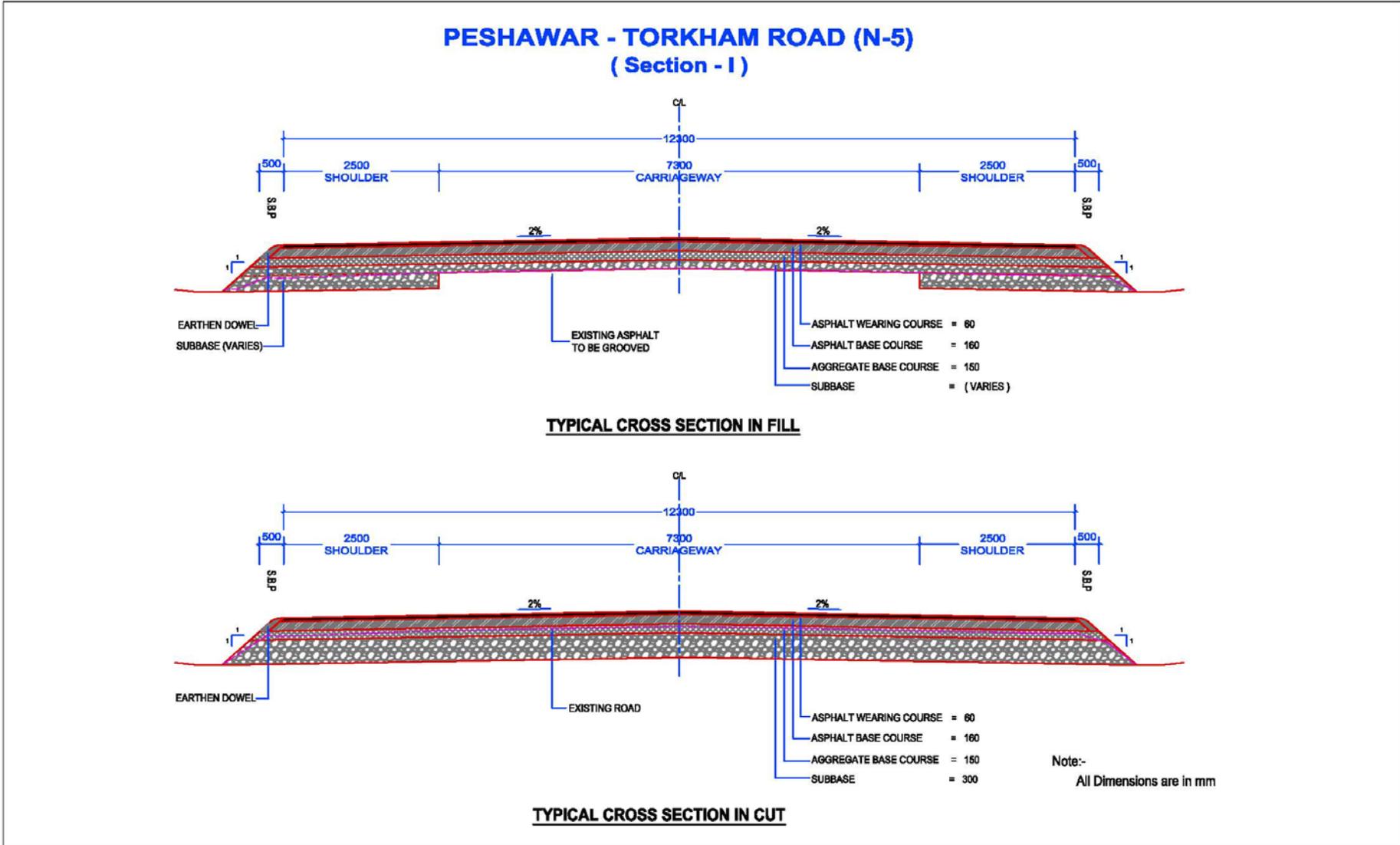


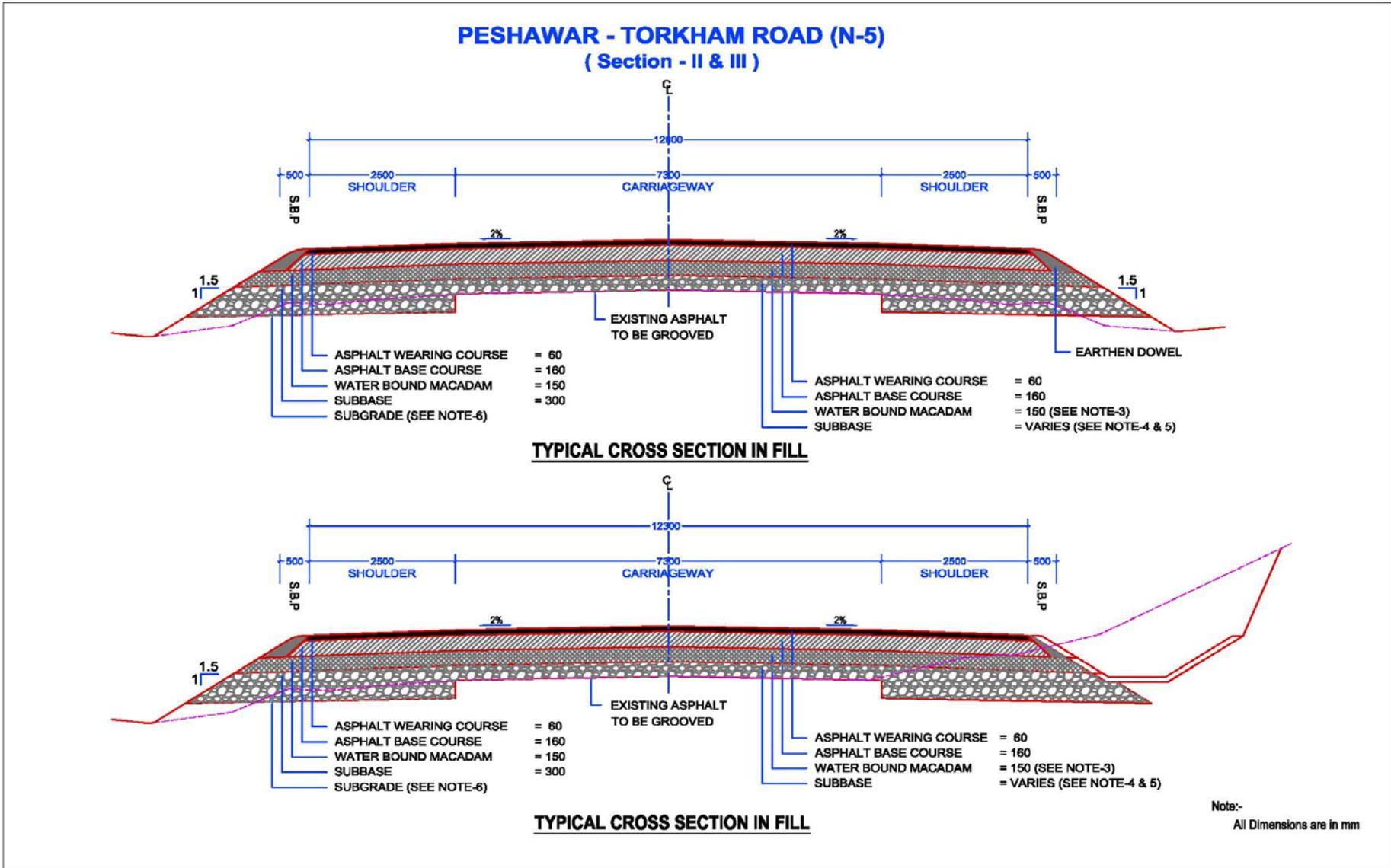


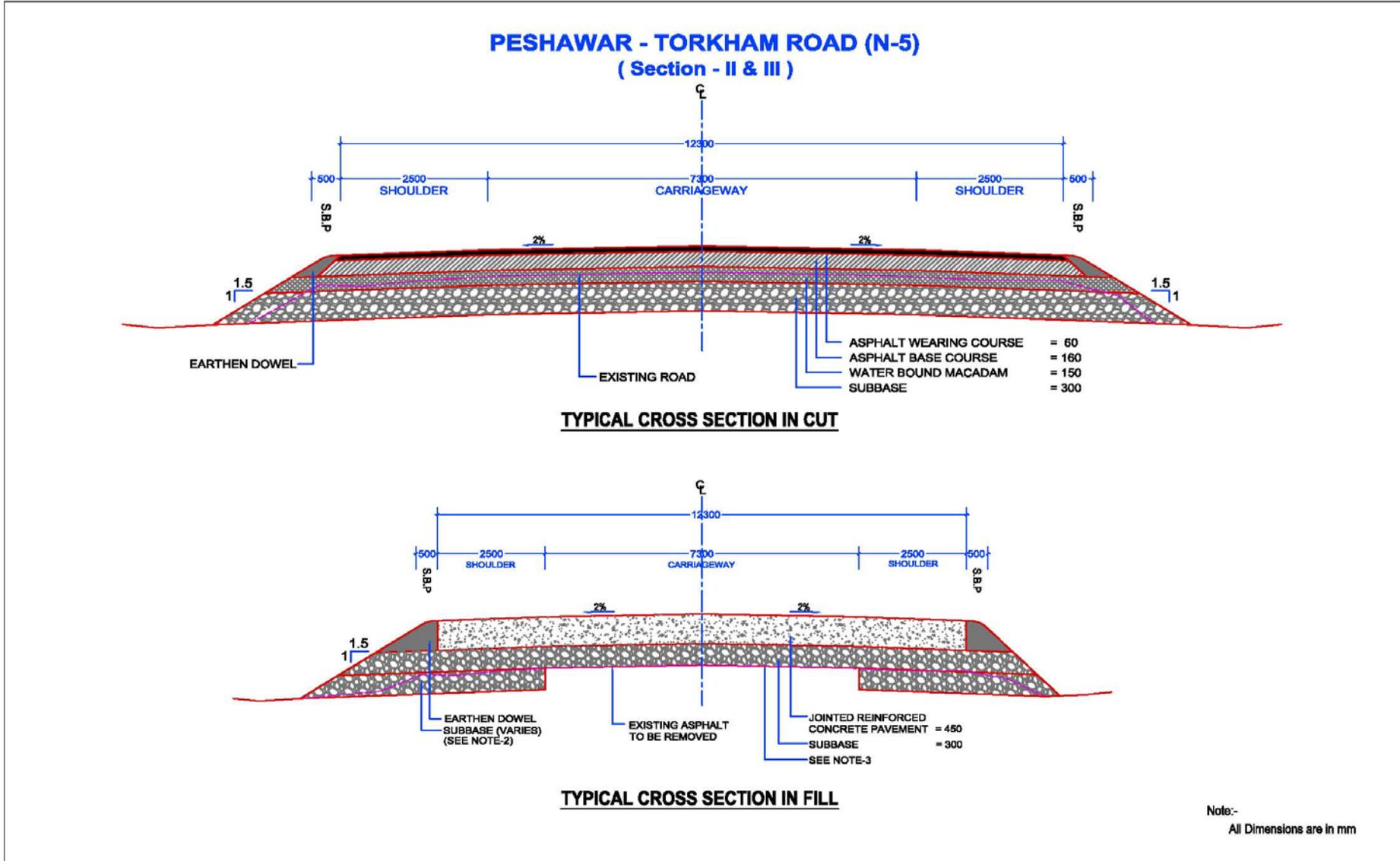




1.6 TYPICAL CROSS SECTIONS OF ROAD







M&E SERVICES & PROGRESS OF ACTIVITIES

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.
- Conducted 245 No's independent & 318 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 # 10 of Sec-I ,IPC # 06 & 07 of Sec-II, IPC # 05 & 06 of Sec-III & IPC # 02& 03 of 02 Bridges & 02 MCC were verified and forwarded to USAID during the reporting quarter.

2.2 MATTERS REQUIRING ATTENTION

2.2.1 COMPLETION OF SECTION I, II AND III

The aforementioned sections which were initially scheduled to be completed before the end of year 2014 have now been scheduled for completion by the end of January, 2015. PILs signed for these sections expired on December 31, 2014. However, as per para (c) of the attachment titled "Fixed Amount Reimbursement" to the respective PILs, reimbursement requests can be entertained up to three months i.e. March 31, 2015.

FWO needs to complete the remaining works on priority and the FATA secretariat needs to inform USAID with necessary supporting documentation to avoid any complication regarding payment reimbursement by USAID.

2.2.2 PROCESS OF PC-1s APPROVAL

Since project commencement in Oct 2012, 08 No: PC-1's (06 for Sec-I To VI) from KM: 0+000 To 33+000, and two PC-1's for 08 bridges plus 02 Multi cell culverts, amounting in total to PKR 6,073 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 03 PC-1s needs to be expedited.

2.2.3 COMPLEXITY IN MAINTAINING TRAFFIC ON DIVERSIONS

Diversions have been provided at intervals b/w KM: 18+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.

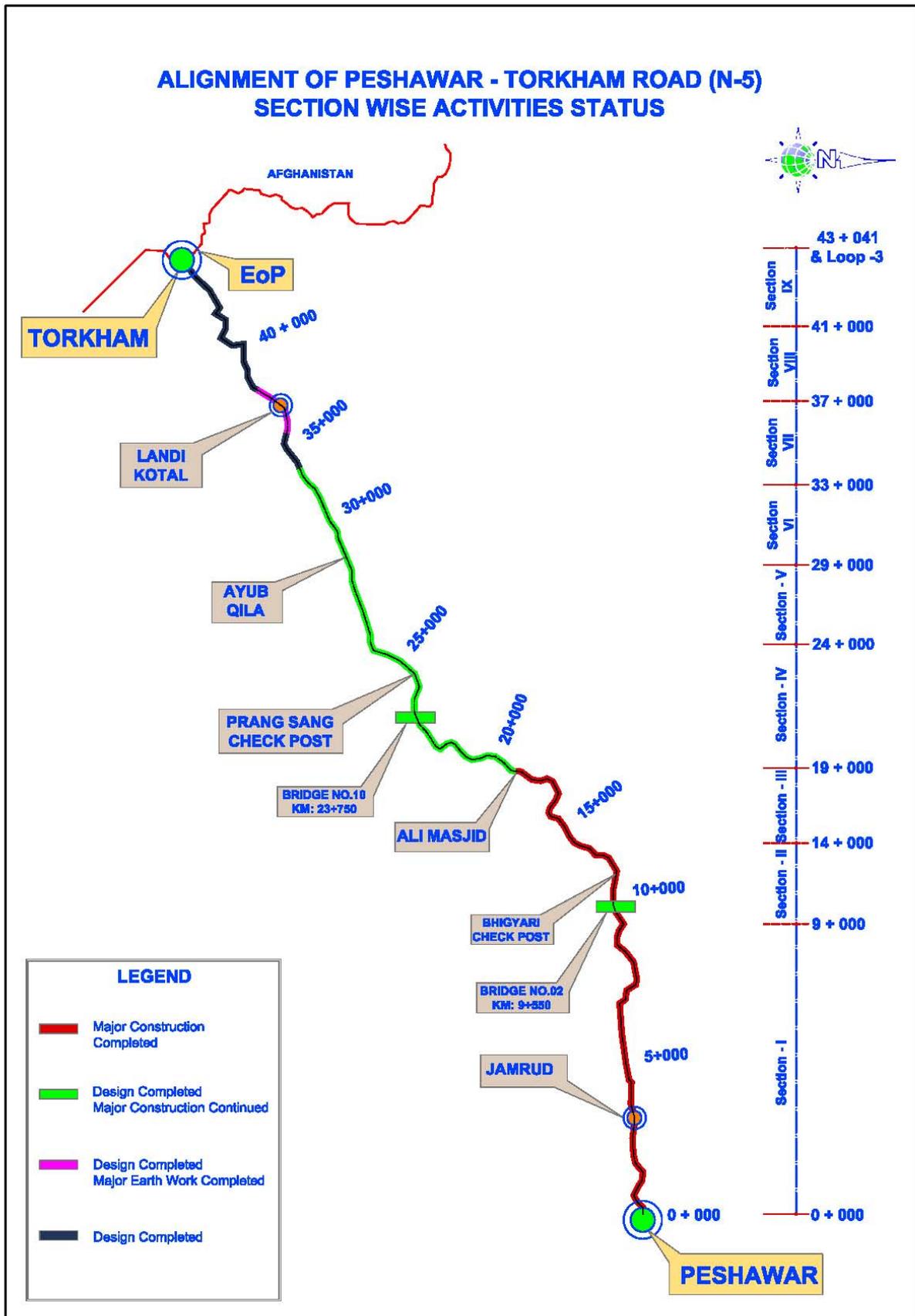
2.2.4 DELAY IN UTILITIES SHIFTING FROM CONSTRUCTION CORRIDOR

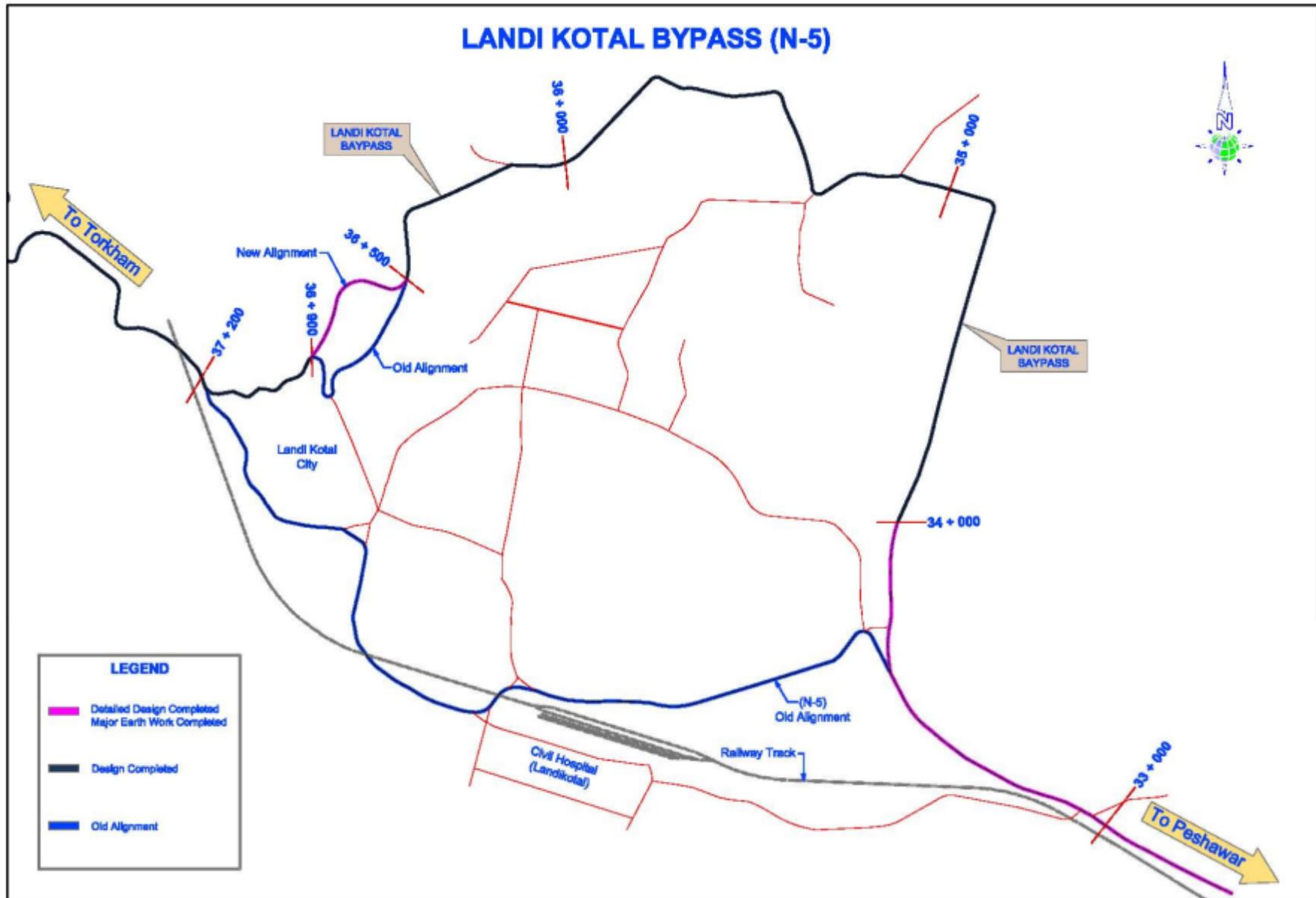
Shifting of overhead electric lines (including poles) and underground Optical Fiber Cable (OFC) got delayed despite payment by FWO to the concerned GoP departments, thereby putting a constraint on the contractor's capacity to undertake construction work in an un-interrupted and continuous manner.

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)

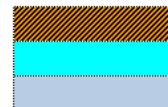
BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THE REPORTING QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK	KM	9	6,339.85	57,058.65	9.00	57,059	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	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	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	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	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	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	4.95	1,232,563.76	90.00	0.05	12,450.14	0.91	5.00	1,245,013.90	90.91
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	3.00	330,385.56	100.00	-	-	-	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	-	-	-	1.00	11,047.54	100.00	1.00	11,047.54	100.00
6	ANCILLARY WORKS COMPLETE IN ALL RESPECT	JOB	1	54,375.49	54,375.49	0.47	25,556.48	47.00	0.46	25,012.73	46.00	0.93	50,569.21	93.00
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	-	-	-	4.50	5,840.42	50.00	4.50	5,840.42	50.00
	TOTAL PROJECT COST (SECTION-I)				9,978,082		9,789,583	98.11		54,350.82	0.54		9,843,934	98.66

3.2 PHYSICAL PROGRESS STATUS (SECTION-I)

Ancillary works										
Asphaltic Wearing Course										
Asphaltic Base Course										
Aggregate Base Course										
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	01 + 000	01 + 500	02 + 000	02 + 500	03 + 000	03 + 500	04 + 000	

Ancillary works										
Asphaltic Wearing Course										
Asphaltic Base Course										
Aggregate Base Course										
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:	04 + 500	05 + 000	05 + 500	06 + 000	06 + 500	07 + 000	07 + 500	08 + 000	08 + 500	

LEGEND



WORKS COMPLETED IN QUARTER # 9
 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-II										
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
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	9.50	961,828	95.00	0.50	50,623	5.00	10.00	1,012,450	100.00
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	9.50	257,194	95.00	0.50	13,537	5.00	10.00	270,730	100.00
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	4.00	114,808	86.96	0.60	17,221	13.04	4.60	132,029	100.00
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	3.50	774,088	76.09	1.10	243,284.85	23.91	4.60	1,017,373	100.00
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	1.10	115,178.85	23.91	4.60	481,657	100.00
b	RIGID PAVEMENT (6.15 m Width Lane of 500 m)	500 m	10.8	262,510	2,835,108	10.40	2,730,104	96.30	0.40	105,004	3.70	10.80	2,835,108	100.00
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	1.11	78,659	5.62	19.36	1,371,927	98.03
4a - ii	BREAST WALL - 325 M	100 m	3.25	28,169	91,549	3.00	84,506	92.31	0.19	5,352	5.85	3.19	89,858	98.15
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	2.000	66,746	100.00	0.000	-	-	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	2.00	86,700	100.00	0.00	-	-	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	1.00	44,585	100.00	0.00	-	-	1.00	44,585	100.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	1.00	48,068	100.00	0.00	-	-	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	0.19	6,285.77	6.33	3.00	99,249	100.00
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	1.00	36,376	100.00	0.00	-	-	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	1.00	89,408	100.00	0.00	-	-	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	1.00	83,564	100.00	0.00	-	-	1.00	83,564	100.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	1.00	38,000	100.00	0.00	-	-	1.00	38,000	100.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	1.00	88,589	100.00	0.00	-	-	1.00	88,589	100.00
	Service Ducts	No	23	2,666	61,318	23.00	61,318	100.00	0.00	-	-	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	0.63	101,215.41	62.50	1.00	161,945	100.00
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	-	-	-	3.10	108,264.48	83.22	3.10	108,264	83.22
5b	ROAD PROTECTION WORKS (75 M)	JOB	1	404,279	404,279	-	-	-	0.48	194,054.02	48.00	0.48	194,054	48.00
6	ANCILLARY WORKS COMPLETE IN ALL RESPECTS	JOB	1	70,050	70,050	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	30,579	152,895	4.00	122,316.00	80.00	1.00	30,579.00	20.00	5.00	152,895.00	100.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				9,383,484		7,885,559	84.04		1,069,258	11.40		8,954,816	95.43

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



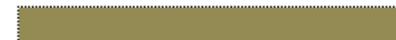
ACTIVITIES COMPLETED IN QUARTER # 9



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	9.5	992,284.50	95.00	0.5	52,225.50	5.00	10	1,044,510.00	100.00
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500m	11.80	39,882.00	470,607.60	11.0	438,702.00	93.22	0.8	31,905.60	6.78	11.8	470,607.60	100.00
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	0.3	63,708.60	6.38	4.7	998,101.40	100.00
d	EARTHEN DOWEL	JOB	1.00	24,249.00	24,249.00	-	-	-	1	24,249.00	100.00	1	24,249.00	100.00
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	0.3	30,300.00	6.38	4.7	474,700.00	100.00
b	RIGID PAVEMENT (HALF PAVEMENT WIDTH)	500m	14.30	216,504.00	3,096,007.20	11	2,381,544.00	76.92	3	649,512.00	20.98	14.0	3,031,056.00	97.90
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	100M	4.75	9,353.00	44,426.75	0.5	4,676.50	10.53	4.06	37,973.18	85.47	4.56	42,649.68	96.00
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	0.75	14,283.00	6.98	10.75	204,723.00	100.00
d	RETAINING WALL (RW-2) : H= 3.0 M ; L= 150 M	JOB	1.00	37,862.00	37,862.00	0.83	31,425.46	83.00	0	-	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	48.00	0.52	22,984.00	52.00	1	21,039.20	100.00
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	0.25	23,377.50	4.17	4.50	420,795.00	75.00
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	-	-	-	1.72	58,543.64	76.44	1.72	58,543.64	76.44

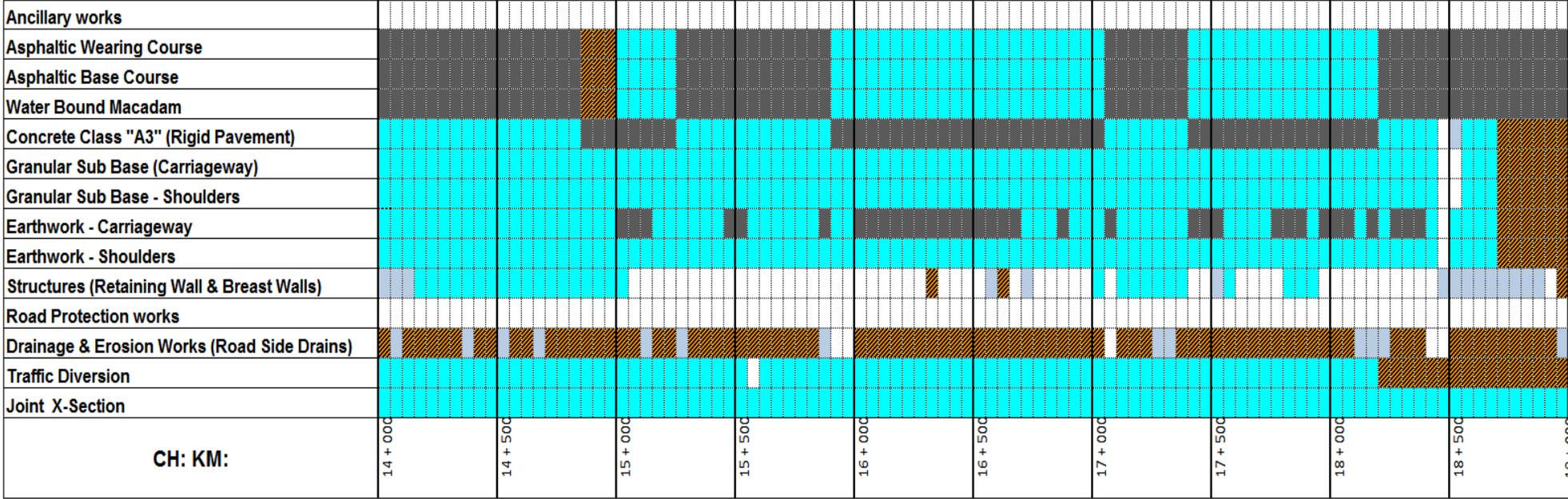
CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – III)

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	1.00	33,442.00	100.00	0	-	0.00	1.00	33,442.00	100.00
	1 x 2 x 3 (Flexible Pavement)	No	1	44,315.00	44,315.00	1.00	44,315.00	100.00	0	-	0.00	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	0.38	15,453.46	19.00	2.00	81,334.00	100.00
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479.00	52,479.00	0.744	39,044.38	74.40	0.156	8,186.72	15.60	0.9	47,231.10	90.00
NS	CONSTRUCTION OF NEW CULVERTS(REPLACEMENT OF OLD) (No. of Span x Span Width x Height)													
	1 x 2 x 2	No	1	27,031.00	27,031.00	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	2	67,242.00	100.00	0.00	-	0.00	2.00	67,242.00	100.00
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818.00	67,636.00	2	67,636.00	100.00	0.00	-	0.00	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	1	45,559.00	100.00	0.00	-	-	1.00	45,559.00	100.00
	1 x 2 x 3 (30° skew)	No	1	49,119.00	49,119.00	1	49,119.00	100.00	0.00	-	0.00	1.00	49,119.00	100.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901.00	92,703.00	3	92,703.00	100.00	0.00	-	0.00	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		-	0.00	6.00	16,350.00	100.00	6.00	16,350.00	100.00
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D.3a (7.0 KM)	500m	14	18,007.00	252,098.00		-	0.00	11.75	211582.25	83.93	11.75	211582.25	83.93
ii	DRAIN TYPE D.3b (0.225 KM)	JOB	1	16,610.00	16,610.00		-	-	0.44	7308.40	44.00	0.44	7308.40	44.00
5b	ROAD PROTECTION WORKS													
i	STONE PITCHING (100M)	JOB	1	5,416.00	5,416.00		-	-		-	-		-	0.00
ii	METAL GUARD RAIL (475M)	JOB	1	40,008.00	40,008.00		-	-		-	-		-	0.00
iii	BARRIER (150M)	JOB	1	45,775.00	45,775.00	0	-	0.00	1	45775.00	100.00	1	45,775.00	100.00

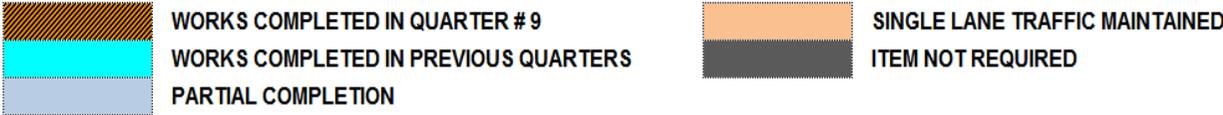
CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – III)

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	4	125,036.00	80.00	1.00	31,259.00	20.00	5	156,295.00	100.00
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	100.00	0.00		0	1	58,744.00	100.00
ii	SHIFTING OF O.F.C FROM KM: 09 TO KM: 14	JOB	1	58,744.00	58,744.00	1	58,744.00	100.00	0.00		0	1	58,744.00	100.00
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		-	0.00	1.00	57,708.00	100.00	1	57,708.00	100.00
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		-	0.00	1.00	52,918.00	100.00	1	52,918.00	100.00
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		7,067,127	74.19		1,455,603	15.30		8,489,746	89.25

5.2 PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (SECTION – III)



LEGEND



BRIDGES

6.1 BRIDGE (KM: 09+560) CUMULATIVE MILESTONE WISE PROGRESS STATUS

S No	Description	Unit Cost (\$)	Progress upto Previous Quarter			Progress in this Quarter			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Pile Load Test	19,330	1	19,330	100	-	-	-	1	19,330	100
	Construction of Piles	290,674	1	290,674	100	-	-	-	1	290,674	100
2	Pile Caps	108,538	1	108,538	100	-	-	-	1	108,538	100
	Abut walls, wing walls, pier shafts & transoms	169,925	1	169,925	100	-	-	-	1	169,925	100
3	Girders	242,915	1	242,915	100	-	-	-	1	242,915	100
	Launching of Girders	15,169	1	15,169	100	-	-	-	1	15,169	100
4	Deck Slabs ,Diaphragms, Barrier & Railing	277,403	0.95	263,533	95	0.05	13870.15	5	1	277,403	100.00
5	Surface course & Pavement	14,400		-	-	1	14400	100	1	14,400	100.00
	Structural Excavation and Backfill	19,361	0.30	5,808	30	0.7	13552.7	70	1	19,361	100.00
	Approach Slabs	14,152		-	-	1	14152	100	1	14,152	100.00
	Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works	52,425	0.50	26,213	50	-	-	-	0.5	26,213	50.00
	Ancillary Works including (i) 02 Number Road Sign Category -3a. (ii) 195M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 26 number ReflectORIZED pavement Studs Raised Profile Type - (Double)	1,673		-	-	-	-	-		-	-
		1,225,965		1,142,105	93.16		55,975	5		1,198,080	97.73

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

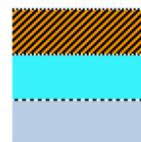
BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 09+560														
BRIDGE #2 (KM: 09+560)	Piles	36	36	[100% Complete]										
	Pile Caps	4	4	[100% Complete]										
	Abutments/ Piers	4	4	[100% Complete]										
	Transom/ Abutment Seats	4	4	[100% Complete]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



WORKS COMPLETED IN QUARTER # 9
WORKS COMPLETED IN PREVIOUS QUARTER
PARTIAL COMPLETION

6.3 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	[100% Completed in Previous Quarter]												
	Structural Excavation for Slab on Ground	[100% Completed in Previous Quarter]												
	Lean Concrete	[100% Completed in Previous Quarter]												
	Foundation Slab & cutoff wall concrete	[100% Completed in Previous Quarter]												
	Abutment walls construction	[100% Completed in Previous Quarter]			[100% Completed in Quarter # 9]									
	Abutment seat construction	[100% Completed in Quarter # 9]												
	Curtain wall and Approach slab seat	[100% Completed in Quarter # 9]												
	RCC Deck slab	[100% Completed in Quarter # 9]												
	Protection Works													
	Backfilling													
	NJ Barrier													
	Footpath Paving													
	Bridge Railing													
	Approach slabs													
Ancillary Works														



WORKS COMPLETED IN QUARTER # 9
WORKS COMPLETED IN PREVIOUS QUARTER
PARTIAL COMPLETION

6.4 BRIDGE (KM: 23+750) CUMULATIVE MILESTONE WISE PROGRESS STATUS

S/ No	Description	Unit Cost (\$)	Progress upto Previous Quarter			Progress in this Quarter			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Pile Load Test	19,330	1	19,330	100	-	-	-	1	19,330	100.00
	Construction of Piles	309,308	1	309,308	100	-	-	-	1	309,308	100.00
2	Pile Caps	106,579	1	106,579	100	-	-	-	1	106,579	100.00
	Abut walls, wing walls, pier shafts & transoms	90,180	0.33	29,759	33	0.67	60,421	67	1	90,180	100.00
3	Girders	187,363	1.0	187,363	100	0	-	-	1	187,363	100.00
	Launching of Girders	11,914	0.0	-	-	1	11,914	100	1	11,914	100.00
4	Deck Slabs ,Diaphragms, Barrier & Railing	254,785	-	-	-	0.9	229,307	90	0.9	229,307	90.00
5	Surface course & Pavement	13,125	-	-	-	0	-	-	-	-	-
	Structural Excavation and Backfill	57,939	-	-	-	0.1	5,794	10	0.1	5,794	10.00
	Approach Slabs	17,235	-	-	-	0	-	-	-	-	-
	Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works	322,224	-	-	-	0	-	-	-	-	-
	Ancillary Works including (i) 02 Number Road Sign Category -3a. (ii) 195M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 26 number Reflectorized pavement Studs Raised Profile Type - (Double)	2,320	-	-	-	0	-	-	-	-	-
		1,392,302		652,339	46.85		307,435	22.08		959,774	68.93

6.5 BRIDGE (KM: 23+750) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 23+750														
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	10	[100% Complete]				[Partial Completion]						
	Deck Slab / Barrier	2	2	[Partial Completion]										
	Expansion Joint	3		[0% Complete]										
	Approach Slab	2		[0% Complete]										



WORKS COMPLETED IN QUARTER # 9
 WORKS COMPLETED IN PREVIOUS QUARTER
 PARTIAL COMPLETION

6.6 BRIDGE (KM: 27+250) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
				KM: 27+250										
BRIDGE#12 (KM:27+250)	Piles	36	36	[Progress bar: 100% completed in previous quarter]										
	Pile Caps	6	3	[Progress bar: 50% completed in previous quarter]										
	Abutments/ Piers	6		[Progress bar: 50% partial completion]										
	Transom/ Abutment Seats	6		[Progress bar: 0% completion]										
	Pre cast Panels Casting	65	65	[Progress bar: 40% completed in previous quarter, 60% completed in quarter # 9]										
	Girder Launching	65		[Progress bar: 0% completion]										
	Deck Slab / Barrier	5		[Progress bar: 0% completion]										
	Expansion Joint	6		[Progress bar: 0% completion]										
	Approach Slab	2		[Progress bar: 0% completion]										



WORKS COMPLETED IN QUARTER # 9
WORKS COMPLETED IN PREVIOUS QUARTER
PARTIAL COMPLETION

6.7 MCC (KM: 11+190) CUMULATIVE MILESTONE WISE PROGRESS STATUS

S No	Description	Unit Cost (\$)	Progress upto Previous Quarter			Progress in this Quarter			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Bottom Slab & Cutt-off wall	131,970	1	131,970	100.00	-	-	-	1	131,970	100.00
	Box Walls	86,096	1	86,096	100.00	-	-	-	1	86,096	100.00
2	Top Slab	150,422	1	150,422	100.00	-	-	-	1	150,422	100.00
	Wing Walls & Apron	149,336	1	149,336	100.00	-	-	-	1	149,336	100.00
3	Approach Slabs	14,537	1	14,537	100.00	-	-	-	1	14,537	100.00
	Stone Pitching 60 meter length	6,671	-	-	-	-	-	-	-	-	-
4	Surface course & Pavement	11,293	1	11,293	100.00	-	-	-	1	11,293	100.00
	Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works	52,803	0.95	50,163	95.00	-	-	-	0.95	50,163	95.00
	Ancillary Works including (i) 02 Number Road Sign Category - 3a. (ii) 142M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 12 Number Reflectorized pavement Stud Raised Profile Type - (Double)	1,423	-	-	-	-	-	-	-	-	-
		604,551		593,817	98.22		-	-		593,817	98.22

6.8 MCC (KM: 22+925)

CUMULATIVE MILESTONE WISE PROGRESS STATUS

S No	Units	Unit Cost (\$)	Progress upto Previous Quarter			Progress in this Quarter			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Bottom Slab & Cutt-off wall	113,545	1	113,545	100.00	-	-	-	1	113,545	100.00
	Box Walls	79,827	1	79,827	100.00	-	-	-	1	79,827	100.00
2	Top Slab	97,807	0.5	48,904	50.00	0.5	48,904	50.00	1	97,807	100.00
	Wing Walls & Apron	96,200		-	-	1	96,200	100.00	1	96,200	100.00
3	Approach Slabs	15,008		-	-	1	15,008	100.00	1	15,008	100.00
	Stone Pitching 32.80 meter length	8,231		-	-	-	-	-	-	-	-
4	Surface course & Pavement	8,628		-	-	-	-	-	-	-	-
	Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works	25,166		-	-	-	-	-	-	-	-
	Ancillary Works including (i) 02 Number Road Sign Category - 3a. (ii) 142M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 12 Number Reflectorized pavement Stud Raised Profile Type - (Double)	1,303		-	-	-	-	-	-	-	-
		445,715		242,276	54.36		160,112	35.92		402,387	90.28

6.9 MULTICELL CULVERT PHYSICAL PROGRESS STATUS

Gabion wall Construction	U/S Side					
	D/S Side					
Retaining wall Construction	Near end					
	Far end					
RCC Railing	Near end					
	Far end					
Approach Slab Construction	Near end					
	Far end					
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*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 # 9
	ACTIVITIES COMPLETED IN PREVIOUS QUARTERS
	ACTIVITIES NOT REQUIRED
	ACTIVITIES IN PROGRESS

MATERIAL TESTING REPORTS

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 8th)			THIS QUARTER (9th)			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
A S P H A L T	Aggregates Quality Test	Sieve Analysis	40	40	0	1	1	0	41	41	0	
		Specific Gravity	36	36	0	1	1	0	37	37	0	
		Absorption	30	30	0	1	1	0	31	31	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	9	9	0	0	0	0	9	9	0	
		Temprature	9	9	0	0	0	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	42	42	0	14	14	0	56	56	0	
		Los of Stability	42	42	0	14	14	0	56	56	0	
		Flow Test	42	42	0	14	14	0	56	56	0	
		Air Voids %	42	42	0	14	13	1	56	55	1	Note-1
		Extraction (Bitumen %)	43	41	2	14	11	3	57	52	5	
		Grading	43	40	3	14	11	3	57	51	6	
		Gmm Test	43	43	0	14	14	0	57	57	0	
		Density (1st Layer)	234	234	0	63	61	2	297	295	2	Note-2
		Thickness (1st Layer)	238	222	16	61	61	0	299	283	16	
		Density (2nd Layer)	252	252	0	60	57	3	312	309	3	Note-2
	Thickness (2nd Layer)	256	230	26	57	56	1	313	286	27	Note-3	
	Pre Mix Asphaltic Wearing Course	Stability	13	13	0	4	4	0	17	17	0	
		Los of Stability	13	13	0	4	4	0	17	17	0	
Flow Test		13	13	0	4	4	0	17	17	0		
Air Voids %		13	13	0	4	1	3	17	14	3	Note-1	
Extraction (Bitumen %)		13	13	0	4	2	2	17	15	2		
Grading		13	13	0	4	2	2	17	15	2		
Gmm Test		13	13	0	4	4	0	17	17	0		
Density		248	248	0	23	22	1	271	270	1	Note-2	
Thickness	248	234	14	23	23	0	271	257	14			

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

Note-2: Compaction accepted following additional coring/testing of the area as per NHA specifications.

Note-3: Deficient layer thickness to be adjusted in subsequent layer.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 8th)			THIS QUARTER (9th)			TOTAL UP-TO DATE			REMARK
			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	32	24	8	4	4	0	36	28	8	
		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	51	43	8	7	7	0	58	50	8	
		Specific Gravity	16	16	0	0	0	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	1	1	0	3	3	0	
	Concrete Compressive Strength	LEAN CONCRETE	11	11	0	0	0	0	11	11	0	
		CLASS "B" CONCRETE	0	0	0	6	6	0	6	6	0	
		CLASS "A-1" CONCRETE	29	28	1	10	10	0	39	38	1	
		CLASS "A-2" CONCRETE	2	2	0	1	1	0	3	3	0	
		CLASS "A-3" CONCRETE	75	75	0	22	22	0	97	97	0	
		CLASS "D-1" CONCRETE	18	18	0	1	1	0	19	19	0	
		Kerb Stone	0	0	0	5	0	5	5	0	5	Note-1
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-1: Being a non-structural element, average strength of 2500 Psi of cores extracted from kerb stones can be accepted.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 8th)			THIS QUARTER (9th)			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Steel Bar	Tensile Strength	12	12	0	2	2	0	14	14	0	
		Elongation	12	12	0	2	2	0	14	14	0	
		Bend	12	12	0	2	2	0	14	14	0	
Drain	Bricks	Compressive Strength	6	6	0	1	1	0	7	7	0	
		Absorption	6	0	6	1	0	1	7	0	7	Note-1
	Sand	Gradation	5	2	3	0	0	0	5	2	3	
Q U A L I T Y T E S T O F S O I L	Borrow Area	Sieve Analysis	20	20	0	1	1	0	21	21	0	
		Plasticity Index	15	15	0	1	1	0	16	16	0	
		Proctor Test	15	15	0	1	1	0	16	16	0	
		Abrasion	7	7	0	1	1	0	8	8	0	
		Sand Equivalent	6	5	1	1	1	0	7	6	1	
		Specific Gravity	5	5	0	1	1	0	6	6	0	
		CBR Test	14	14	0	1	1	0	15	15	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	28	28	0	4	4	0	32	32	0	
		Plasticity Index	22	22	0	2	2	0	24	24	0	
		Moisture Density	26	26	0	3	3	0	29	29	0	
CBR Test		19	19	0	2	2	0	21	21	0		
Abrasion		19	19	0	3	3	0	22	22	0		
Specific Gravity		20	20	0	4	4	0	24	24	0		
Sand Equivalent		22	15	7	3	2	1	25	17	8	Note-2	

Note-1: The stated bricks are being used in construction of road side 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 should not absorb moisture of more than 15-20% by weight when soaked in water. There is no distinct relationship between water absorption and water tightness of walls. .

Note-2: The contractor has been advised to change the source of borrow material.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st To 8th)			THIS QUARTER (9th)			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	NO OF TEST	PASS	FAILED	
	Water Bound Macadam	Gradation	35	14	21	6	3	3	41	17	24	Note-1
		Abrasion	13	13	0	3	3	0	16	16	0	
		Specific Gravity	16	16	0	6	6	0	22	22	0	
		Soundness	7	7	0	0	0	0	7	7	0	
		Flakiness Test	9	9	0	3	3	0	12	12	0	
		Proctor	13	13	0	3	3	0	16	16	0	
	Stone Dust	Gradation	5	5	0	1	1	0	6	6	0	
		Sand Equivalent	2	2	0	1	1	0	3	3	0	
		Plasticity Index	2	2	0	0	0	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		83	76	7	6	6	0	89	82	7		
SUB BASE		101	87	14	9	9	0	110	96	14		
AGG.BASE COURSE		50	27	23	0	0	0	50	27	23		
WBM		66	39	27	15	11	4	81	50	31	Note-2	
CALIBRATION	LAB EQUIPMENT	2	2	0	0	0	0	2	2	0		
	CONCRETE BATCHING PLANT	1	1	0	1	1	0	2	2	0		
	ASPHALT PLANT	1	1	0	0	0	0	1	1	0		

Note-1: The contractor was advised to rectify the gradation.

Note-2: Subsequent layer/laying of prime coat postponed till the achievement of required field density.

Total Number of Tests	PREVIOUS QUARTER (1st To 8th)			This Quarter (9th)			From Start up to Dec,2014			Remarks
	Total	Pass	Fail	Total	Pass	Fail	Total	Pass	Fail	
Description	Total	Pass	Fail	Total	Pass	Fail	Total	Pass	Fail	
Independently	1294	1223	71	245	221	24	1539	1444	95	
Jointly	1889	1761	128	318	307	11	2207	2068	139	

ENVIRONMENTAL COMPLIANCE MONITORING

8.1 Introduction

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

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

8.2 Environmental Monitoring Compliance

Environmental Monitoring Compliance of each activity of road component is being done according to the Environment Mitigation 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 Mitigation 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.

8.2.1 Existing Environmental Conditions in the Area of Influence

During the reporting quarter, work continued by the contractor (FWO) from section – I to IX. 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.

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.

8.2.2 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 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.

8.2.3 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.

8.2.4 Progress during Quarter # 09 (October - December 2014)

During this reporting period, six site visits (two visits 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.

Dust pollution is the major and serious environmental issue at site. Water sprinkling bowzers to avoid dust pollution on road are often missing at most places of the site. During this quarter, the most serious environmental issue observed was the non compliance of the health, safety and other environment related issues at site. Among them the most serious are the dust pollution and traffic blockade at KM 19 to KM 21, KM 23 to KM 24, KM 26+500 to KM 27+500, KM 27+500 to KM 29+925, KM 31+600 to 32+000 and KM 33+500 to KM 33+800 & KM 39+700 to KM 41+500. Though during the last two weeks of this quarter some improvement concerning the environmental issues, such as road maintenance and water sprinkling at site has been made, but the problem of dust pollution still persist. The issue of dust pollution has also been reported in both electronic and print media. Special attention to the peaceful settlement of the health, safety and other environmental issues in the project area is required. Due to specific conditions, such as hilly terrain, busy traffic corridor,

residential and commercial areas along the road, environmental issues, particularly the dust pollution mentioned in the above reaches should on emergency basis be resolved to avoid the distrust found in the local population about the FWO work force and other stake holders of the road project.

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. Although increase in anti-terror operations inflict substantial damage to ranks and files of the militant groups but the potential for militant's backlash persist with possible surge in terrorist activities either sporadic in nature or in shape of coordinated/ large scale attacks. As such a deteriorating security environment is expected to prevail in KP/ FATA amid ongoing offensives against militants. Whilst security forces are expected to remain the prime target of militant groups but elevated threat of terror attacks persists against civilian/ soft targets including; government installations, high-profile/ sensitive locations, crowded public places, pro-government tribes and religious sites/ events. Shift of threat towards foreign interest's remains a possibility in the wake of latest drone attacks and as the situation evolves.

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:

- **Peace Body Members Killed Two Lashkar-e-Islam (LI) Men**
On October 12, 2014, the members of the Zakhakhel Amn Lashkar (locally known as Tauheedul Islam) killed two militants affiliated with the Mangal Bagh-led Lashkar-e-Islam (LI) they were caught trying to plant a roadside bomb apparently to target the TI chief Munshi Afridi, who was returning home after performing Hajj.
- **10 Militants Killed In Air Strikes**
On October 13, 2014, 10 militants were killed and many others were injured when jet fighters targeted their hideouts in the remote Tirah Valley in Khyber Agency.
- **Suicide Attack On Amn Lashkar**
On October 15, 2014, Seven people were killed and 17 others sustained injuries when a suicide bomber blew himself up at a Jirga of the Zakhakhel Amn Lashkar in the Pir Mela area of Tirah Valley, Khyber Agency.
- **21 Militants Killed In Air Strikes**
On October 16, 2014, 21 militants were killed and several others sustained injuries when jet fighters pounded their hideouts in the Tirah Valley and Bara Tehsil of Khyber Agency.
- **12 Militants Killed and 30 Arrested In Bara Operation**
On October 17, 2014, twelve suspected militants were killed and three of their bases destroyed by an intelligence-driven military operation in Bara Tehsil of Khyber Agency. 30 Lashkar-e-Islam (LI) leaders have surrendered to security forces during Bara operation.

- **6 Militants Killed and 50 Arrested In Operation Khyber-1**

On October 18, 2014, At least six militants were killed in operation Khyber-1 conducted by armed military forces in Khyber Agency. Meanwhile unidentified armed men killed the son of the Lashkar-e-Islam (LI) chief Mangal Bagh a commander of the militant organization in Bara Tehsil in Khyber Agency.

Around 50 militants belonging to the Lashkar-e-Islam (LI) along with their commander named Mualim surrendered to the security forces in the Milward camp in Akakhel area of Khyber Agency.

- **18 Killed In Khyber Agency Clashes and Air Strikes**

On October 22, 2014, eighteen people, including 11 militants, 2 soldiers and 5 civilians, were killed and 23 others sustained injuries in clashes and air strikes by security forces in the operation Khyber-1 in Khyber Agency.

- **6 Militants, A Soldier And Two Civilians Killed In Clashes**

On October 23, 2014, 6 militants affiliated with Lashkar-e-Islam along with a soldier and two civilians were killed, while five others, including two soldiers, sustained injuries in separate clashes in Operation Khyber-1 in Bara Tehsil of Khyber Agency.

- **School Blown Up In Khyber Agency**

On October 27, 2014, Terrorists blew up a primary school in the Akka Khel area of Bara Tehsil in Khyber Agency.

- **Two Tribesmen Kidnapped**

On October 28, 2014, unidentified kidnappers bundled Abdullah and Riaz into their vehicle in Ghundi area in Jamrud Tehsil of Khyber Agency and drove away.

- **21 Militants, 8 Soldiers Killed In Khyber Clash**

On October 29, 2014, 21 militants and 8 soldiers were killed and several injured in a clash during clearance operation in Spin Qamar area of Khyber Agency.

- **Six Militants Killed In Tirah Bombing**

On November 7, 2014, six suspected militants were killed and 10 others injured when jet fighters pounded Akakhel and Sepah areas of Tirah Valley in Khyber Agency.

- **Militants Attack Repulsed Successfully By Security Forces**

On November 12, 2014, militants belonging to Lashkar-e-Islam (LI) and its ally, the Tehreek-e-Taliban Pakistan (TTP), attacked a security forces checkpoint in the Akakhel area of Tirah Valley in the Khyber Agency, security forces repulsed the attack and killed up to 13 militants and 12 others sustained injuries in a clash.

- **20 Militants Killed In Operation Khyber -1**

On November 12, 2014, The Pakistan Army led security forces killed twenty alleged terrorist besides destroying five militants' hideouts in Khyber agency.

- **Key Commander among 5 Militants Killed In Clash**
On November 13, 2014, at least five militants, including a key commander of the Lashkar-e-Islam (LI), were killed in a clash with fighters belonging to a peace committee in the remote Tirah valley of Khyber Agency.
- **Militants Publicly Behead Man in Tirah**
On November 14, 2014, Militants beheaded a tribesman in public after accusing him of spying for security forces in Mehraban Kalay area of Tirah valley in Khyber Agency.
- **Five Militants Killed In Tirah Air Strikes**
On November 18, 2014, five militants, including an important commander, were killed when the Pakistan Air Force jet fighters pounded their hideouts in Tirah Valley of Khyber Agency.
- **Militant Beheaded In Tirah Valley**
On November 18, 2014, a key commander of a militant group was beheaded by unidentified armed men in Tirah Valley of Bara Tehsil, Khyber Agency.
- **11 More Militants Killed In Khyber Air Strikes**
On December 10, 2014, eleven suspected militants, including a foreigner, were killed and 10 others sustained injuries when Pakistan Air Force (PAF) jet fighters pounded their hideouts in various areas of Tirah Valley of Khyber Agency.
- **Two Militants Killed In Tirah Clashes**
On December 10, 2014, two militants belonging to the proscribed militant organization Lashkar-e-Islam (LI) were killed in clashes with pro-government peace committee Tauheed-ul-Islam (TI) in Bara Tehsil of Khyber Agency.
- **22 Militants Perish In Tirah Blitz**
On December 16, 2014, twenty-two suspected militants were killed when Pakistan Air Force (PAF) jet fighters pounded the hideouts of terrorists in Bara Tehsil of Khyber Agency.
- **APS&CS Attack Facilitator Killed In Khyber Agency**
On December 16, 2014, a key militant commander who facilitated the attack on the Army Public School and College was killed by security forces in the Ghundai area of Jamrud Tehsil in Khyber Agency.
- **57 Terrorists Killed in Air Strikes in Tirah**
On December 17, 2014, in the aftermath of deadly Taliban attack on an Army-run school in Peshawar, Pakistan's military launched 20 air strikes including "dynamic targeting" killing 57 terrorists in Khyber Agency's Tirah Valley.
- **20 Militants Killed In Tirah Air Strikes**
On December 18, 2014, twenty militants, including an important commander, were killed when the Pakistan Air Force (PAF) jet fighters blitzed their hideouts in the Tirah Valley of Khyber Agency.

- **22 Arrested, Arms Recovered In Landikotal**

On December 18, 2014, the security forces recovered arms and ammunition during search operation in Landikotal Tehsil of Khyber Agency and arrested 22 persons.

- **44 Militants Including Commanders Were Killed**

On December 19, 2014, around 44 militants, including commanders, were killed and many others sustained injuries in clashes with security forces in separate areas of Bara and Jamrud Tehsil of Khyber Agency.

- **Forces Repulsed Attack In Khyber Killing 16 Militants**

On December 27, 2014, terrorists armed with heavy weapons attacked a check post of security forces, Sixteen militants were killed, two wounded militants were arrested and 20 others sustained injuries in a clash with security forces in the Shireen Darra area, Tirah Valley in the Khyber Agency.

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 IPC'S SUMMARY TABLE

S.No	SECTION	PIL AMOUNT (US\$)	AMOUNT CERTIFIED (US\$)	REMAINING AMOUNT (US\$)	CERTIFIED (%)
1	I	9,978,081	9,787,524	190,557	98.09
2	II	9,383,484	8,376,636	1,006,848	89.27
3	III	9,512,705	8,031,134	1,481,571	84.43
4	02 Bridges & 02 MCC	3,668,533	2,753,830	914,703	75.07
TOTAL		32,542,803	28,949,124	3,593,679	88.96

10.2 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	02-Jul-13	26-Jul-13	2,494,227	234,457,311
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	03-Sep-13	11-Sep-13	25-Sep-13	1,096,902	103,108,788
5			699,562	65,758,791	30-Sep-13	03-Oct-13	23-Oct-13	680,293	63,947,570
6			1,287,568	121,031,406	02-Dec-13	02-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	04-Mar-13	07-Mar-14	03-Apr-14	168,209	15,811,658
9			1,316,284	123,730,696	12-May-14	14-May-14	30-May-14	1,113,124	104,633,660
10			653,768	61,454,158	16-Dec-14	24-Dec-14	25-Dec-14	463,210	43,541,733
UP-TO DATE CERTIFIED AMOUNT								9,787,524	920,027,285

Conversion Rate 1 US \$ = 94 PKR

10.3 CONTRACTOR IPC's (SECTION-II)

	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	03-Apr-14	666,175	69,948,380
3			2,541,722	266,880,810	12-May-14	14-May-14	30-May-14	2,541,722	266,880,797
4			2,347,005	246,435,540	23-Jul-14	23-Jul-14	09-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
6			1,231,421	129,299,241	13-Nov-14	14-Nov-14	21-Nov-14	1,057,893	111,078,752
7			1,317,363	138,323,131	16-Dec-14	24-Dec-14	25-Dec-14	310,515	32,604,069
UP-TO DATE CERTIFIED AMOUNT								8,376,636	879,546,760

Conversion Rate 1 US \$ = 105 PKR

10.4 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	03-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	09-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
5			1,622,701	168,760,925	13-Nov-14	14-Nov-14	21-Nov-14	1,216,964	126,564,256
6			1,934,444	201,182,145	16-Dec-14	24-Dec-14	25-Dec-14	452,872	47,098,688
UP-TO DATE CERTIFIED AMOUNT								8,031,134	835,237,920

Conversion Rate 1 US \$ = 104 PKR

10.5 CONTRACTOR IPC's (02 BRIDGES & 02 MC CULVERTS)

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
2			1,550,949	147,340,126	13-Nov-14	14-Nov-14	21-Nov-14	1,167,202	110,884,236
3			1,224,707	116,347,196	16-Dec-14	24-Dec-14	25-Dec-14	310,004	29,450,337
UP-TO DATE CERTIFIED AMOUNT								2,753,830	261,613,826

Conversion Rate 1 US \$ = 95 PKR

10.6 RECORD OF COORDINATION MEETINGS / JOINT SITE VISITS

Date	Meeting	Participants	Venue
20 Oct'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
20 Oct'14	Joint Site Visit	M&E Consultants, FWO, NESPAK	Sec-II & III, PTR
22 Oct'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
22 Oct'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
30 Oct'14	Co-ordination Meeting	USAID, M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
30 Oct'14	Joint Site Visit	USAID, M&E Consultants, FWO, NESPAK	Sec-II to IV, PTR
10 Nov'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
18 Nov'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
21 Nov'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	C.O (FWO) office, Jamrud, Khyber Agency
26 Nov'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
05 Dec'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
10 Dec'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CO (FWO) office, Jamrud, Khyber Agency
10 Dec'14	Joint site visit	VP NESPAK, CO (FWO) M&E Consultants.	Sec-VIII & IX, PTR
15 Dec'14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
20 Dec'14	Co-ordination Meeting	USAID, M&E Consultants, FWO, NESPAK	CO (FWO) office, Jamrud, Khyber Agency

10.7 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	TBN	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	TBN	Computer Operator	
15	Jamil Khan	Field Monitor Social	
16	Anwar Dad	Quantity Surveyor	
17	Waqar ul Mulk	Junior Architect	
18	TBN	Senior Surveyor	
19	Muhammad Waqas	Survey Assistant	
20	Muhammad Ayaz	Survey Assistant	
21	TBN	Survey Assistant	
22	Sana Ullah	Accountant	
23	Ihsan Ali	Assistant Office Administrator	
24	TBN	Computer Operator	

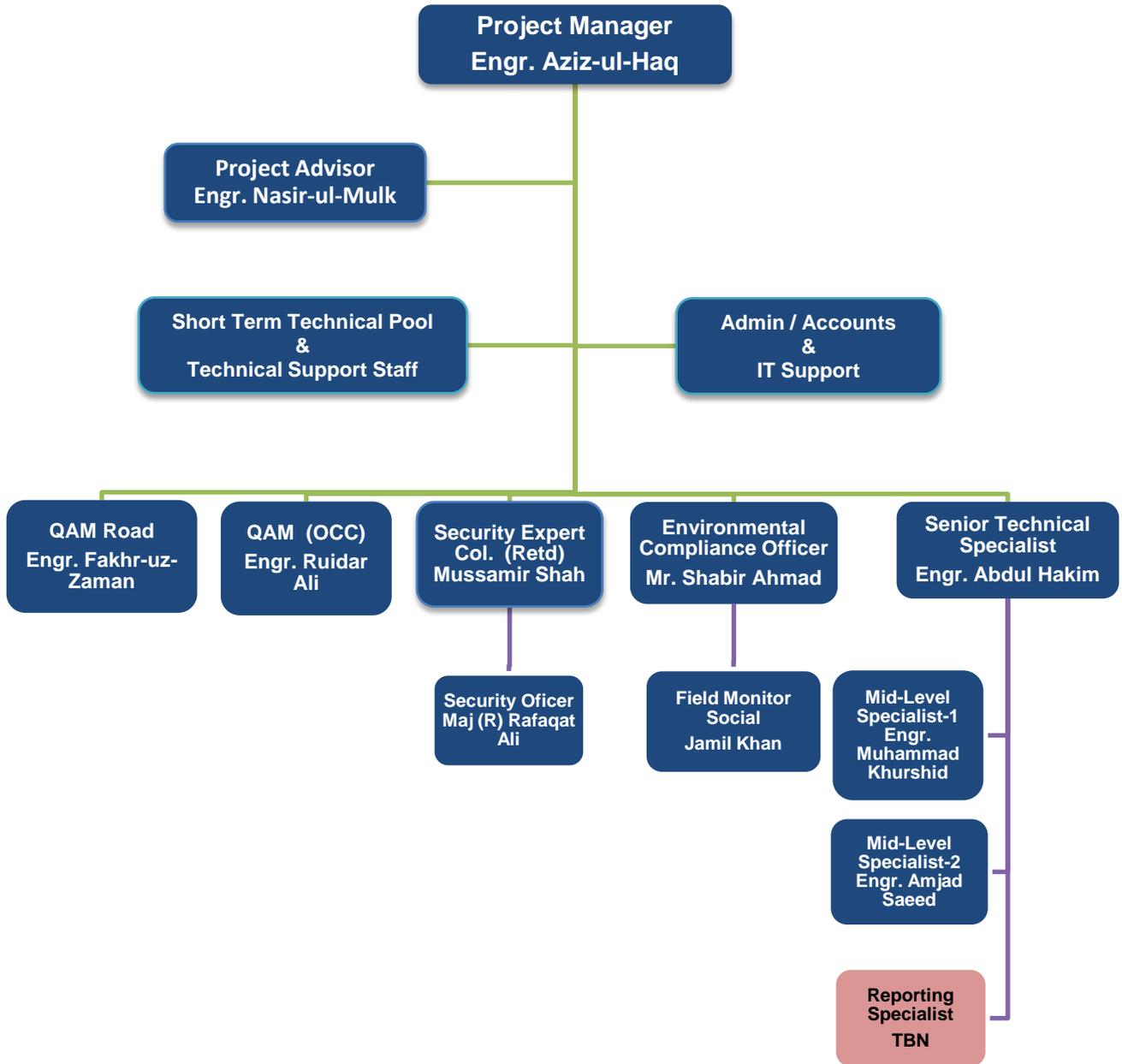
QAM OFFICE (ROAD COMPONENT)

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 Khan	Field Monitor Road
9	Atif-ul-Haq	Field Monitor Road
10	Tariq Ibrahim Khan	Quantity Surveyor
11	Asad Khan	CAD Operator
12	Major (Rtd.) Razaqat Ali	Security Officer
13	Ihsan Ullah	Accountant
14	Hafiz-ur-Rehman	Assistant Accountant
15	Nasir Alam	Admin Officer
16	Umar Shah	Assistant Office Admin
17	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
7	Babar Naeem	Assistant Lab. Technician

ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



LEGEND:

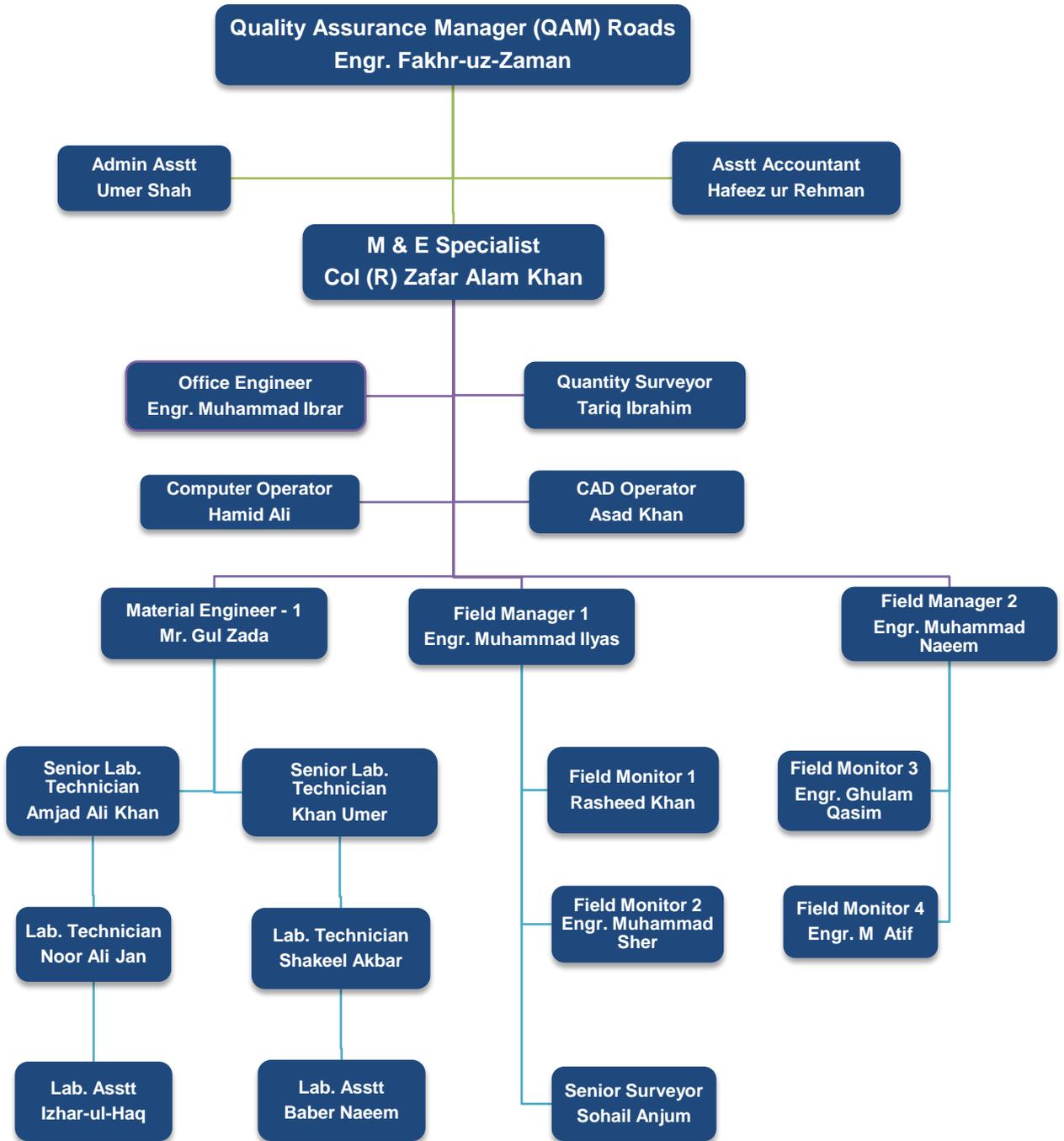


Mobilized



To be mobilized

ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



LEGEND:



Mobilized



To be mobilized with expansion of work

PROJECT PHOTOGRAPHS

PAVEMENTS

October / November

December



KM 0+900~0+922 Loop-I FW: Asphaltic Base course in progress



KM 0+900~0+922 FW Loop-I: Flexible pavement completed



KM 9+600~9+750 FW: WBM brooming in progress



KM 9+600~9+750 FW: Asphalt wearing course completed



KM 11+100~11+175 FW: Brooming of WBM top surface is in progress.



KM 11+075~11+175 FW: Asphalt wearing course completed

October / November

December



KM 11+642~11+664 HW LHS: Rigid pavement concrete in progress



KM 11+650~11+700 FW: Rigid pavement completed



KM 14+050~14+100: Rigid pavement concrete in progress



KM 14+050~14+100 & Loop-I: Rigid pavement completed



KM 18+700~18+800 FW: Sub base 1st layer ready for inspection



KM 18+700~18+900 FW: Rigid pavement completed

October / November

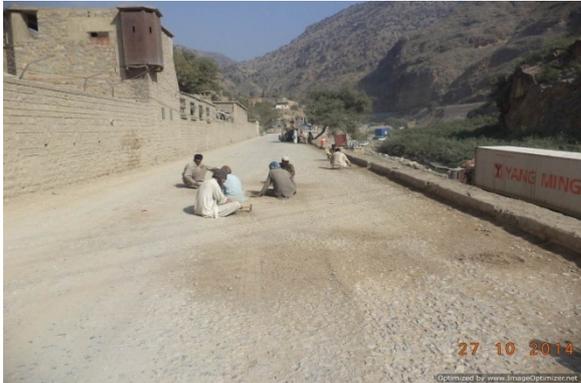
December



KM 19+100~19+175 FW: Sub base 1st layer watering & compaction in progress



KM 19+100~19+175 FW: Sub base top ready for Rigid pavement



KM 21+100~21+400 FW: Cleaning & brooming of WBM top surface is in progress.



KM 21+100~21+400 FW: Asphaltic Base Course 2nd layer completed



KM 21+800~22+090 FW: ACBC 2nd layer compaction in progress



KM 21+800~22+090 FW: Asphaltic base course completed

October / November



KM 30+775~31+000 FW: WBM spreading & compaction in progress

December



KM 30+775~31+000 FW: Asphaltic base course completed



KM 33+000~33+200 FW: Sub base top leveling & grading in progress



KM 33+000~33+200 FW: WBM Base completed

STRUCTURES

BRIDGES

October / November



Bridge at KM 9+560: Tack coat application is in progress

December



Bridge at KM 9+560: Bridge Railing along with footpath completed



Bridge at KM 18+475: Formwork fixing of Abutment wall-1 is in progress.



Bridge at KM 18+475: Deck slab steel rebar fixing complete



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



Bridge at KM 23+850: Deck slab concrete completed

October / November



Bridge at KM 27+250: Structural excavation for Pile cap of Abutment-II is started

December



Bridge at KM 27+250: Abutment wall & pier walls in progress

RETAINING WALLS

October / November

December



KM 18+625~18+800 LHS: Raising of stone masonry Retaining wall is in progress



KM 18+625~18+800 LHS: Raising of Retaining wall completed



KM 19+000~19+100 LHS: Retaining wall stone masonry is in progress



KM 19+000~19+100 LHS: Retaining wall stone masonry completed



KM 20+900~20+950 LHS: Retaining wall excavation has been carried out



KM 20+900~20+950 LHS: Retaining wall stone masonry completed

October / November



KM 22+625~22+700 LHS: Retaining wall stone masonry in progress

December



KM 22+625~22+700 LHS: Retaining wall completed

CULVERTS

October / November

December



Culvert at KM 0+400 Loop # II: Top slab rebar fixing in progress



Culvert at KM 0+400 Loop # II: Top slab concrete placed



Culvert at KM 11+190: Brooming of top slab is in progress



Culvert at KM 11+190: Asphalt wearing course completed



Culvert at KM 19+126: Form work fixing for Abutment wall lean concrete is in progress



Culvert at KM 19+126: Top slab concrete cast

October / November



Culvert at KM 20+238: Structural excavation has been carried out



Culvert at KM 20+238: Steel reinforcement fixing for top slab is in progress



Culvert at 31+030: Abutment wall stone masonry is in progress



Culvert at KM 31+030: Bed plate & curtain wall concrete completed



Culvert at KM 31+162: Upstream side wing wall concrete pad cast



Culvert at KM 31+162: Bed plate & curtain wall formwork fixing in progress

October / November



Culvert at KM 35+752: Stone masonry for Abutment wall-1 is in progress.

December



Culvert at KM 35+752: Abutment walls stone masonry completed



Multi cell culvert at KM 22+925: Toe wall at downstream side in progress



MC culvert at KM 22+925: Apron & Approach slab completed

DRAINS

October / November

December



KM 0+640 RHS: PCC shoulder work in progress



KM 0+600~0+700 RHS: Drain type D1 & shoulder concrete completed



KM 0+900~1+000 LHS: Fixing of kerb stones along drain type D1 is in progress



KM 0+900~1+000 RHS: Drain type D1 kerb stone & shoulder concrete completed



KM 11+690~11+800 LHS: Drain type D3A bed preparation in progress



KM 11+690~11+800 LHS: Drain type D3A completed

October / November

December



KM 11+800~11+900 LHS: Drain type D3A bed preparation in progress.



KM 11+800~11+900 LHS: Breast wall for Drain type D4 in progress



KM 15+600~15+650 LHS: Drain excavation is in progress.



KM 15+500~15+650 LH: Drain type D3A completed



KM 15+700~15+795 LHS: Drain type D3A Class B concrete is in progress.



KM 15+700~15+795 LHS: Drain type D3A completed

FIELD / LAB TESTING



ABC at KM: 24+315 ~ 24+438



ABC at KM: 32+300 ~ 32+575



ABC 2nd layer at KM: 31+475



Coring of ABC at KM: 24+337 ~ 24+438



Coring of ABC at KM: 26+175~2+241



Coring of AWC at KM: 24+950 ~ 25+580



Crushing of Concrete Cylinder at AGES Lab



Gmm of ABC Jointly tested at FWO Lab



Sampling of Emulsified Tack coat Material



Sampling of WBM at KM: 28+440 for Testing

ENVIRONMENTAL MONITORING



View of fire extinguishing facilities and Safety measures at Jamrud FWO camp



Heavy vehicles stand at Jamrud FWO camp



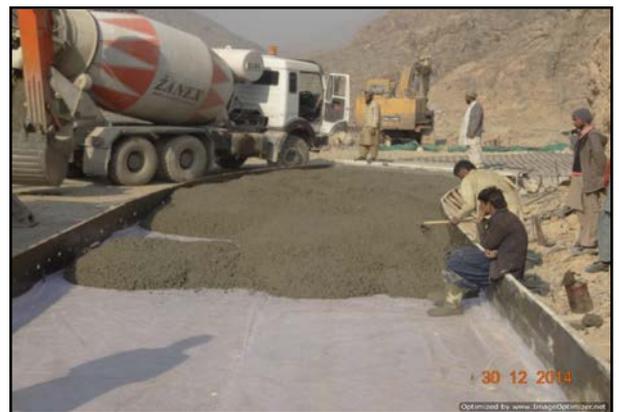
KM 10+700 LHS: Plantation continues along the road



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



KM 18+525 to 18+575: Retaining wall construction needs safety measures and H&S protocols compliance



KM 0+500 Loop-II: Work force during Rigid pavement needs PPEs (Personal protective equipments) & labor safeguards



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



KM 27+000: Bridge construction needs H&S protocols compliance



KM 28+300: Dust pollution needs, Sprinkling of water to control dust pollution



KM: 29+300: Sprinkling of water continues to control the dust pollution



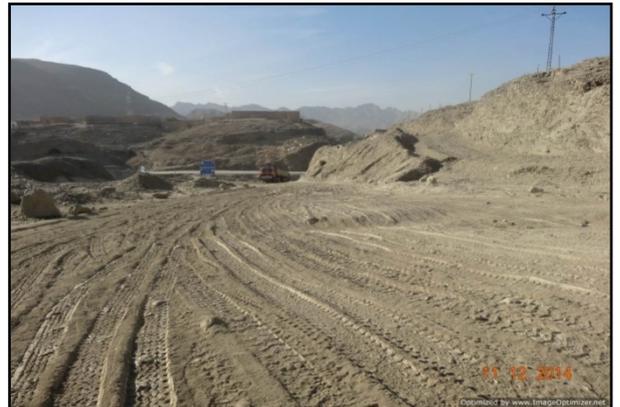
KM 34+000: Labor during Retaining wall construction needs safety measures and H&S protocols compliance



KM 35+275: Water sprayed to control dust pollution



KM 36+300: Dust pollution needs, sprinkling of water



KM 37+200: Dry powdered clay layers on the existing road, needs sprinkling of water to Control dust pollution