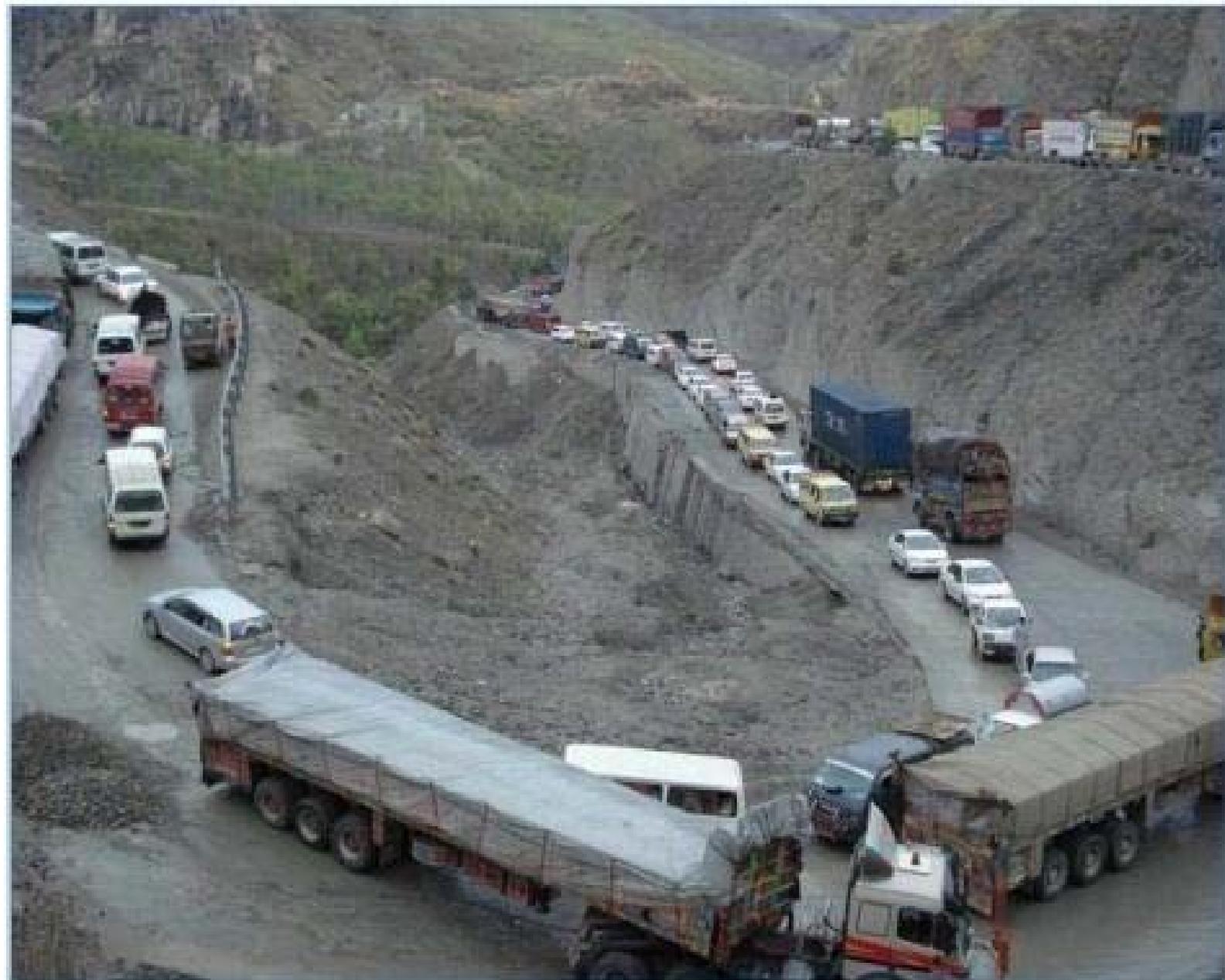




**USAID** | **PAKISTAN**  
FROM THE AMERICAN PEOPLE



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

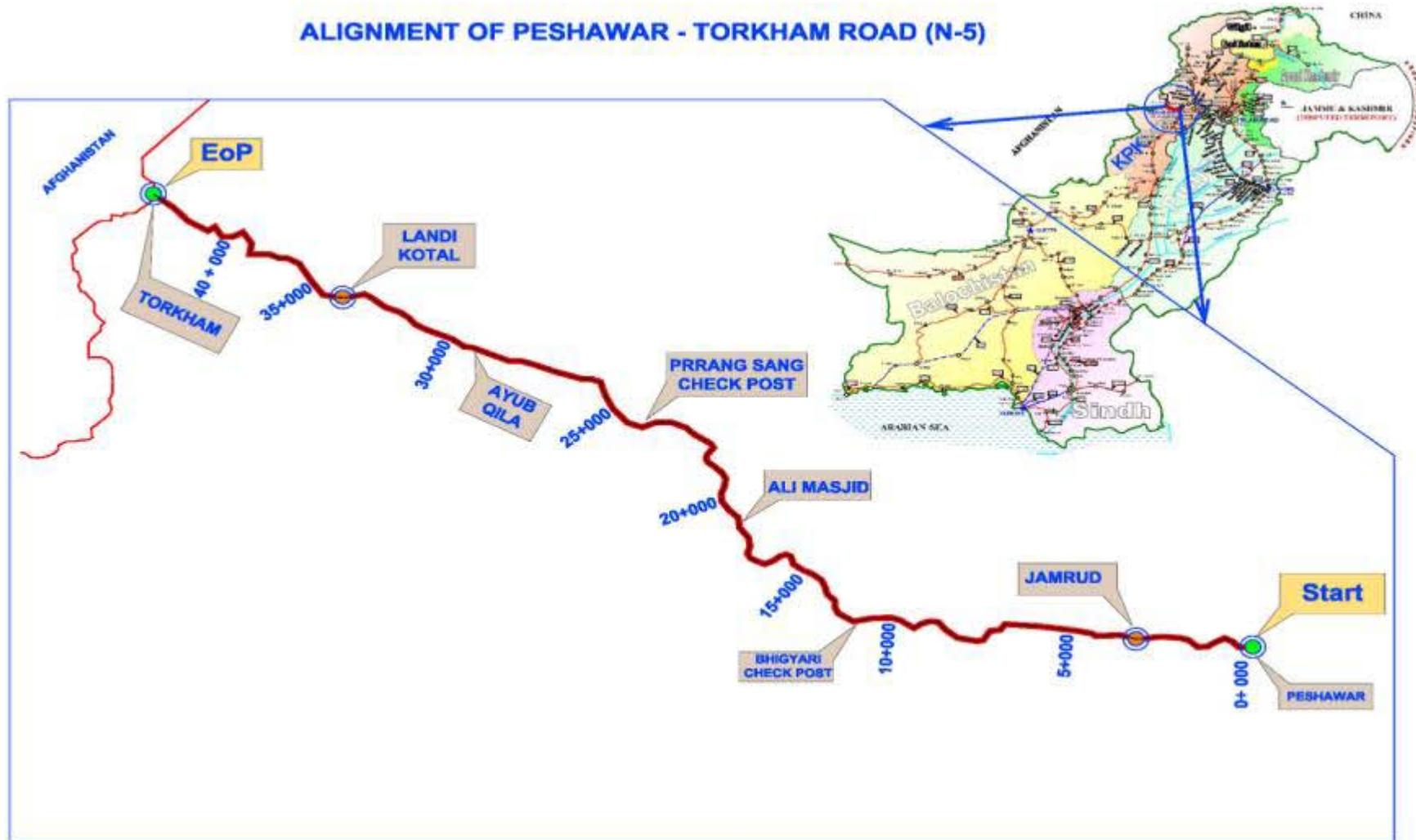
**QUARTERLY PROGRESS REPORT # 10  
JAN - MAR 2015**

# TABLE OF CONTENTS

|   |           |
|---|-----------|
| <b>SUMMARY</b> .....  | <b>2</b>  |
| <b>1 INTRODUCTION</b> .....   | <b>4</b>  |
| 1.1 PROJECT BACKGROUND .....  | 5         |
| 1.2 SCOPE OF WORK.....  | 6         |
| 1.3 GENERAL CONTRACT DATA .....   | 7         |
| 1.4 SECTIONS DATA .....   | 7         |
| 1.5 ALIGNMENT SKETCHES.....   | 9         |
| 1.6 TYPICAL CROSS SECTIONS OF ROAD .....                                | 15        |
| <b>2 M&amp;E SERVICES &amp; PROGRESS OF ACTIVITIES</b> .....            | <b>18</b> |
| 2.1 M&E CONSULTANTS MAJOR ACTIVITIES DURING THE QUARTER .....           | 19        |
| 2.2 MATTERS REQUIRING ATTENTION .....                                   | 20        |
| 2.2.1 COMPLETION OF SECTION I, II AND III .....                         | 20        |
| 2.2.2 PROCESS OF PC-1's APPROVAL .....                                  | 20        |
| 2.2.3 APPROVAL OF PENDING PILs .....                                    | 20        |
| 2.2.4 COMPLEXITY IN MAINTAINING TRAFFIC ON DIVERSIONS .....             | 20        |
| 2.2.5 DELAY IN UTILITIES SHIFTING FROM CONSTRUCTION CORRIDOR.....       | 20        |
| 2.2.6 ENVIRONMENTAL COMPLIANCE.....                                     | 20        |
| 2.3 SECTION WISE ACTIVITIES STATUS .....                                | 21        |
| <b>3 CIVIL WORKS SECTION-I</b> .....                                    | <b>22</b> |
| 3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-I) .....         | 23        |
| 3.2 PHYSICAL PROGRESS STATUS (SECTION-I) .....                          | 24        |
| 3.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-I).....                  | 25        |
| <b>4 CIVIL WORKS SECTION-II</b> .....                                   | <b>26</b> |
| 4.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – II).....       | 27        |
| 4.2 PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (SECTION – II).....  | 29        |
| 4.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-II).....                 | 30        |
| <b>5 CIVIL WORKS SECTION-III</b> .....                                  | <b>31</b> |
| 5.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION - III).....      | 32        |
| 5.2 PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (SECTION – III)..... | 35        |
| 5.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION – III).....              | 37        |
| <b>6 BRIDGES</b> .....  | <b>38</b> |
| 6.1 BRIDGE (KM: 09+560) CUMULATIVE MILESTONE WISE PROGRESS STATUS ..... | 39        |
| 6.2 BRIDGE (KM: 09+560) PHYSICAL PROGRESS STATUS .....                  | 40        |
| 6.3 BRIDGE (KM: 18+475) PHYSICAL PROGRESS STATUS .....                  | 41        |
| 6.4 BRIDGE (KM: 23+750) CUMULATIVE MILESTONE WISE PROGRESS STATUS ..... | 42        |
| 6.5 BRIDGE (KM: 23+750) PHYSICAL PROGRESS STATUS .....                  | 43        |
| 6.6 BRIDGE (KM: 27+250) PHYSICAL PROGRESS STATUS .....                  | 44        |
| 6.7 BRIDGE (KM: 27+000) PHYSICAL PROGRESS STATUS .....                  | 45        |
| 6.8 MCC (KM: 11+190) CUMULATIVE MILESTONE WISE PROGRESS STATUS .....    | 46        |
| 6.9 MCC (KM: 22+925) CUMULATIVE MILESTONE WISE PROGRESS STATUS .....    | 47        |
| 6.10 MULTICELL CULVERT PHYSICAL PROGRESS STATUS .....                   | 48        |
| <b>7 MATERIAL TESTING REPORTS</b> .....                                 | <b>49</b> |

|           |  |           |
|-----------|--|-----------|
| <b>8</b>  | <b>ENVIRONMENTAL COMPLIANCE MONITORING .....</b>                 | <b>54</b> |
| 8.1       | INTRODUCTION .....   | 55        |
| 8.2       | ENVIRONMENTAL MONITORING COMPLIANCE .....                        | 55        |
| 8.2.1     | Existing Environmental Conditions in the Area of Influence ..... | 55        |
| 8.2.2     | Potential Environmental Impacts of the Road Project .....        | 56        |
| 8.2.3     | Environment Compliance Procedures .....                          | 57        |
| 8.3       | PROGRESS DURING THE CURRENT QUARTER (JANUARY - MARCH 2015).....  | 57        |
| <b>9</b>  | <b>SECURITY REPORT .....</b>                                     | <b>59</b> |
| <b>10</b> | <b>APPENDICES .....</b>  | <b>64</b> |
| 10.1      | IPC'S SUMMARY TABLE.....   | 65        |
| 10.2      | CONTRACTOR IPC'S (SECTION-I) .....                               | 65        |
| 10.3      | CONTRACTOR IPC'S (SECTION-II) .....                              | 66        |
| 10.4      | CONTRACTOR IPC'S (SECTION-III) .....                             | 66        |
| 10.5      | CONTRACTOR IPC'S (02 BRIDGES & 02 MC CULVERTS) .....             | 67        |
| 10.6      | RECORD OF COORDINATION MEETINGS / JOINT SITE VISITS .....        | 68        |
| 10.7      | MOBILIZATION OF M&E STAFF .....                                  | 69        |
| <b>11</b> | <b>PROJECT PHOTOGRAPHS .....</b>                                 | <b>73</b> |

### 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 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. The initially agreed completion date of December 31, 2014 as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended for one additional year. Three PILs signed for Sec I, II, and III & 01 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 (Jan - March 2015) Safety works i.e. fixing of guard rails along road alignment in Sec I, II, III and gabion protection works completed on Bridges at KM 9+560 & 23+750 and multi cell culverts at KM 11+190 & 22+925. Construction works continued in Sec-IV to IX.

The contractor teams utilized 68 days out 75 of available working days in the reporting quarter due to torrential rains in the vicinity of the project. The overall certified amount till the end of reporting quarter was USD 32,542,806 including certification of USD 3,593,682 of final bills for Sec, I, II, III and 02 Nos Bridges & 02 Nos Multicell culverts.

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)     | 100 % |
| Section II - (KM: 9+000 To 14+000)   | 100 % |
| Section III - (KM: 14+000 To 19+000) | 100 % |
| Section IV - (KM: 19+000 To 24+000)  | 65 %  |
| Section V - (KM: 24+000 To 29+000)   | 72 %  |
| Section VI - (KM: 29+000 To 33+000)  | 46 %  |
| Section VII - (KM: 33+000 To 37+000) | 13 %  |

---

|                                       |       |
|---------------------------------------|-------|
| Section VIII - (KM: 37+000 To 41+000) | 03 %  |
| Section IX - (KM: 41+000 To 43+465)   | 03 %  |
| Bridge (KM: 9+560)                    | 100 % |
| Bridge (KM: 18+475)                   | 98 %  |
| Bridge (KM: 23+750)                   | 100 % |
| Bridge (KM: 27+000)                   | 29 %  |
| Bridge (KM: 27+250)                   | 68 %  |
| Multicell Culvert (KM: 11+190)        | 100 % |
| Multicell Culvert (KM: 22+925)        | 100 % |

A total of 29 KM of both flexible & rigid pavements have been substantially completed and is open for traffic. About 3 KM Asphaltic base course has also been cumulatively completed in Sec IV to Sec VII. Roadway excavation is in progress in Sec VII, VIII, and 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<br>& Loop-I | 19+000 to 21+100<br>22+400 to 24+000<br>& Loop-II | 21+100 to 22+400<br>24+000 to 29+000 | 29+000 to 33+000 | 33+000 to 37+000 | 37+000 to 41+000 | 41+000 to 43+465<br>& 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                                | <b>Strengthening and Improvement of Peshawar<br/>Torkham Road (N-5) Khyber Agency FATA</b> |
| 2.  | Project Construction Cost                      | <b>US \$ 67 Million</b>  |
| 3.  | Donor Agency                                   | <b>USAID PAKISTAN</b>  |
| 4.  | Donor's Agency Representative                  | <b>Engr. Farhat Ali Shah Banori, USAID/COR</b>   |
| 5.  | Sponsoring Agency                              | <b>FATA Secretariat, Peshawar</b>  |
| 6.  | Sponsoring Agency Representative               | <b>Mr. Muhammad Ali, Project Director, PMU FATA</b>  |
| 7.  | Executing Agency                               | <b>Frontier Works Organization (FWO)</b>   |
| 8.  | Executing Agency Representative                | <b>Col. Shahzada Adil Sultan (Project Director FWO)</b>                                    |
| 9.  | M&E Consultants                                | <b>AGES Consultants</b>  |
| 10. | M&E Consultants Representative                 | <b>Engr. Aziz-ul- Haq, Project Manager</b>   |
| 11. | Time for Completion                            | <b>807 Calendar Days</b>   |
| 12. | Mode of Construction Contract                  | <b>EPC (Engineer, Procure and Construct) Contract</b>                                      |
| 13. | Chronology                                     |  |
|     | Signing of MoU (USAID–FATA–NHA)                | <b>Sep 18, 2012</b>  |
|     | Signing of Consultancy Contract (USAID – AGES) | <b>Sep 30, 2012</b>  |
|     | M&E Consultants Mobilization                   | <b>Oct 01, 2012</b>  |
|     | Project Date of Commencement                   | <b>Oct 15, 2012</b>  |
|     | Project Original Date of Completion            | <b>Dec 31, 2014</b>  |
|     | Project Revised Date of Completion             | <b>Dec 31, 2015</b>  |

### 1.4 SECTIONS DATA

|    |                                |   |
|----|--------------------------------|---|
| 1. | Name of Package                | <b>Section – I (CH: KM: 0+000 to CH: KM: 9+000)</b>   |
| 2. | PIL # 01 Cost (Section – I)    | <b>Rs. 937.939 Million (US \$ 9.978 M)</b>            |
| 3. | Approval of PIL (Section – I)  | <b>Jan 10, 2013</b>                                   |
| 1. | Name of Package                | <b>Section – II (CH: KM: 9+000 to CH: KM: 14+000)</b> |
| 2. | PIL # 02 Cost (Section – II)   | <b>Rs. 985.266 Million (US \$ 9.383 M)</b>            |
| 3. | Approval of PIL (Section – II) | <b>Dec, 18, 2013</b>                                  |

- |    |                                 |  |
|----|---------------------------------|--|
| 1. | Name of Package                 | <b>Section – III (CH: KM: 14+000 to CH: KM: 19+000 &amp; Loop-I)</b> |
| 2. | PIL # 03 Cost (Section – III)   | <b>Rs. 989.320 Million (US \$ 9.512 M)</b>                           |
| 3. | Approval of PIL (Section – III) | <b>Feb, 04, 2014</b>   |

- |    |                 |  |
|----|-----------------|--|
| 1. | Name of Package | <b>Construction of Two Bridges and Two Multi-cell Culverts</b> |
| 2. | PIL # 04 Cost   | <b>Rs. 348.5 Million (US \$ 3.668 M)</b>                       |
| 3. | Approval of PIL | <b>June 27, 2014</b>   |

**UPCOMING PILS**

- |    |                 |   |
|----|-----------------|---|
| 1. | Name of Package | <b>Section – IV (CH: KM: 19+000 to 21+100 CH: KM: 22+400 to 24+000 &amp; Loop-II)</b> |
| 2. | PIL # 05 Cost   | <b>Rs. 766.30 Million</b>   |
| 3. | Approval of PIL | <b>Awaited</b>  |

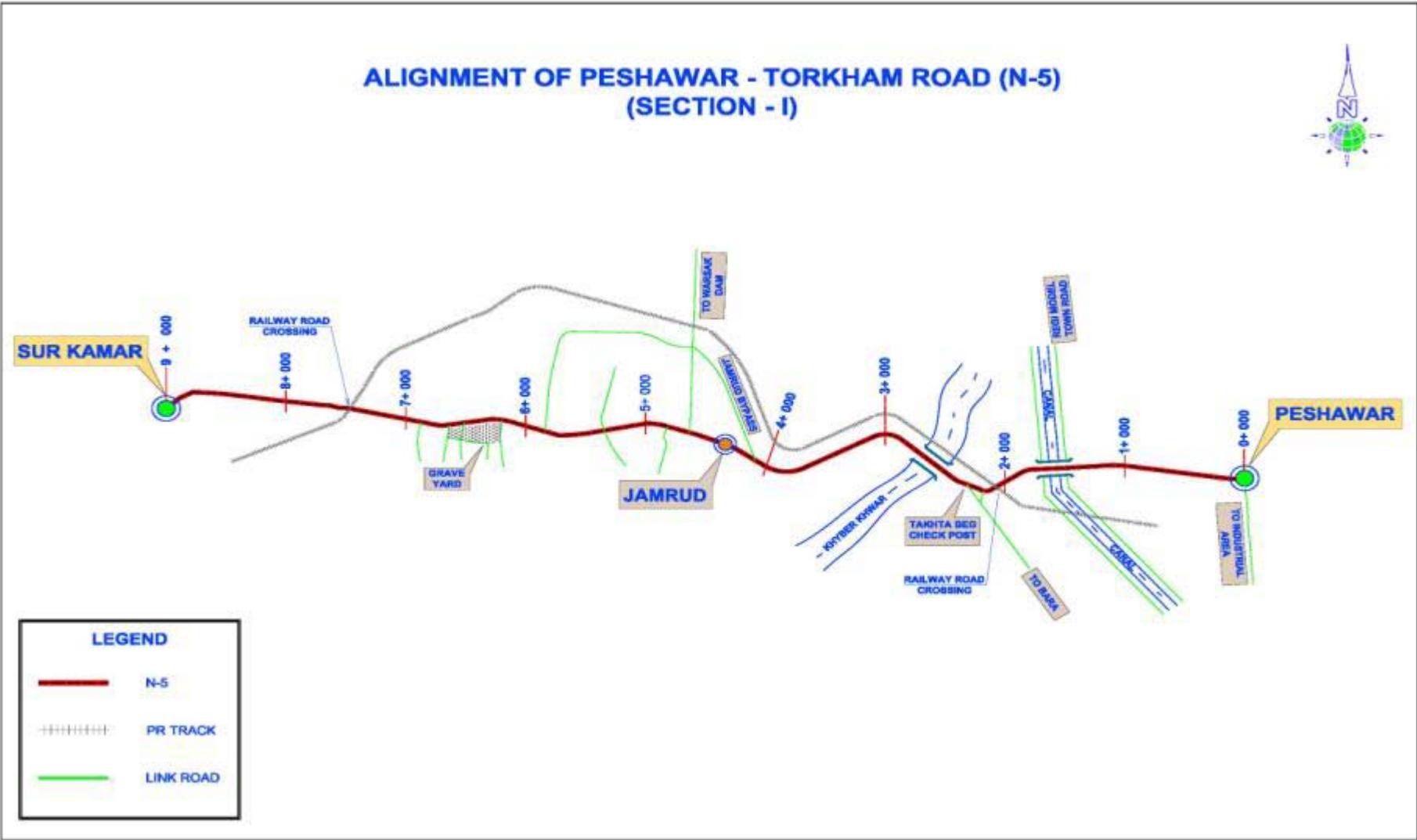
- |    |                 |  |
|----|-----------------|--|
| 1. | Name of Package | <b>Section –V (CH: KM: 21+100 to 22+400; CH: KM: 24+000 to 29+000)</b> |
| 2. | PIL # 06 Cost   | <b>Rs. 858 Million</b>   |
| 3. | Approval of PIL | <b>Awaited</b>   |

- |    |                 |   |
|----|-----------------|---|
| 1. | Name of Package | <b>Construction of 06 Bridges (03 Rehabilitation &amp; 03 New Construction)</b> |
| 2. | PIL # 07 Cost   | <b>Rs. 264.90 Million</b>   |
| 3. | Approval of PIL | <b>Awaited</b>  |

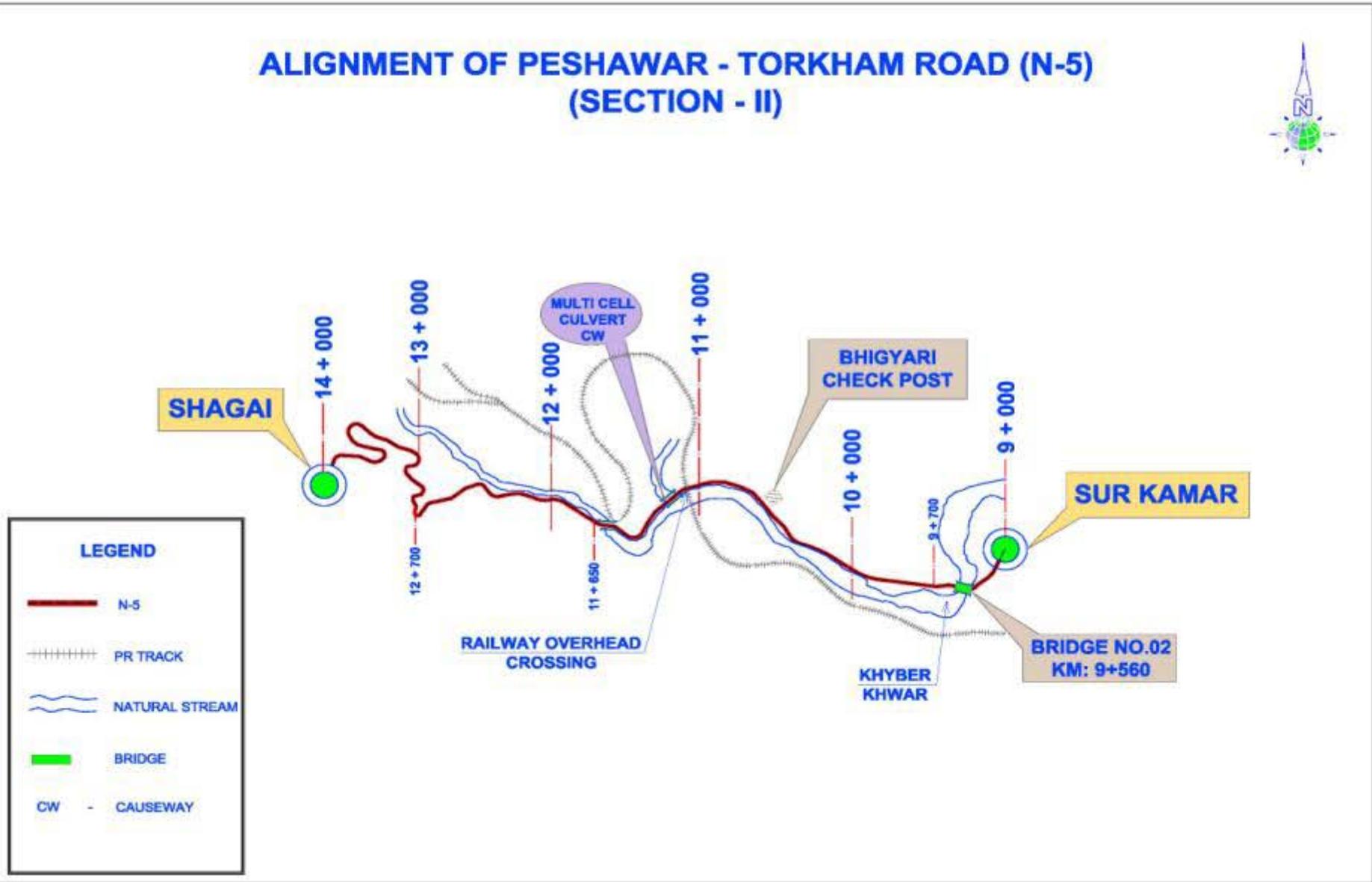
- |    |                 |   |
|----|-----------------|---|
| 1. | Name of Package | <b>Section –VI (CH: KM: 29+000 to 33+000)</b> |
| 2. | PIL # 08 Cost   | <b>Rs. 655.10 Million</b>                     |
| 3. | Approval of PIL | <b>Awaited</b>                                |

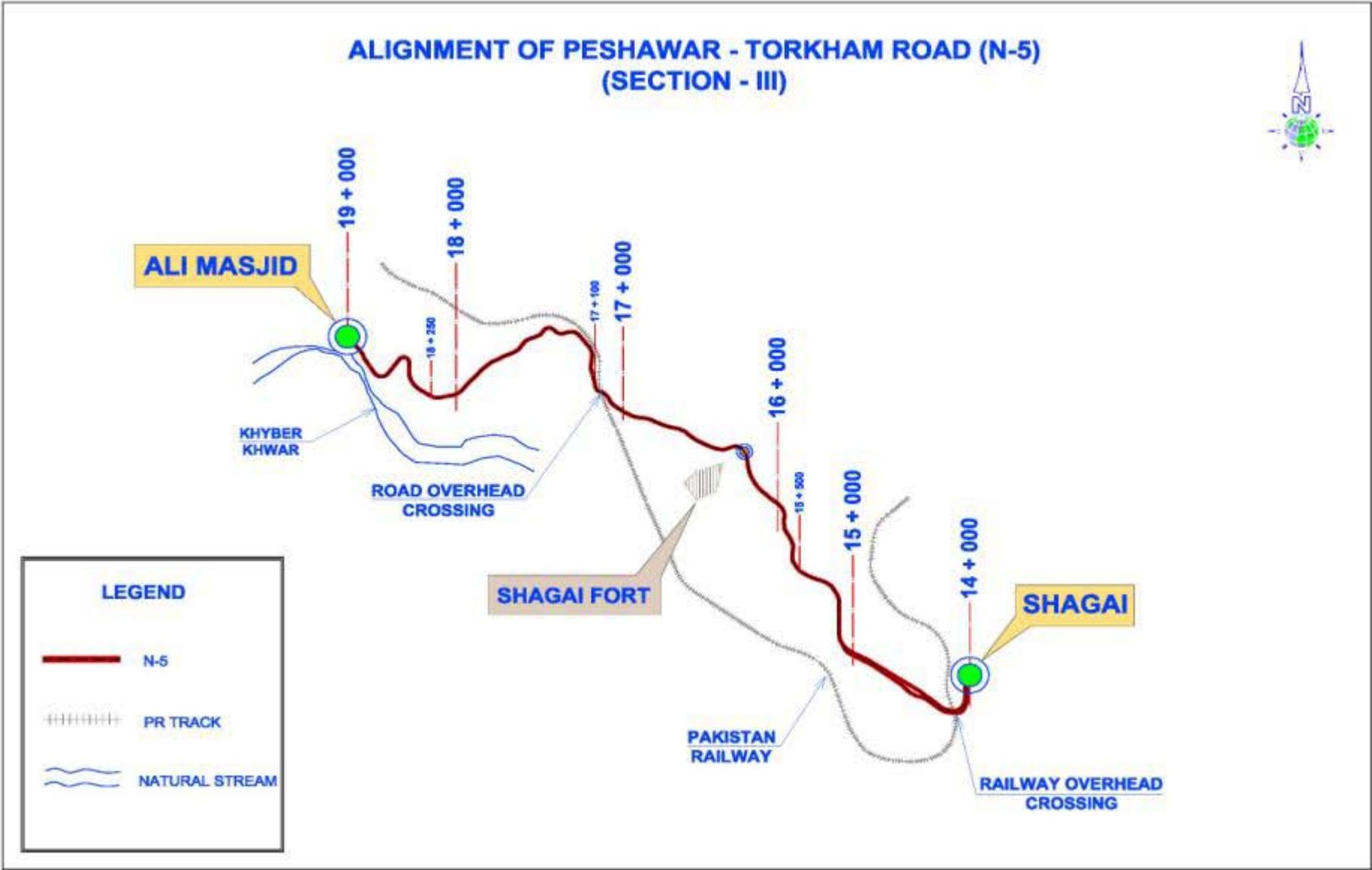
- |    |                 |  |
|----|-----------------|--|
| 1. | Name of Package | <b>Section –VII (CH: KM: 33+000 to 37+000)</b> |
| 2. | PIL # 09 Cost   | <b>Rs. 723.62 Million</b>                      |
| 3. | Approval of PIL | <b>Awaited</b>                                 |

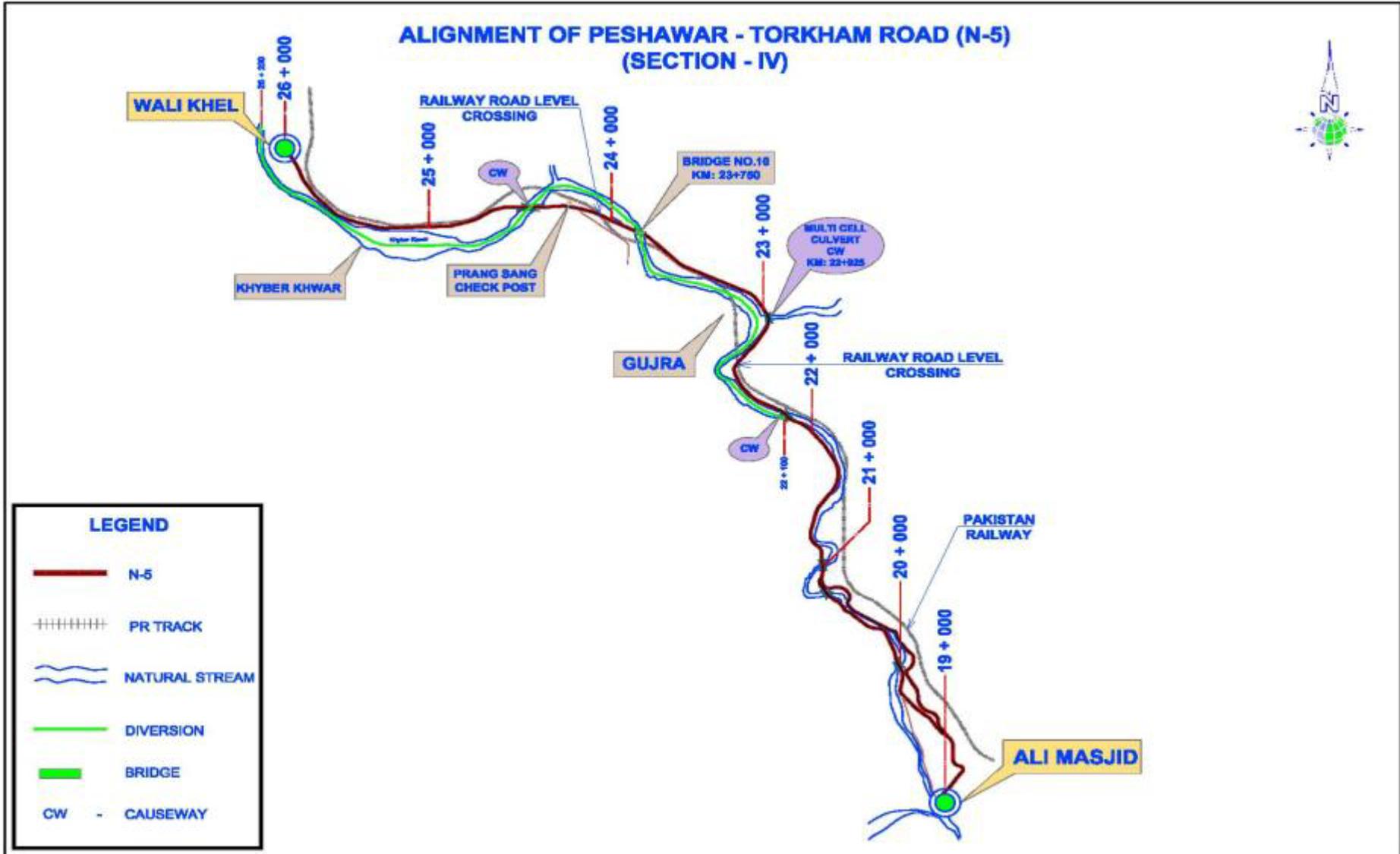
1.5 ALIGNMENT SKETCHES

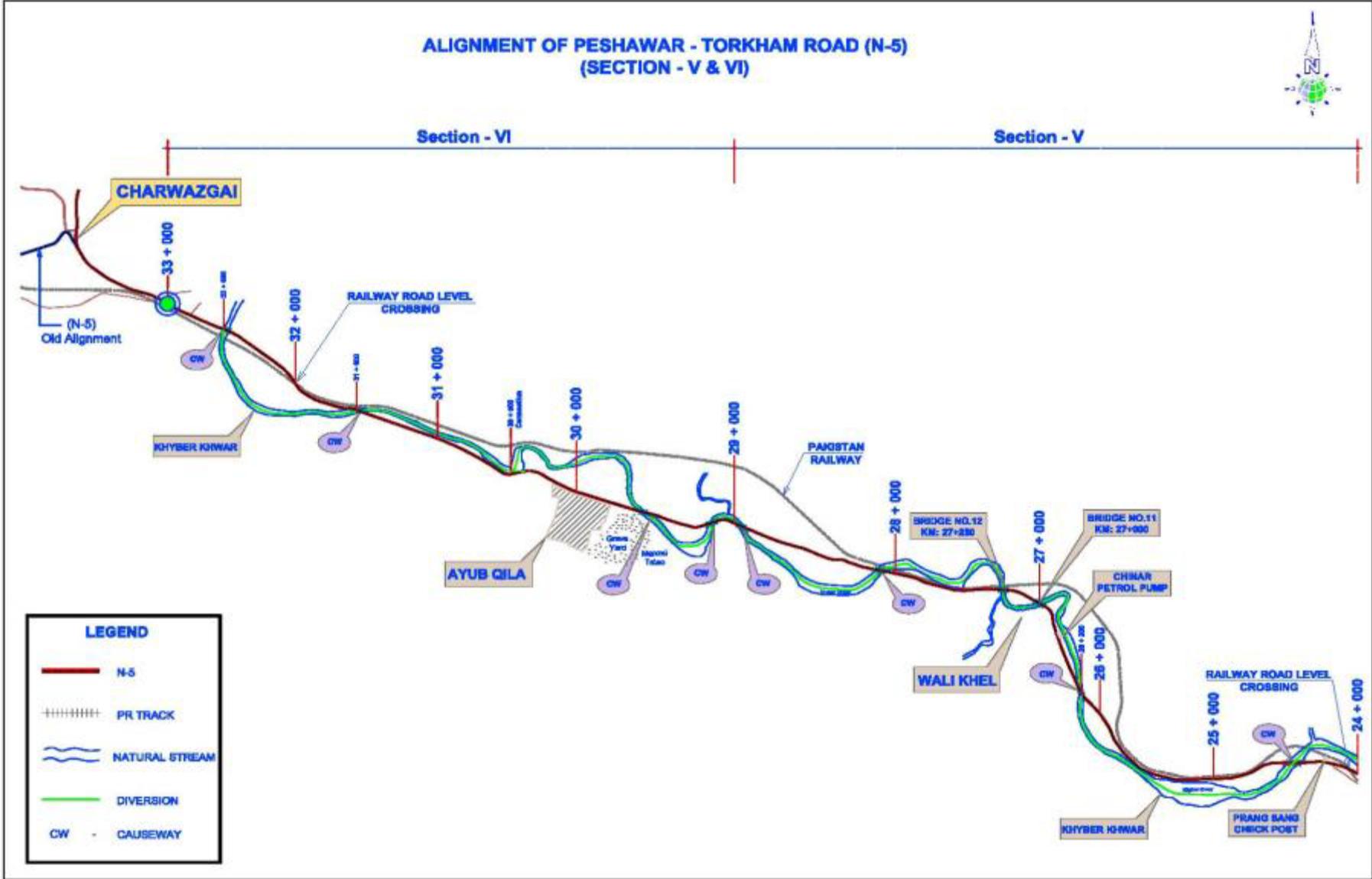


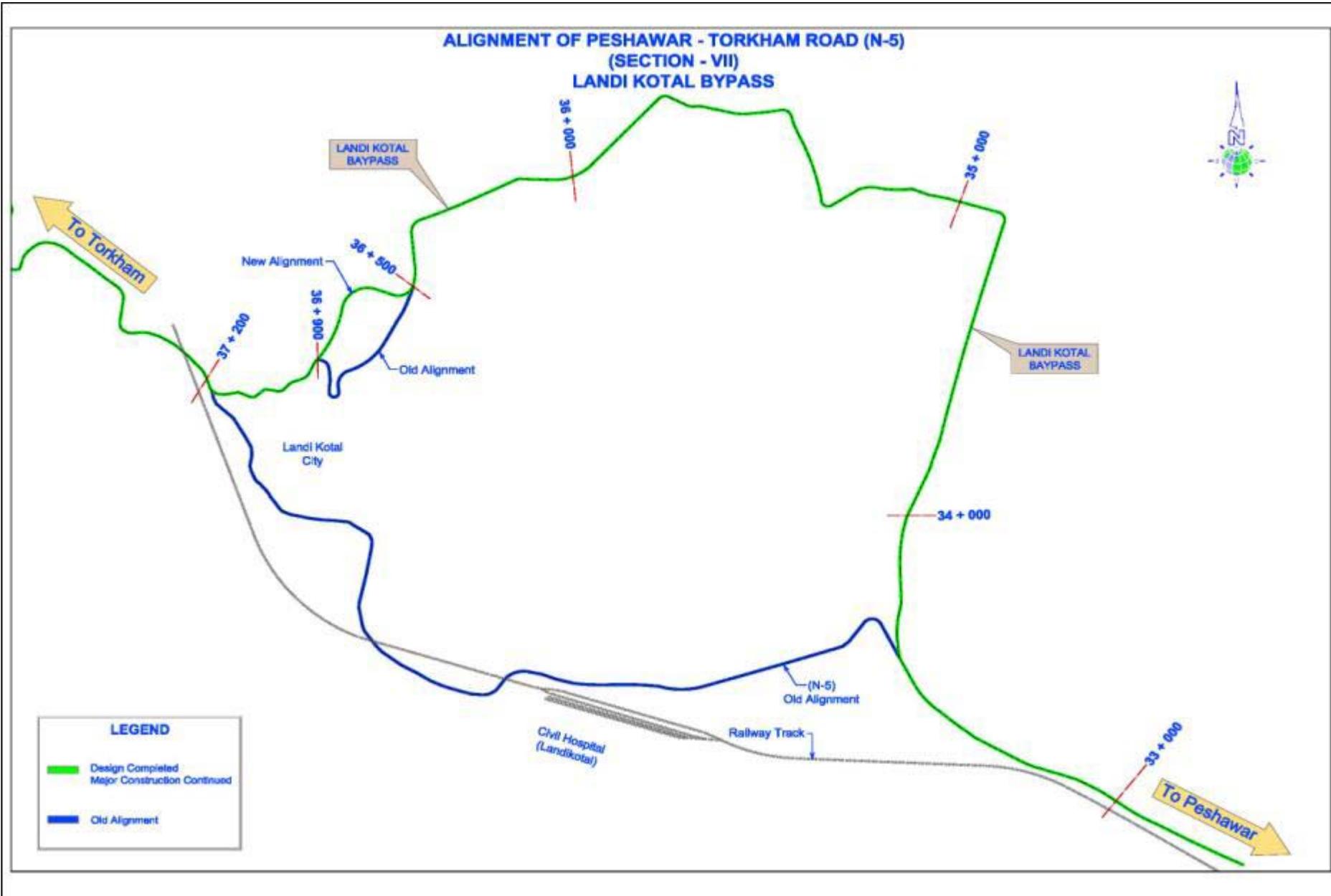
### ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)



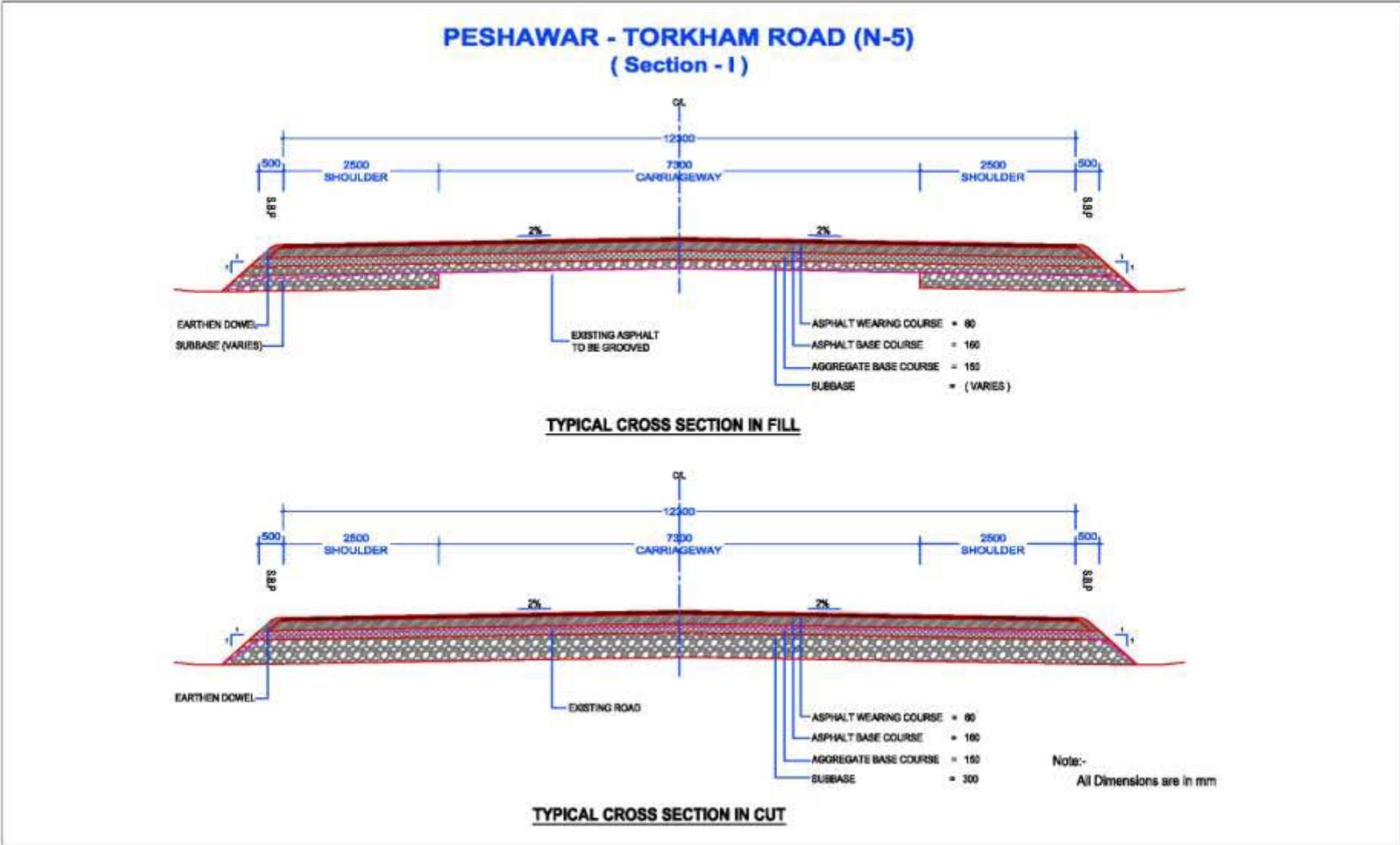


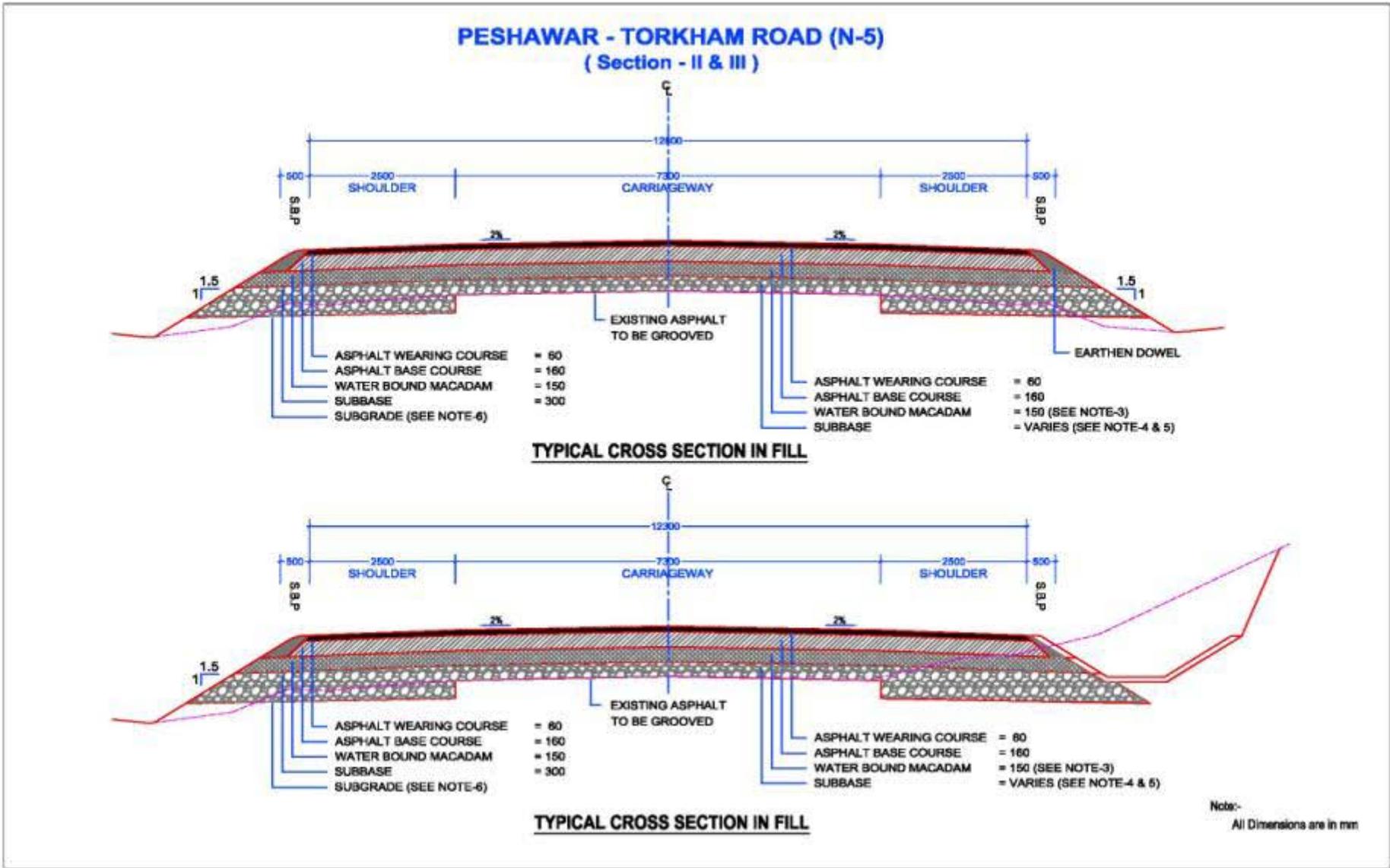


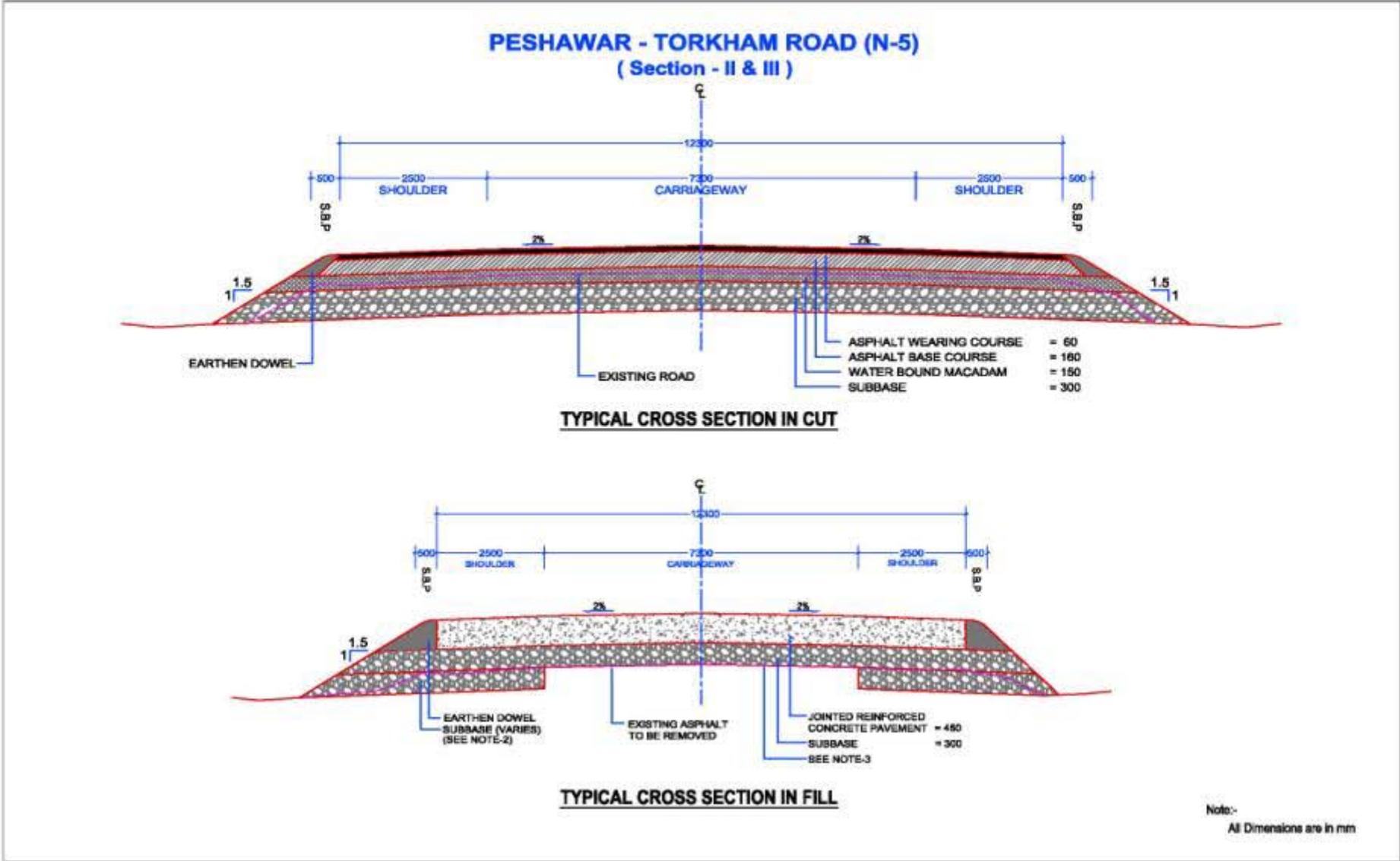




1.6 TYPICAL CROSS SECTIONS OF ROAD







# **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 190 No's independent & 468 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.

## **2.2 MATTERS REQUIRING ATTENTION**

### **2.2.1 COMPLETION OF SECTION I, II AND III**

The aforementioned sections have been substantially completed and minor / ancillary works remained in progress. PILs for these sections & 01 PIL for 02 Bridges & 02 MCC have been 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.

### **2.2.2 PROCESS OF PC-1's APPROVAL**

Since project commencement in Oct 2012, 09 No: PC-1's (07 for Sec-I To VII) from KM: 0+000 To 37+000, and 02 PC-1's for 08 bridges plus 02 Multi cell culverts, amounting in total to PKR 6,877 Million have been approved by FATA Development Working Party (FDWP). Approval of the remaining 02 PC-1s needs to be expedited.

### **2.2.3 APPROVAL OF PENDING PILs**

Accruals based on physical progress stand to be about USD 50 million, while USD 32.54 million have been certified against the approved PILs for payment to the Contractor. Approval of the 05 No: PILs of Sec-IV to VII and 06 Bridges pending with USAID may be expedited in order to streamline the cash flow to Contractor.

### **2.2.4 COMPLEXITY IN MAINTAINING TRAFFIC ON DIVERSIONS**

Diversions have been provided at intervals b/w KM: 19+400 to EoP. 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.

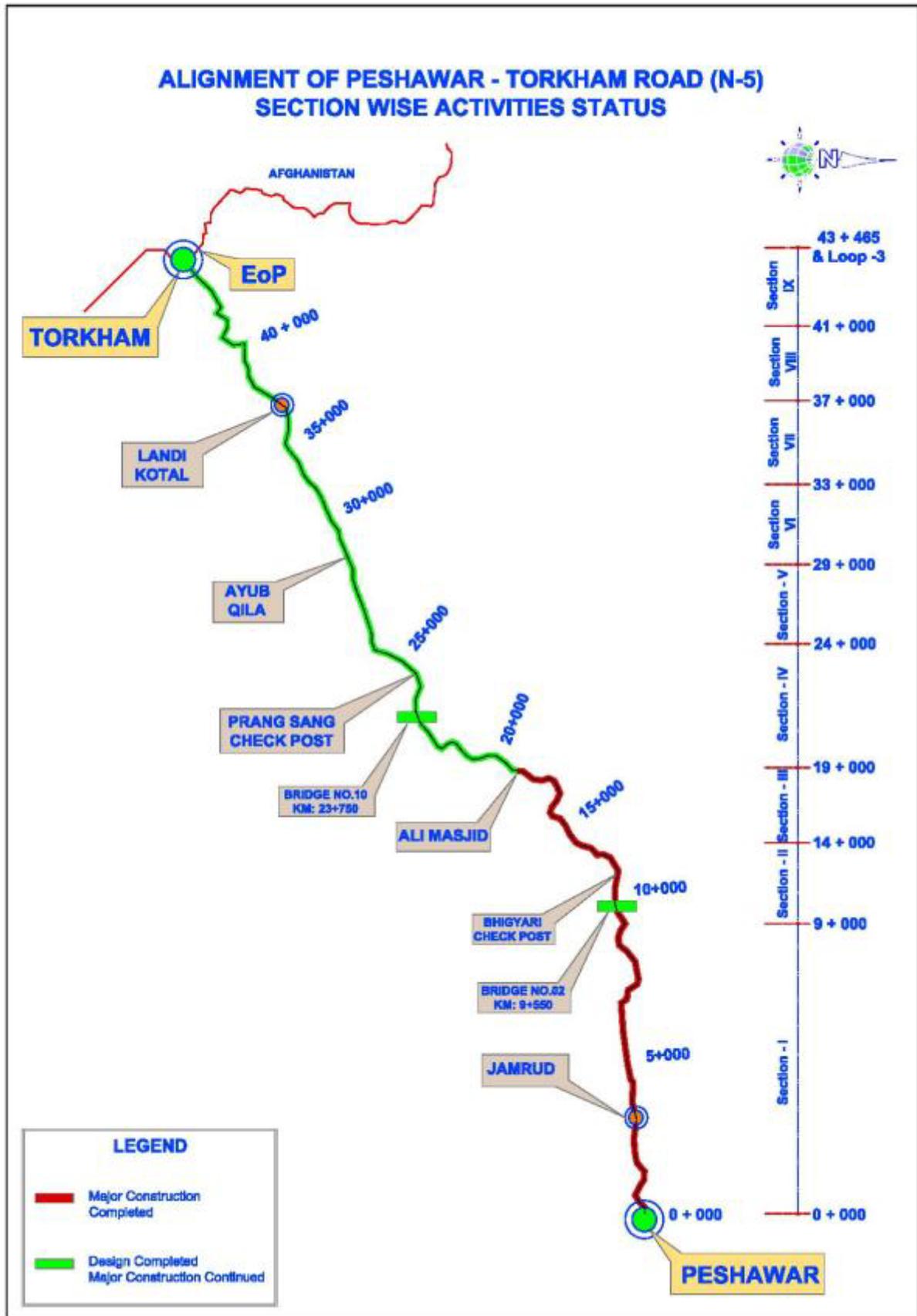
### **2.2.5 DELAY IN UTILITIES SHIFTING FROM CONSTRUCTION CORRIDOR**

Shifting of overhead electric lines (including poles) 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.

### **2.2.6 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

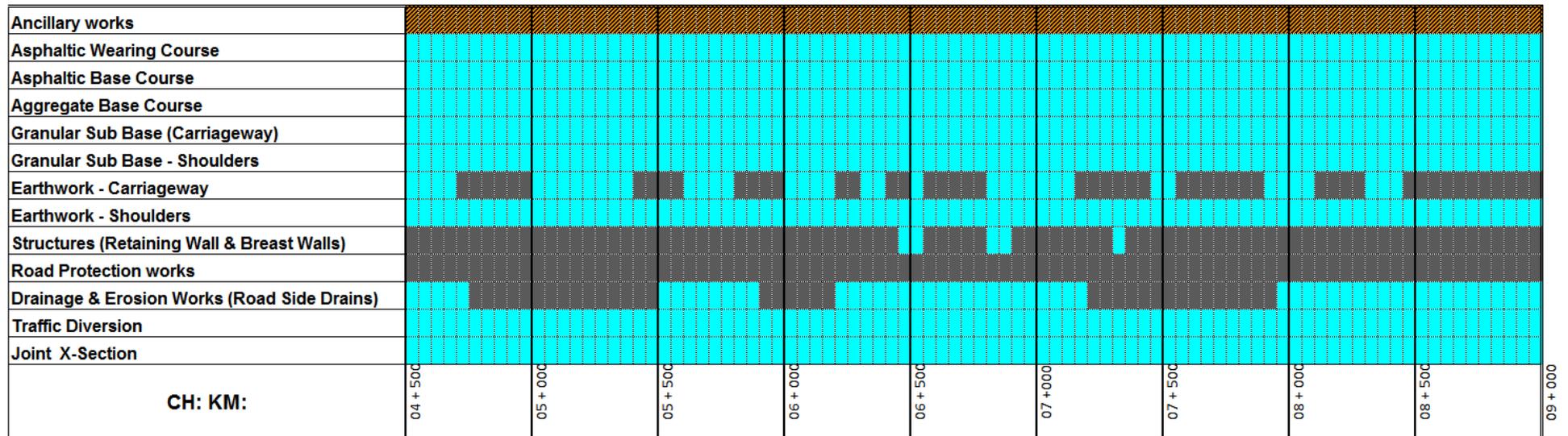
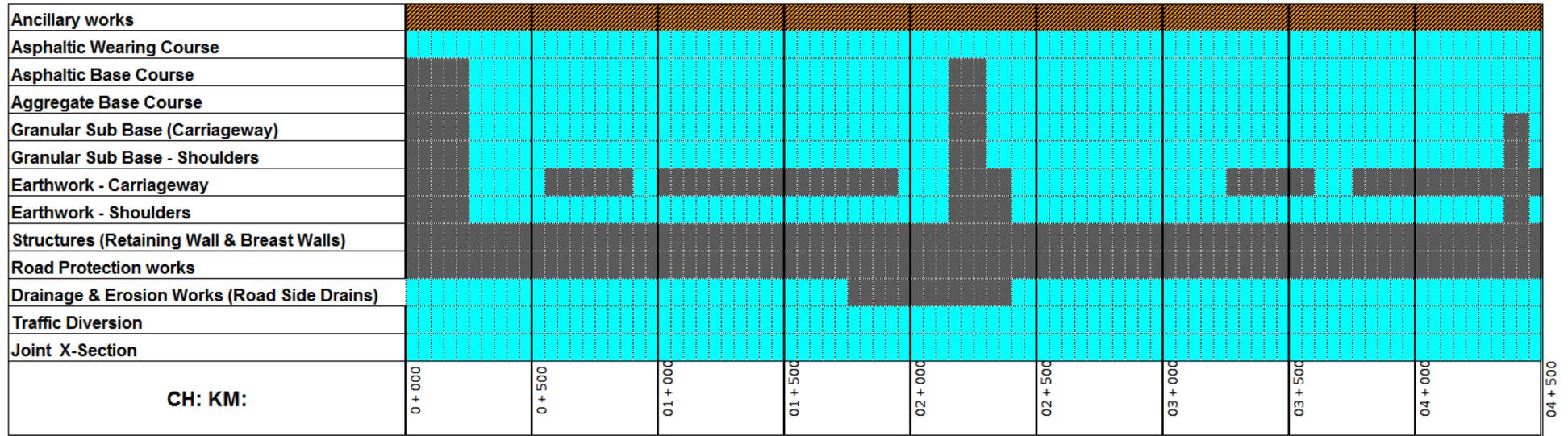


# **CIVIL WORKS SECTION-I**

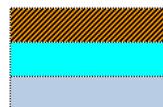
## 3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-I)

| 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         | 5.00                           | 1,245,013.90     | 90.91        | 0.50                              | 124,501.39        | 9.09        | 5.50                               | 1,369,515.29     | 100.00        |
| 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            | 0.93                           | 50,569.21        | 93.00        | 0.07                              | 3,806.28          | 7.00        | 1.00                               | 54,375.49        | 100.00        |
| 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       | 9.00                               | 11,680.83        | 100.00        |
|         | <b>TOTAL PROJECT COST (SECTION-I)</b>                            |                |                      |                                 | <b>9,978,082</b>     |                                | <b>9,843,934</b> | <b>98.66</b> |                                   | <b>134,148.09</b> | <b>1.34</b> |                                    | <b>9,978,082</b> | <b>100.00</b> |

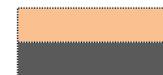
### 3.2 PHYSICAL PROGRESS STATUS (SECTION-I)



**LEGEND**



WORKS COMPLETED IN QUARTER # 10  
 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 | 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**

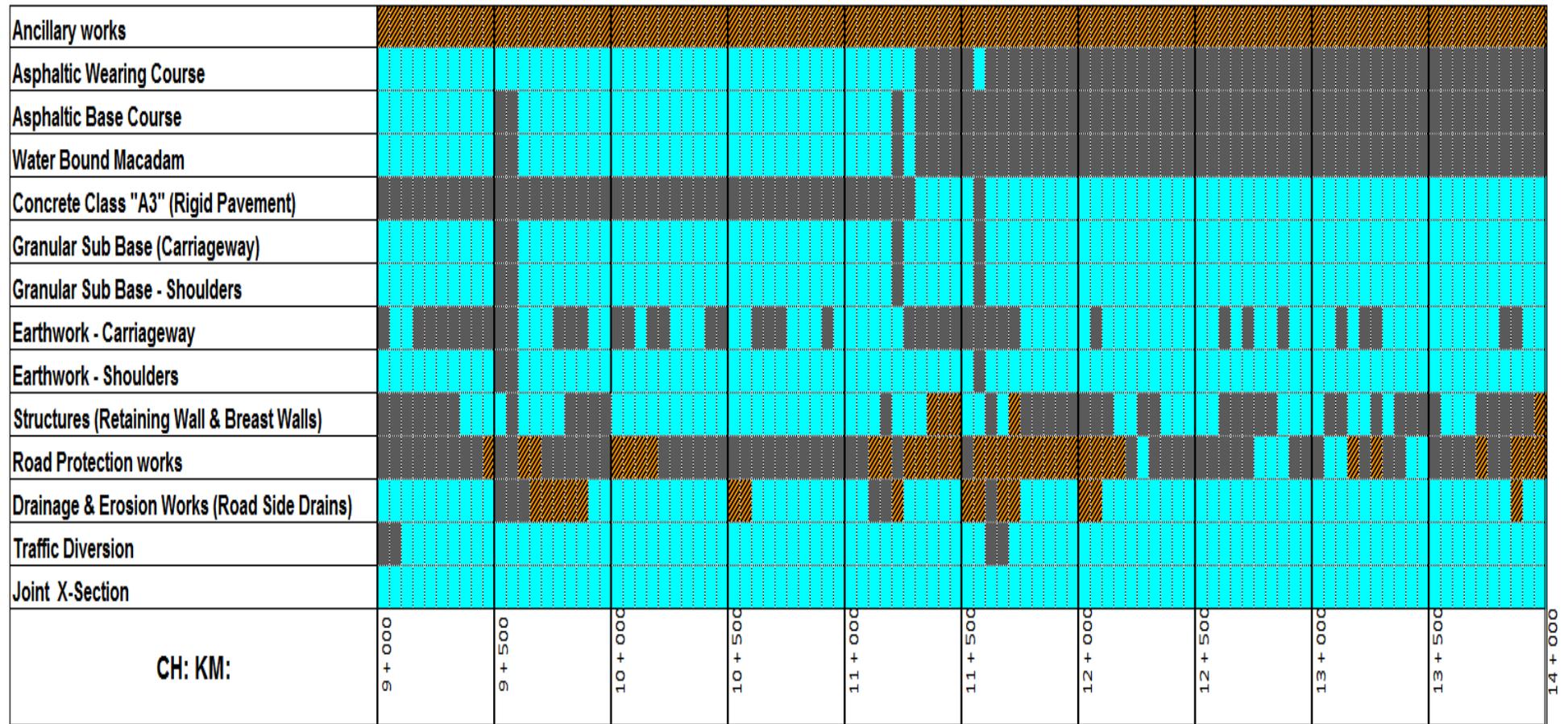
## 4.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – II)

| 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            | 10.00                          | 1,012,450      | 100.00     | -                                 | -              | -          | 10.00                              | 1,012,450      | 100.00     |
| 2       | <b>SUB BASE AND BASE COURSE</b>   |                |                      |                                 |                      |                                |                |            |                                   |                |            |                                    |                |            |
| a       | GRANULAR SUB BASE   | 500 m          | 10                   | 27,073                          | 270,730              | 10.00                          | 270,730        | 100.00     | -                                 | -              | -          | 10.00                              | 270,730        | 100.00     |
| b       | WATER BOUND MACADAM   | 500 m          | 4.6                  | 28,702                          | 132,029              | 4.60                           | 132,029        | 100.00     | -                                 | -              | -          | 4.60                               | 132,029        | 100.00     |
| c       | ASPHALTIC BASE COURSE   | 500 m          | 4.6                  | 221,168                         | 1,017,373            | 4.60                           | 1,017,373      | 100.00     | -                                 | -              | -          | 4.60                               | 1,017,373      | 100.00     |
| 3       | <b>SURFACE COURSES AND PAVEMENT</b>   |                |                      |                                 |                      |                                |                |            |                                   |                |            |                                    |                |            |
| a       | ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES                 | 500 m          | 4.6                  | 104,708                         | 481,657              | 4.60                           | 481,657        | 100.00     | -                                 | -              | -          | 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            | 10.80                          | 2,835,108      | 100.00     | -                                 | -              | -          | 10.80                              | 2,835,108      | 100.00     |
| 4a      | <b>STRUCTURES (RETAINING WALL /BREAST WALL)</b>                             |                |                      |                                 |                      |                                |                |            |                                   |                |            |                                    |                |            |
| 4a - i  | RETAINING WALL - 1975 M   | 100 m          | 19.75                | 70,864                          | 1,399,564            | 19.36                          | 1,371,927      | 98.03      | 0.39                              | 27,637         | 1.97       | 19.75                              | 1,399,564      | 100.00     |
| 4a - ii | BREAST WALL - 325 M   | 100 m          | 3.25                 | 28,169                          | 91,549               | 3.19                           | 89,858         | 98.15      | 0.06                              | 1,690          | 1.85       | 3.25                               | 91,549         | 100.00     |
| 4b      | <b>STRUCTURES (CULVERTS)</b>  |                |                      |                                 |                      |                                |                |            |                                   |                |            |                                    |                |            |
|         | <b>CONSTRUCTION OF NEW CULVERTS<br/>(No. of Span x Span Width x Height)</b> |                |                      |                                 |                      |                                |                |            |                                   |                |            |                                    |                |            |
|         | 1 x 2 x 2.5 (15 skew, Flexible Pavement)                                    | No             | 2                    | 33,373                          | 66,746               | 2.000                          | 66,746         | 100.00     | -                                 | -              | -          | 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     | -                                 | -              | -          | 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     | -                                 | -              | -          | 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     | -                                 | -              | -          | 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     | -                                 | -              | -          | 1.00                               | 48,068         | 100.00     |

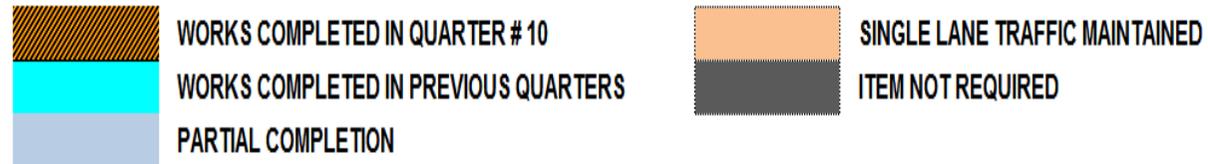
**CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – II)**

| 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 %    |
|         | <b>CONSTRUCTION OF NEW CULVERTS (REPLACEMENT OF OLD) (No. of Span x Span Width x Height)</b> |                |                      |                                 |                      |                                |                  |              |                          |                |             |                                    |                  |               |
|         | 1 x 2 x 2.5 (Rigid Pavement)   | No             | 3                    | 33,083                          | 99,249               | 3.00                           | 99,249           | 100.00       | -                        | -              | -           | 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       | -                        | -              | -           | 1.00                               | 36,376           | 100.00        |
|         | 1 x 3 x 4.0  | No             | 1                    | 76,130                          | 76,130               | 1.00                           | 76,130           | 100.00       | -                        | -              | -           | 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       | -                        | -              | -           | 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       | -                        | -              | -           | 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       | -                        | -              | -           | 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       | -                        | -              | -           | 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       | -                        | -              | -           | 1.00                               | 88,589           | 100.00        |
|         | Service Ducts  | No             | 23                   | 2,666                           | 61,318               | 23.00                          | 61,318           | 100.00       | -                        | -              | -           | 23.00                              | 61,318           | 100.00        |
| 5a      | <b>DRAINAGE &amp; EROSION WORKS ( ROAD SIDE DRAIN)</b>                                       |                |                      |                                 |                      |                                |                  |              |                          |                |             |                                    |                  |               |
| i       | DRAIN TYPE D-1 (COVERED) - (0.8 KM)  | JOB            | 1                    | 161,945                         | 161,945              | 1.00                           | 161,945          | 100.00       | -                        | -              | -           | 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        | 0.34                     | 79,777.00      | 34.30       | 1.00                               | 232,586          | 100.00        |
| iii     | DRAIN TYPE D-3a (3.725 KM)   | KM             | 3.725                | 34,924                          | 130,092              | 3.10                           | 108,264          | 83.22        | 0.63                     | 21,827.52      | 16.78       | 3.73                               | 130,092          | 100.00        |
| 5b      | ROAD PROTECTION WORKS (75 M)   | JOB            | 1                    | 404,279                         | 404,279              | 0.48                           | 194,054          | 48.00        | 0.52                     | 210,225.18     | 52.00       | 1.00                               | 404,279          | 100.00        |
| 6       | ANCILLARY WORKS COMPLETE IN ALL RESPECTS   | JOB            | 1                    | 70,050                          | 70,050               | -                              | -                | -            | 1.00                     | 70,050.27      | 100.00      | 1.00                               | 70,050           | 100.00        |
| 7       | DIVERSION  | KM             | 5                    | 30,579                          | 152,895              | 5.00                           | 152,895.00       | 100.00       | -                        | -              | -           | 5.00                               | 152,895.00       | 100.00        |
| 8       | MISCELLANEOUS (Relocation of utilities and plantation)                                       | JOB            | 1                    | 17,460                          | 17,460               | -                              | -                | -            | 1.00                     | 17,460.26      | 100.00      | 1.00                               | 17,460.26        | 100.00        |
|         | <b>TOTAL</b>   |                |                      |                                 | <b>9,383,484</b>     |                                | <b>8,954,816</b> | <b>95.43</b> |                          | <b>428,667</b> | <b>4.57</b> |                                    | <b>9,383,484</b> | <b>100.00</b> |

### 4.2 PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (SECTION – II)



#### LEGEND



**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<br>LHS        | HW<br>LHS | FW               | FW               | FW               | FW               | FW     | FW               | FW      |
| Size of Culvert (No. of Span*Width*Height) |            | 1*2*3    | 1*2*2.5<br>(22M) | 1*2*4.5<br>(22M) | 1*3*4<br>(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<br>(skew) | 10+850   | 10+965<br>(skew) | 11+375  | 11+690<br>(skew) | 11+840    | 12+200<br>(skew) | 12+336<br>(skew) | 12+460<br>(skew) | 12+975<br>(skew) | 13+215 | 13+325<br>(skew) | 13+650  |



ACTIVITIES COMPLETED IN QUARTER # 10



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 UP TO PREVIOUS QUARTER |                |            | PROGRESS IN THE REPORTING QUARTER |                |            | MILESTONE WISE CUMULATIVE 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         | 10                              | 1,044,510.00   | 100.00     | -                                 | -              | -          | 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           | 11.80                           | 470,607.60     | 100.00     | -                                 | -              | -          | 11.80                              | 470,607.60     | 100.00     |
| b       | WATER BOUND MACADAM   | 500m           | 4.70                 | 28,023.00                       | 131,708.10           | 4.70                            | 131,708.10     | 100.00     | -                                 | -              | -          | 4.70                               | 131,708.10     | 100.00     |
| c       | ASPHALTIC BASE COURSE                                       | 500m           | 4.70                 | 212,362.00                      | 998,101.40           | 4.70                            | 998,101.40     | 100.00     | -                                 | -              | -          | 4.70                               | 998,101.40     | 100.00     |
| d       | EARTHEN DOWEL   | JOB            | 1.00                 | 24,249.00                       | 24,249.00            | 1.00                            | 24,249.00      | 100.00     | -                                 | -              | -          | 1.00                               | 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           | 4.70                            | 474,700.00     | 100.00     | -                                 | -              | -          | 4.70                               | 474,700.00     | 100.00     |
| b       | RICID PAVEMENT (HALF PAVEMENT WIDTH)                        | 500m           | 14.30                | 216,504.00                      | 3,096,007.20         | 14                              | 3,031,056.00   | 97.90      | 0.30                              | 64,951.20      | 2.10       | 14.30                              | 3,096,007.20   | 100.00     |
| 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            | 4.56                            | 42,649.68      | 96.00      | 0.19                              | 1,777.07       | 4.00       | 4.75                               | 44,426.75      | 100.00     |
| b       | RETAINING WALL (RW-2): H= 2.0 M; L= 100 M                   | JOB            | 1.00                 | 13,980.00                       | 13,980.00            | -                               | -              | -          | 1.00                              | 13,980.00      | 100.00     | 1.00                               | 13,980.00      | 100.00     |
| c       | RETAINING WALL (RW-2): H= 2.5 M; L= 1075 M                  | 100M           | 10.75                | 19,044.00                       | 204,723.00           | 10.75                           | 204,723.00     | 100.00     | -                                 | -              | -          | 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      | 0.17                              | 6,436.54       | 17.00      | 1.00                               | 37,862.00      | 100.00     |
| e       | RETAINING WALL (RW-2): H= 4.0 M; L= 105 M                   | JOB            | 1.00                 | 44,200.00                       | 44,200.00            | 1.00                            | 21,039.20      | 100.00     | -                                 | -              | -          | 1.00                               | 44,200.00      | 100.00     |
| f       | RETAINING WALL (RW-2): H= 6.0 M; L= 600 M                   | 100M           | 6.00                 | 93,510.00                       | 561,060.00           | 4.50                            | 420,795.00     | 75.00      | 1.50                              | 140,265.00     | 25.00      | 6.00                               | 561,060.00     | 100.00     |
| g       | RETAINING WALL (RW-2): H= 7.0 M; L= 175 M                   | 100M           | 1.75                 | 124,511.00                      | 217,894.25           | -                               | -              | -          | 1.75                              | 217,894.25     | 100.00     | 1.75                               | 217,894.25     | 100.00     |
| 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      | 0.25                              | 41,043.25      | 25.00      | 1.00                               | 164,173.00     | 100.00     |
| 4a - ii | BREAST WALL - 225 M   | 100M           | 2.25                 | 34,037.00                       | 76,583.25            | 1.72                            | 58,543.64      | 76.44      | 0.53                              | 18,039.61      | 23.56      | 2.25                               | 76,583.25      | 100.00     |

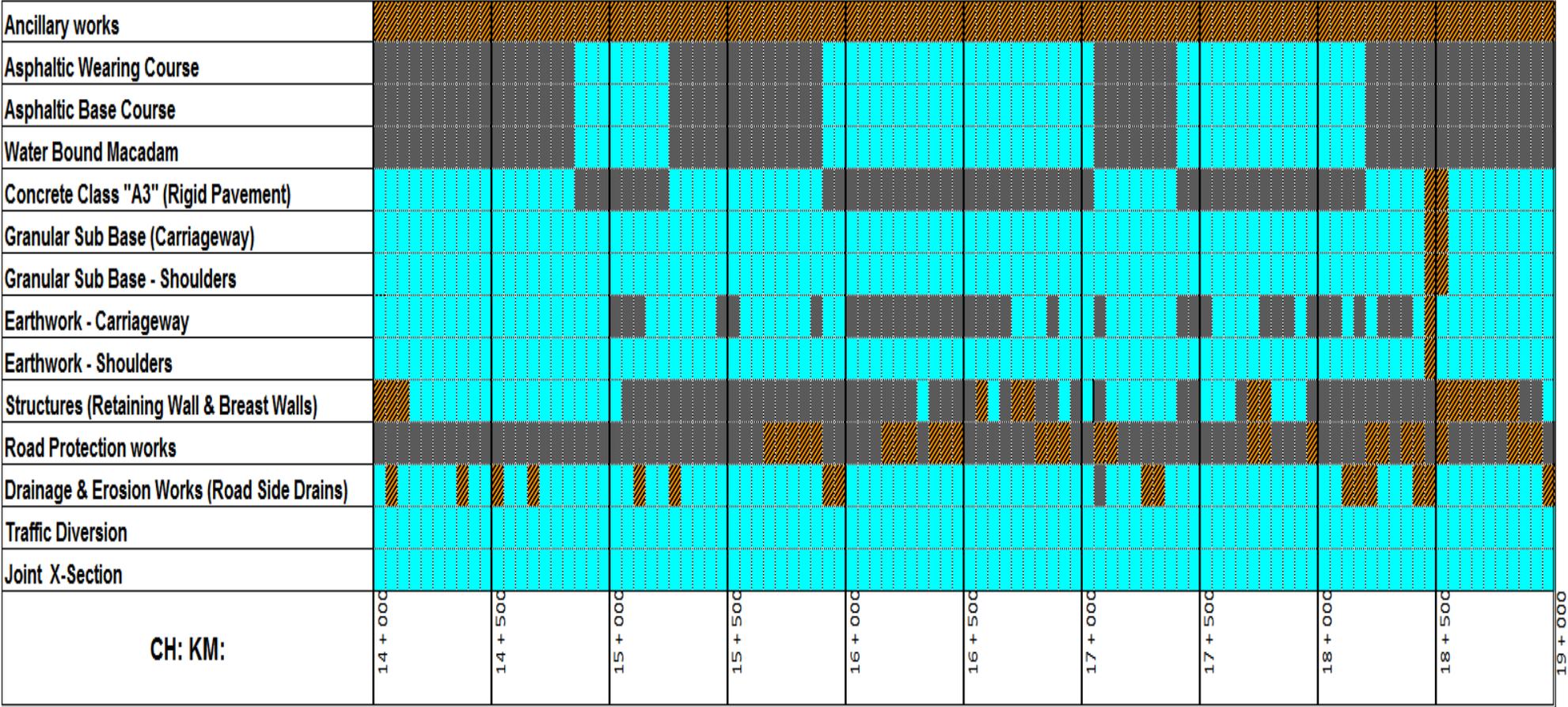
### CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – III)

| 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 % |
| 4b      | <b>STRUCTURES (CULVERTS)</b>  |                |                      |                                 |                      |                                |                |            |                          |                |            |                                    |                |            |
| NS      | <b>CONSTRUCTION OF NEW CULVERTS<br/>(No. of Span x Span Width x Height)</b>                     |                |                      |                                 |                      |                                |                |            |                          |                |            |                                    |                |            |
|         | 1 x 2 x 2.5 (Flexible Pavement)   | No             | 1                    | 33,442.00                       | 33,442.00            | 1                              | 33,442.00      | 100.00     | -                        | -              | -          | 1                                  | 33,442.00      | 100.00     |
|         | 1 x 2 x 3 ( Flexible Pavement)  | No             | 1                    | 44,315.00                       | 44,315.00            | 1                              | 44,315.00      | 100.00     | -                        | -              | -          | 1                                  | 44,315.00      | 100.00     |
|         | 1 x 2 x 4.5 ( Flexible Pavement)  | No             | 1                    | 83,501.00                       | 83,501.00            | 1                              | 83,501.00      | 100.00     | -                        | -              | -          | 1                                  | 83,501.00      | 100.00     |
|         | 1 x 2 x 3 (Loop-1 Rigid Pavement)   | No             | 2                    | 40,667.00                       | 81,334.00            | 2                              | 81,334.00      | 100.00     | -                        | -              | -          | 2                                  | 81,334.00      | 100.00     |
|         | 2 x 2 x 3 (Loop-1 Rigid Pavement)   | No             | 1                    | 52,479.00                       | 52,479.00            | 0.9                            | 47,231.10      | 90.00      | 0.1                      | 5,247.90       | 10.00      | 1                                  | 52,479.00      | 100.00     |
| NS      | <b>CONSTRUCTION OF NEW CULVERTS(REPLACEMENT OF OLD)<br/>(No. of Span x Span Width x Height)</b> |                |                      |                                 |                      |                                |                |            |                          |                |            |                                    |                |            |
|         | 1 x 2 x 2   | No             | 1                    | 27,031.00                       | 27,031.00            | 1                              | 27,031.00      | 100.00     | -                        | -              | -          | 1                                  | 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     | -                        | -              | -          | 2                                  | 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     | -                        | -              | -          | 2                                  | 67,636.00      | 100.00     |
|         | 1 x 2 x 2.5(15° skew)   | No             | 1                    | 34,445.00                       | 34,445.00            | 1                              | 34,445.00      | 100.00     | -                        | -              | -          | 1                                  | 34,445.00      | 100.00     |
|         | 1 x 2 x 2.5(30° skew)   | No             | 1                    | 37,186.00                       | 37,186.00            | 1                              | 37,186.00      | 100.00     | -                        | -              | -          | 1                                  | 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     | -                        | -              | -          | 1                                  | 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     | -                        | -              | -          | 1                                  | 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     | -                        | -              | -          | 3                                  | 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      | 0.09                     | 3,593.97       | 9.00       | 1                                  | 39,933.00      | 100.00     |
|         | Service Ducts   | No             | 6                    | 2,725.00                        | 16,350.00            | 6.00                           | 16,350.00      | 100.00     | -                        | -              | -          | 6                                  | 16,350.00      | 100.00     |
| 5a      | <b>DRAINAGE &amp; EROSION WORKS ( ROAD SIDE DRAIN)</b>  |                |                      |                                 |                      |                                |                |            |                          |                |            |                                    |                |            |
| i       | DRAIN TYPE D-3a (7.0 KM)  | 500m           | 14                   | 18,007.00                       | 252,098.00           | 11.75                          | 211,582.25     | 83.93      | 2.25                     | 40,515.75      | 16.07      | 14                                 | 252,098.00     | 100.00     |
| ii      | DRAIN TYPE D-3b (0.225 KM)  | JOB            | 1                    | 16,610.00                       | 16,610.00            | 0.44                           | 7,308.40       | 44.00      | 0.56                     | 9,301.60       | 56.00      | 1                                  | 16,610.00      | 100.00     |
| 5b      | <b>ROAD PROTECTION WORKS</b>  |                |                      |                                 |                      |                                |                |            |                          |                |            |                                    |                |            |
| i       | STONE PITCHING (100M)   | JOB            | 1                    | 5,416.00                        | 5,416.00             | -                              | -              | -          | 1                        | 5,416.00       | 100.00     | 1                                  | 5,416.00       | 100.00     |
| ii      | METAL GUARD RAIL (475M)   | JOB            | 1                    | 40,008.00                       | 40,008.00            | -                              | -              | -          | 1                        | 40,008.00      | 100.00     | 1                                  | 40,008.00      | 100.00     |
| iii     | BARRIER (150M)  | JOB            | 1                    | 45,775.00                       | 45,775.00            | 1                              | 45,775.00      | 100.00     | -                        | -              | -          | 1                                  | 45,775.00      | 100.00     |

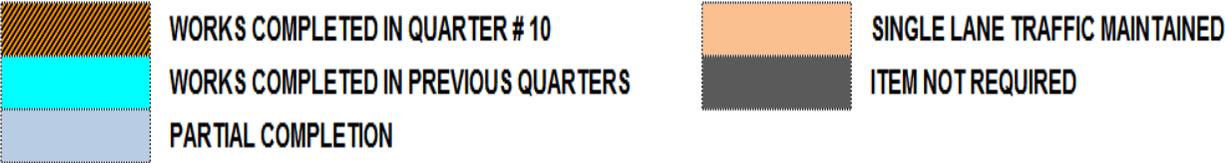
### CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION – III)

| 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            | -                              | -                | -            | 1                        | 18894.00       | 100.00       | 1                                  | 18,894.00        | 100.00        |
| ii      | PAVEMENT MARKINGS / STUDS   | JOB            | 1                    | 50,671.00                       | 50,671.00            | -                              | -                | -            | 1                        | 50671.00       | 100.00       | 1                                  | 50,671.00        | 100.00        |
| 7       | DIVERSION   | KM             | 5                    | 31,259.00                       | 156,295.00           | 5                              | 125,036.00       | 100.00       | -                        | -              | -            | 5                                  | 156,295.00       | 100.00        |
| 8       | MISCELLANEOUS   |                |                      |                                 |                      |                                |                  |              |                          |                |              |                                    |                  |               |
| a       | PLANTATION OF TREES (450 NOS)   | JOB            | 1                    | 10,514.00                       | 10,514.00            | -                              | -                | -            | 1                        | 10514.00       | 100.00       | 1                                  | 10,514.00        | 100.00        |
| 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       | -                        | -              | -            | 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       | -                        | -              | -            | 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            | -                              | -                | -            | 1                        | 58,744.00      | 100.00       | 1                                  | 58,744.00        | 100.00        |
| c       | RELOCATION OF ELECTRIC POLES (UPTO KM 30)                                 |                |                      |                                 |                      |                                |                  |              |                          |                |              |                                    |                  |               |
| i       | RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 09 TO KM:26)                   | JOB            | 1                    | 57,708.00                       | 57,708.00            | 1                              | 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            | -                              | -                | -            | 1                        | 57,708.00      | 100.00       | 1                                  | 57,708.00        | 100.00        |
| iii     | RELOCATION OF 45 NO OF ELECTRIC POLES (KM:32+325 TO KM: 35+010)           | JOB            | 1                    | 57,708.00                       | 57,708.00            | -                              | -                | -            | 1                        | 57,708.00      | 100.00       | 1                                  | 57,708.00        | 100.00        |
| 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            | -                              | -                | -            | 1                        | 80,620.00      | 100.00       | 1                                  | 80,620.00        | 100.00        |
| ii      | RELOCATION OF FC CHECK POSTS BLOCK - 2 (298 SQ-M)                         | JOB            | 1                    | 52,918.00                       | 52,918.00            | 1                              | 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            | -                              | -                | -            | 1                        | 52,918.00      | 100.00       | 1                                  | 52,918.00        | 100.00        |
| iv      | RELOCATION OF SHOP AT KM 14+100 (20 SQ-M)                                 | JOB            | 1                    | 3,552.00                        | 3,552.00             | -                              | -                | -            | 1                        | 3,552.00       | 100.00       | 1                                  | 3,552.00         | 100.00        |
|         | <b>TOTAL</b>  |                |                      |                                 | <b>9,512,706</b>     |                                | <b>8,458,487</b> | <b>88.92</b> |                          | <b>999,799</b> | <b>10.51</b> |                                    | <b>9,512,706</b> | <b>100.00</b> |

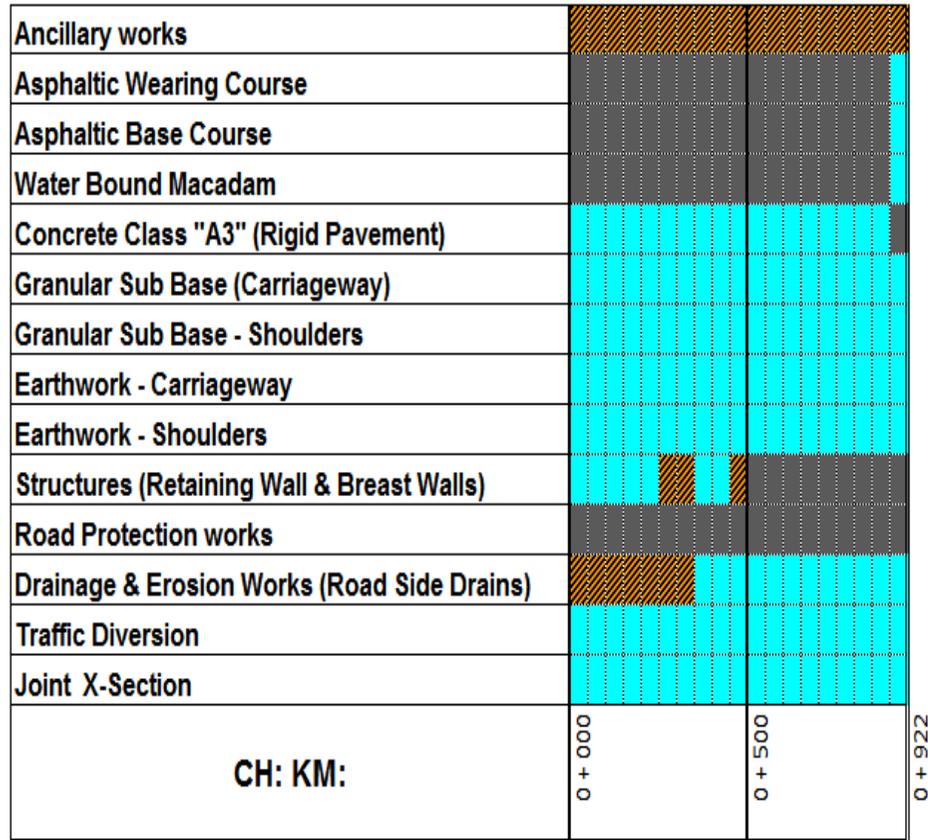
5.2 PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (SECTION – III)



LEGEND



**PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS (Loop-I)**



**LEGEND**



WORKS COMPLETED IN QUARTER # 10  
 WORKS COMPLETED IN PREVIOUS QUARTERS  
 PARTIAL COMPLETION



SINGLE LANE TRAFFIC MAINTAINED  
 ITEM NOT REQUIRED

### 5.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION – III)

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



ACTIVITIES COMPLETED IN QUARTER # 10



ACTIVITIES NOT REQUIRED



ACTIVITIES COMPLETED IN PREVIOUS QUARTERS



ACTIVITIES IN PROGRESS

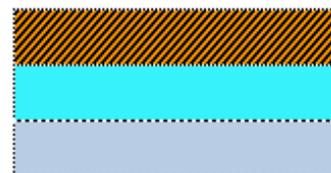
# BRIDGES

**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          | 1                              | 277,403             | 100          | -                        | -                   | -          | 1                   | 277,403             | 100           |
| 5    | Surface course & Pavement  | 14,400           | 1                              | 14,400              | 100          | -                        | -                   | -          | 1                   | 14,400              | 100           |
|      | Structural Excavation and Backfill   | 19,361           | 1                              | 19,361              | 100          | -                        | -                   | -          | 1                   | 19,361              | 100           |
|      | Approach Slabs   | 14,152           | 1                              | 14,152              | 100          | -                        | -                   | -          | 1                   | 14,152              | 100           |
|      | Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works  | 52,425           | 0.50                           | 26,213              | 50           | 0.50                     | 26,213              | 50         | 1                   | 52,425              | 100           |
|      | 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                              | 1,673               | 100          | -                        | -                   | -          | 1                   | 1,673               | 100           |
|      |  | <b>1,225,965</b> |                                | <b>1,199,753</b>    | <b>97.86</b> |                          | <b>26,213</b>       | <b>2</b>   |                     | <b>1,225,965</b>    | <b>100.00</b> |

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

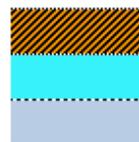
| BRIDGES                   | DESCRIPTION             | TOTAL | COMPLETED | 10% | 20% | 30% | 40% | 50% | 60% | 70% | 80% | 90% | 100% | REMARKS |
|---------------------------|-------------------------|-------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
|                           |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| KM: 09+560                |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| BRIDGE #2<br>(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     | 4         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Approach Slab           | 2     | 2         |     |     |     |     |     |     |     |     |     |      |         |



**WORKS COMPLETED IN QUARTER # 10**  
**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 |
|----------------------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
|                                  |  |     |     |     |     |     |     |     |     |     |      |         |
| <b>KM: 18+475</b>                |  |     |     |     |     |     |     |     |     |     |      |         |
| <b>BRIDGE #5<br/>(KM:18+475)</b> | 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                          |     |     |     |     |     |     |     |     |     |      |         |



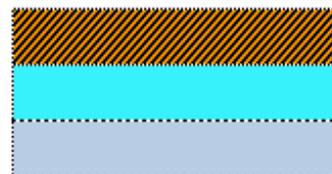
**WORKS COMPLETED IN QUARTER # 10**  
**WORKS COMPLETED IN PREVIOUS QUARTER**  
**PARTIAL COMPLETION**

**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           |
|       | Construction of Piles  | 309,308          | 1                              | 309,308             | 100          | -                        | -                   | -            | 1                   | 309,308             | 100           |
| 2     | Pile Caps  | 106,579          | 1                              | 106,579             | 100          | -                        | -                   | -            | 1                   | 106,579             | 100           |
|       | Abut walls, wing walls, pier shafts & transoms   | 90,180           | 1                              | 90,180              | 100          | -                        | -                   | -            | 1                   | 90,180              | 100           |
| 3     | Girders  | 187,363          | 1                              | 187,363             | 100          | -                        | -                   | -            | 1                   | 187,363             | 100           |
|       | Launching of Girders   | 11,914           | 1                              | 11,914              | 100          | -                        | -                   | -            | 1                   | 11,914              | 100           |
| 4     | Deck Slabs ,Diaphragms, Barrier & Railing  | 254,785          | 0.9                            | 229,307             | 90           | 0.1                      | 25,479              | 10           | 1                   | 254,785             | 100           |
| 5     | Surface course & Pavement  | 13,125           | -                              | -                   | -            | 1                        | 13,125              | 100          | 1                   | 13,125              | 100           |
|       | Structural Excavation and Backfill   | 57,939           | 0.1                            | 5,794               | 10           | 0.9                      | 52,145              | 90           | 1                   | 57,939              | 100           |
|       | Approach Slabs   | 17,235           | -                              | -                   | -            | 1                        | 17,235              | 100          | 1                   | 17,235              | 100           |
|       | Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works  | 322,224          | -                              | -                   | -            | 1                        | 322,224             | 100          | 1                   | 322,224             | 100           |
|       | 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            | -                              | -                   | -            | 1                        | 2,320               | 100          | 1                   | 2,320               | 100           |
|       |  | <b>1,392,302</b> |                                | <b>959,774</b>      | <b>68.93</b> |                          | <b>432,528</b>      | <b>31.07</b> |                     | <b>1,392,302</b>    | <b>100.00</b> |

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

| BRIDGES                   | DESCRIPTION             | TOTAL | COMPLETED | 10% | 20% | 30% | 40% | 50% | 60% | 70% | 80% | 90% | 100% | REMARKS |
|---------------------------|-------------------------|-------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
|                           |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| <b>KM: 23+750</b>         |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| BRIDGE #10<br>(KM:23+750) | Piles                   | 30    | 30        |     |     |     |     |     |     |     |     |     |      |         |
|                           | Pile Caps               | 3     | 3         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Abutments/ Piers        | 3     | 3         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Transom/ Abutment Seats | 3     | 3         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Girder Casting          | 10    | 10        |     |     |     |     |     |     |     |     |     |      |         |
|                           | Girder Prestressing     | 10    | 10        |     |     |     |     |     |     |     |     |     |      |         |
|                           | Girder Launching        | 10    | 10        |     |     |     |     |     |     |     |     |     |      |         |
|                           | Deck Slab / Barrier     | 2     | 2         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Expansion Joint         | 3     | 3         |     |     |     |     |     |     |     |     |     |      |         |
|                           | Approach Slab           | 2     | 2         |     |     |     |     |     |     |     |     |     |      |         |

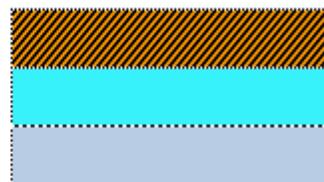


**WORKS COMPLETED IN QUARTER # 10**  
**WORKS COMPLETED IN PREVIOUS QUARTER**  
**PARTIAL COMPLETION**



**6.7 BRIDGE (KM: 27+000) PHYSICAL PROGRESS STATUS**

| BRIDGES                  | DESCRIPTION             | TOTAL | COMPLETED | 10% | 20% | 30% | 40% | 50% | 60% | 70% | 80% | 90% | 100% | REMARKS |
|--------------------------|-------------------------|-------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|---------|
|                          |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| KM: 27+000               |                         |       |           |     |     |     |     |     |     |     |     |     |      |         |
| BRIDGE#11<br>(KM:27+000) | Piles                   | 32    | 26        |     |     |     |     |     |     |     |     |     |      |         |
|                          | Pile Caps               | 5     | 1         |     |     |     |     |     |     |     |     |     |      |         |
|                          | Abutments/ Piers        | 5     |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Transom/ Abutment Seats | 5     |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Pre cast Panels Casting | 52    |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Girder Launching        | 52    |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Deck Slab / Barrier     | 4     |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Expansion Joint         | 0     |           |     |     |     |     |     |     |     |     |     |      |         |
|                          | Approach Slab           | 2     |           |     |     |     |     |     |     |     |     |     |      |         |



**WORKS COMPLETED IN QUARTER # 10**

**WORKS COMPLETED IN PREVIOUS QUARTER**

**PARTIAL COMPLETION**

**6.8 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          | -                        | -                   | -           | 1                   | 131,970             | 100           |
|      | Box Walls  | 86,096         | 1                              | 86,096              | 100          | -                        | -                   | -           | 1                   | 86,096              | 100           |
| 2    | Top Slab   | 150,422        | 1                              | 150,422             | 100          | -                        | -                   | -           | 1                   | 150,422             | 100           |
|      | Wing Walls & Apron   | 149,336        | 1                              | 149,336             | 100          | -                        | -                   | -           | 1                   | 149,336             | 100           |
| 3    | Approach Slabs   | 14,537         | 1                              | 14,537              | 100          | -                        | -                   | -           | 1                   | 14,537              | 100           |
|      | Stone Pitching 60 meter length   | 6,671          | -                              | -                   | -            | 1.00                     | 6,671               | 100         | 1                   | 6,671               | 100           |
| 4    | Surface course & Pavement  | 11,293         | 1                              | 11,293              | 100          | -                        | -                   | -           | 1                   | 11,293              | 100           |
|      | Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works   | 52,803         | 0.95                           | 50,163              | 95           | 0.05                     | 2,640               | 5           | 1                   | 52,803              | 100           |
|      | 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          | -                              | -                   | -            | 1.00                     | 1,423               | 100         | 1                   | 1,423               | 100           |
|      |  | <b>604,551</b> |                                | <b>593,817</b>      | <b>98.22</b> |                          | <b>10,734</b>       | <b>1.78</b> |                     | <b>604,551</b>      | <b>100.00</b> |

**6.9 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          | -                        | -                   | -           | 1                   | 113,545             | 100           |
|      | Box Walls  | 79,827         | 1                              | 79,827              | 100          | -                        | -                   | -           | 1                   | 79,827              | 100           |
| 2    | Top Slab   | 97,807         | 1                              | 97,807              | 100          | -                        | -                   | -           | 1                   | 97,807              | 100           |
|      | Wing Walls & Apron   | 96,200         | 1                              | 96,200              | 100          | -                        | -                   | -           | 1                   | 96,200              | 100           |
| 3    | Approach Slabs   | 15,008         | 1                              | 15,008              | 100          | -                        | -                   | -           | 1                   | 15,008              | 100           |
|      | Stone Pitching 32.80 meter length  | 8,231          |                                | -                   | -            | 1                        | 8,231               | 100         | 1                   | 8,231               | 100           |
| 4    | Surface course & Pavement  | 8,628          |                                | -                   | -            | 1                        | 8,628               | 100         | 1                   | 8,628               | 100           |
|      | Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works   | 25,166         |                                | -                   | -            | 1                        | 25,166              | 100         | 1                   | 25,166              | 100           |
|      | 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          |                                | -                   | -            | 1                        | 1,303               | 100         | 1                   | 1,303               | 100           |
|      |  | <b>445,715</b> |                                | <b>402,387</b>      | <b>90.28</b> |                          | <b>43,328</b>       | <b>9.72</b> |                     | <b>445,715</b>      | <b>100.00</b> |

### 6.10 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*H eight | 15*3*3<br>15-cell | 10*3*3<br>10-cell |  |  |  |
| KM as per site                            | KM                | 11+190            | 22+925            |  |  |  |
| KM as in Drawing                          | KM                | 11+190            | 22+926            |  |  |  |

|  |   |
|--|---|
|  | ACTIVITIES COMPLETED IN QUARTER # 10      |
|  | 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 9th) |      |        | THIS QUARTER (10th) |      |        | TOTAL UP-TO DATE |      |        | REMARK |
|---------------------------------|----------------------------------|------------------------|-------------------------------|------|--------|---------------------|------|--------|------------------|------|--------|--------|
|                                 |                                  |                        | NO OF TEST                    | PASS | FAILED | NO OF TEST          | PASS | FAILED | NO OF TEST       | PASS | FAILED |        |
| A<br>S<br>P<br>H<br>A<br>L<br>T | Aggregates Quality Test          | Sieve Analysis         | 41                            | 41   | 0      | 2                   | 2    | 0      | 43               | 43   | 0      |        |
|                                 |                                  | Specific Gravity       | 37                            | 37   | 0      | 3                   | 3    | 0      | 40               | 40   | 0      |        |
|                                 |                                  | Absorption             | 31                            | 31   | 0      | 0                   | 0    | 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      |        |
|                                 |                                  | Temperature            | 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              | 56                            | 56   | 0      | 10                  | 10   | 0      | 66               | 66   | 0      |        |
|                                 |                                  | Los of Stability       | 56                            | 56   | 0      | 10                  | 10   | 0      | 66               | 66   | 0      |        |
|                                 |                                  | Flow Test              | 56                            | 56   | 0      | 10                  | 10   | 0      | 66               | 66   | 0      |        |
|                                 |                                  | Air Voids %            | 56                            | 55   | 1      | 10                  | 10   | 0      | 66               | 65   | 1      |        |
|                                 |                                  | Extraction (Bitumen %) | 57                            | 52   | 5      | 10                  | 10   | 0      | 67               | 62   | 5      |        |
|                                 |                                  | Grading                | 57                            | 51   | 6      | 10                  | 9    | 1      | 67               | 60   | 7      | Note-1 |
|                                 |                                  | Gmm Test               | 57                            | 57   | 0      | 10                  | 10   | 0      | 67               | 67   | 0      |        |
|                                 |                                  | Density (1st Layer)    | 297                           | 295  | 2      | 56                  | 56   | 0      | 353              | 351  | 2      |        |
|                                 |                                  | Thickness (1st Layer)  | 299                           | 283  | 16     | 56                  | 52   | 4      | 355              | 335  | 20     | Note-2 |
|                                 |                                  | Density (2nd Layer)    | 312                           | 309  | 3      | 56                  | 56   | 0      | 368              | 365  | 3      |        |
|                                 | Thickness (2nd Layer)            | 313                    | 286                           | 27   | 56     | 56                  | 0    | 369    | 342              | 27   |        |        |
|                                 | Pre Mix Asphaltic Wearing Course | Stability              | 17                            | 17   | 0      | 6                   | 6    | 0      | 23               | 23   | 0      |        |
|                                 |                                  | Los of Stability       | 17                            | 17   | 0      | 6                   | 6    | 0      | 23               | 23   | 0      |        |
| Flow Test                       |                                  | 17                     | 17                            | 0    | 6      | 6                   | 0    | 23     | 23               | 0    |        |        |
| Air Voids %                     |                                  | 17                     | 14                            | 3    | 6      | 5                   | 1    | 23     | 19               | 4    | Note-1 |        |
| Extraction (Bitumen %)          |                                  | 17                     | 15                            | 2    | 6      | 6                   | 0    | 23     | 21               | 2    |        |        |
| Grading                         |                                  | 17                     | 15                            | 2    | 6      | 6                   | 0    | 23     | 21               | 2    |        |        |
| Gmm Test                        |                                  | 17                     | 17                            | 0    | 6      | 6                   | 0    | 23     | 23               | 0    |        |        |
| Density                         |                                  | 271                    | 270                           | 1    | 110    | 109                 | 1    | 381    | 379              | 2    | Note-3 |        |
| Thickness                       | 271                              | 257                    | 14                            | 110  | 104    | 6                   | 381  | 361    | 20               |      |        |        |

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

Note-2: Deficient layer thickness to be adjusted in subsequent layer.

Note-3: Compaction accepted following additional coring/testing of the area as per NHA specifications.

## DETAILED INFORMATION OF LABORATORY TEST REPORTS

| ITEM                                 | DESCRIPTION OF MATERIAL       | TEST ITEM              | PREVIOUS QUARTER (1st To 9th) |      |        | THIS QUARTER (10th) |      |        | TOTAL UP-TO DATE |      |        | REMARK |
|--------------------------------------|-------------------------------|------------------------|-------------------------------|------|--------|---------------------|------|--------|------------------|------|--------|--------|
|                                      |                               |                        | NO OF TEST                    | PASS | FAILED | NO OF TEST          | PASS | FAILED | NO OF TEST       | PASS | FAILED |        |
| C<br>O<br>N<br>C<br>R<br>E<br>T<br>E | Fine Aggregate                | Sieve Analysis         | 36                            | 28   | 8      | 3                   | 3    | 0      | 39               | 31   | 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         | 58                            | 50   | 8      | 10                  | 10   | 0      | 68               | 60   | 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               | 3                             | 3    | 0      | 0                   | 0    | 0      | 3                | 3    | 0      |        |
|                                      | Concrete Compressive Strength | LEAN CONCRETE          | 11                            | 11   | 0      | 0                   | 0    | 0      | 11               | 11   | 0      |        |
|                                      |                               | CLASS "B" CONCRETE     | 6                             | 6    | 0      | 1                   | 1    | 0      | 7                | 7    | 0      |        |
|                                      |                               | CLASS "A-1" CONCRETE   | 39                            | 38   | 1      | 5                   | 5    | 0      | 44               | 43   | 1      |        |
|                                      |                               | CLASS "A-2" CONCRETE   | 3                             | 3    | 0      | 0                   | 0    | 0      | 3                | 3    | 0      |        |
|                                      |                               | CLASS "A-3" CONCRETE   | 97                            | 97   | 0      | 12                  | 12   | 0      | 109              | 109  | 0      |        |
|                                      |                               | CLASS "D-1" CONCRETE   | 19                            | 19   | 0      | 0                   | 0    | 0      | 19               | 19   | 0      |        |
|                                      |                               | Krebs Stone            | 5                             | 5    | 0      | 0                   | 0    | 0      | 5                | 5    | 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    |        |        |

### DETAILED INFORMATION OF LABORATORY TEST REPORTS

| ITEM  | DESCRIPTION OF MATERIAL                       | TEST ITEM            | PREVIOUS QUARTER (1st To 9th) |      |        | THIS QUARTER (10th) |      |        | TOTAL UP-TO DATE |      |        | REMARK |
|---|---|----------------------|-------------------------------|------|--------|---------------------|------|--------|------------------|------|--------|--------|
|   |   |                      | NO OF TEST                    | PASS | FAILED | NO OF TEST          | PASS | FAILED | NO OF TEST       | PASS | FAILED |        |
|   | Steel Bar                                     | Tensile Strength     | 14                            | 14   | 0      | 0                   | 0    | 0      | 14               | 14   | 0      |        |
|   |   | Elongation           | 14                            | 14   | 0      | 0                   | 0    | 0      | 14               | 14   | 0      |        |
|   |   | Bend                 | 14                            | 14   | 0      | 0                   | 0    | 0      | 14               | 14   | 0      |        |
| Drain   | Bricks  | Compressive Strength | 7                             | 7    | 0      | 0                   | 0    | 0      | 7                | 7    | 0      |        |
|   |   | Absorption           | 7                             | 0    | 7      | 0                   | 0    | 0      | 7                | 0    | 7      |        |
|   | Sand  | Gradation            | 5                             | 2    | 3      | 0                   | 0    | 0      | 5                | 2    | 3      |        |
| Q<br>U<br>A<br>L<br>I<br>T<br>Y<br><br>T<br>E<br>S<br>T<br><br>O<br>F<br><br>S<br>O<br>I<br>L | Borrow Area                                   | Sieve Analysis       | 21                            | 21   | 0      | 0                   | 0    | 0      | 21               | 21   | 0      |        |
|   |   | Plasticity Index     | 16                            | 16   | 0      | 0                   | 0    | 0      | 16               | 16   | 0      |        |
|   |   | Proctor Test         | 16                            | 16   | 0      | 0                   | 0    | 0      | 16               | 16   | 0      |        |
|   |   | Abrasion             | 8                             | 8    | 0      | 0                   | 0    | 0      | 8                | 8    | 0      |        |
|   |   | Sand Equivalent      | 7                             | 6    | 1      | 0                   | 0    | 0      | 7                | 6    | 1      |        |
|   |   | Specific Gravity     | 6                             | 6    | 0      | 0                   | 0    | 0      | 6                | 6    | 0      |        |
|   |   | CBR Test             | 15                            | 15   | 0      | 0                   | 0    | 0      | 15               | 15   | 0      |        |
|   | NGC/Sub Grade<br>Earth fill &<br>Cut Material | Gradation            | 21                            | 21   | 0      | 2                   | 2    | 0      | 23               | 23   | 0      |        |
|   |   | Plasticity Index     | 17                            | 17   | 0      | 1                   | 1    | 0      | 18               | 18   | 0      |        |
|   |   | Moisture Density     | 18                            | 18   | 0      | 2                   | 2    | 0      | 20               | 20   | 0      |        |
|   |   | CBR Test             | 18                            | 18   | 0      | 1                   | 1    | 0      | 19               | 19   | 0      |        |
|   | Sub Base                                      | Gradation            | 32                            | 32   | 0      | 4                   | 4    | 0      | 36               | 36   | 0      |        |
|   |   | Plasticity Index     | 24                            | 24   | 0      | 3                   | 3    | 0      | 27               | 27   | 0      |        |
|   |   | Moisture Density     | 29                            | 29   | 0      | 4                   | 4    | 0      | 33               | 33   | 0      |        |
|   |   | CBR Test             | 21                            | 21   | 0      | 4                   | 4    | 0      | 25               | 25   | 0      |        |
|   |   | Abrasion             | 22                            | 22   | 0      | 4                   | 4    | 0      | 26               | 26   | 0      |        |
|   |   | Specific Gravity     | 24                            | 24   | 0      | 4                   | 4    | 0      | 28               | 28   | 0      |        |
|   |   | Sand Equivalent      | 25                            | 17   | 8      | 4                   | 3    | 1      | 29               | 20   | 9      | Note-1 |

Note-1: 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 9th) |      |        | THIS QUARTER (10th) |      |        | TOTAL UP-TO DATE |      |        | REMARK |
|-----------------|-----------------------------|-------------------|-------------------------------|------|--------|---------------------|------|--------|------------------|------|--------|--------|
|                 |                             |                   | NO OF TEST                    | PASS | FAILED | NO OF TEST          | PASS | FAILED | NO OF TEST       | PASS | FAILED |        |
|                 | Water Bound Macadam         | Gradation         | 41                            | 17   | 24     | 2                   | 2    | 0      | 43               | 19   | 24     |        |
|                 |                             | Abrasion          | 16                            | 16   | 0      | 1                   | 1    | 0      | 17               | 17   | 0      |        |
|                 |                             | Specific Gravity  | 22                            | 22   | 0      | 1                   | 1    | 0      | 23               | 23   | 0      |        |
|                 |                             | Soundness         | 7                             | 7    | 0      | 0                   | 0    | 0      | 7                | 7    | 0      |        |
|                 |                             | Flakiness Test    | 12                            | 12   | 0      | 1                   | 1    | 0      | 13               | 13   | 0      |        |
|                 |                             | Proctor           | 16                            | 16   | 0      | 1                   | 1    | 0      | 17               | 17   | 0      |        |
|                 | Stone Dust                  | Gradation         | 6                             | 6    | 0      | 1                   | 1    | 0      | 7                | 7    | 0      |        |
|                 |                             | Sand Equivalent   | 3                             | 3    | 0      | 1                   | 1    | 0      | 4                | 4    | 0      |        |
|                 |                             | Plasticity Index  | 2                             | 2    | 0      | 1                   | 1    | 0      | 3                | 3    | 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      | 2                   | 2    | 0      | 36               | 35   | 1      |        |
| SUB GRADE       |                             | 89                | 82                            | 7    | 7      | 7                   | 0    | 96     | 89               | 7    |        |        |
| SUB BASE        |                             | 110               | 96                            | 14   | 12     | 12                  | 0    | 122    | 108              | 14   |        |        |
| AGG.BASE COURSE |                             | 50                | 27                            | 23   | 0      | 0                   | 0    | 50     | 27               | 23   |        |        |
|                 | WBM                         | 81                | 50                            | 31   | 3      | 2                   | 1    | 84     | 52               | 32   | Note-1 |        |
| CALIBRATION     | LAB EQUIPMENT               | 2                 | 2                             | 0    | 0      | 0                   | 0    | 2      | 2                | 0    |        |        |
|                 | CONCRETE BATCHING PLANT     | 2                 | 2                             | 0    | 0      | 0                   | 0    | 2      | 2                | 0    |        |        |
|                 | ASPHALT PLANT               | 1                 | 1                             | 0    | 0      | 0                   | 0    | 1      | 1                | 0    |        |        |

Note-1: Subsequent layer/laying of prime coat postponed till the achievement of required field density.

| Total Number of Tests | PREVIOUS QUARTER (1st To 9th) |      |      | This Quarter (10th) |      |      | From Start up to Mar,2015 |      |      | Remarks |
|-----------------------|-------------------------------|------|------|---------------------|------|------|---------------------------|------|------|---------|
|                       | Total Nos. of Test            |      |      | Total Nos. of Test  |      |      | Total Nos. of Test        |      |      |         |
| Description           | Total                         | Pass | Fail | Total               | Pass | Fail | Total                     | Pass | Fail |         |
| Independently         | 1539                          | 1449 | 90   | 190                 | 187  | 3    | 1729                      | 1636 | 93   |         |
| Jointly               | 2207                          | 2068 | 139  | 468                 | 456  | 12   | 2675                      | 2524 | 151  |         |

# **ENVIRONMENTAL COMPLIANCE MONITORING**

## 8.1 Introduction

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

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

## 8.2 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.

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

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

which is used both for drinking and irrigation purposes. 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 4+000 KM of section-I passes through commercial area, while rest of the road up to KM: 9+000 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.

### **8.3 Progress during the Current Quarter (January - March 2015)**

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 has also been maintained in good condition.

During this quarter, prominent issues were the health and safety protocols compliance and dust pollution at site. So for the health facilities, such as ambulance, first aid boxes are available at FWO camp, and will be provided to the workers at site when needed. Likewise, to control dust pollution, some water bowsers were observed to sprinkle water on road, but found missing at 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.

Traffic blockage was also observed at site. The FWO has to keep the traffic on alternate route in the day time in order to accomplish the construction activities smoothly. Though some improvement in the environmental compliance is observed, but a general distrust about the FWO to control the problem of the dust pollution still exists in the project area. A special attention to the environmental compliance, such as health and safety protocols and dust pollution are required in order to resolve such issues in the project area. Due to specific conditions in the area like hilly terrain and busy traffic corridor, the environmental issues i.e the dust pollution in the above reaches should be resolved on emergency basis.

The excavated material was mostly used for the dressing of road shoulders; however some surplus materials were dumped along the road banks at the deep pockets/gullied land. Some deep pockets along the road/stream bank were also identified for the safe disposal of the surplus material.

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 unstable and vulnerable amid ongoing military operations and crackdown against outlawed militant organizations. Considering the history of terrorist's retaliation against military operations, escalation in attacks is imminent either of massive size or small scale but security forces and tribal militias are expected to remain the prime target in such an eventuality. 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:

- **31 Militants Killed in Tirah Bombardment**  
On January 04, 2015, 31 militants were killed and several others wounded when the Pakistan Air Force (PAF) jetfighters targeted the hideouts and arms depots of the militant organization Lashkar-e-Islam (LI) their suspected hideouts in the Kukikhel area in the Tirah valley of Khyber. A suicide jackets manufacturing factory was also destroyed in the bombardment.
- **Two Peace Body Members Killed in Tirah**  
On January 07, 2015, two peace committee members were killed in a clash with militants in Tirah valley of Khyber Agency.
- **7 'Militants' Killed in Tribal Areas**  
On January 10, 2015, in Tirah valley, an accidental blast in a bunker in Khyber Sangar area of Sipah left four activists of the banned Lashkar-i-Islam group dead early in the morning. Security personnel stationed at the Jarrobi camp pounded the place with shells. Three suspected LI activists were killed in the shelling.
- **Two Members of Anti-Militant Group Killed in Tirah Blast**  
On January 25, 2015, at least two volunteers of pro-government anti-militant group, Tauheedul Islam (TI), were killed and two others injured when an explosion hit their bunker in the Naray Baba area of Tirah valley.

- **Eight Militants Killed in Tirah Air Strikes**

On January 26, 2015, eight suspected militants, including key commanders of various organizations, were killed and several others sustained injuries when jet fighters of Pakistan Air Force (PAF) blitzed their positions in Tirah valley of the Khyber Agency.

- **Student among 4 Killed in Landikotal**

On January 26, 2015, four persons were killed and six others injured in two incidents in various areas of Landikotal in Khyber Agency. Two groups hailing from Afridi tribe traded fire over installation of a cabin-shop in Sheikhwala area of Landikotal; as a result, he said three persons from both sides were killed in the gunfire and as many injured critically. In the second incident, a student of Landikotal Degree College was killed and two others seriously injured when two groups scuffled over distribution of tour money.

- **16 Militants Killed in Tirah Air Strikes**

On January 27, 2015, sixteen suspected militants were killed and 12 others sustained injuries when PAF fighter aircraft pounded terrorists' hideouts in the Tirah Valley of Khyber Agency. Aircraft targeted the hideouts of militants belonging to the Tehreek-e-Taliban Pakistan (TTP) and Lashkar-e-Islam (LI) in Wocha Wona, Srawala, Tarkho Kas, Nakai and various other areas. Several hideouts of militants were also destroyed in the air strikes.

- **Three Peace Body Members Killed in Tirah Blast**

On 02 February, 2015, three members of peace committee Tauheedul Islam (TI) were killed and another injured in an improvised explosive device blast in Tirah valley of Khyber Agency.

- **5 Militants Killed in Tirah Bombardment**

On 05 February, 2015, The military forces killed five suspected militants while six others sustained injuries when jet fighters pounded their hideouts in the Tirah Valley of Khyber Agency. Jet fighters targeted the hideouts of Tehrik-i-Taliban Pakistan (TTP) and Lashkar-i-Islam (LI) at Tarkhu Kas and Jabbar Mela in Bar Qambarkhel.

- **Bomb Explosion Kills Three in Khyber Agency**

On 08 February, 2015, three volunteers of local peace committee were killed and five injured in a bomb blast at Naray Baba area of Tirah valley of Khyber Agency. Centre of peace committee has been destroyed in the blast.

- **13 Killed in Tirah Air Strikes**

On 09 February, 2015, thirteen suspected militants were killed and their seven hideouts destroyed when the Pakistan Air Force (PAF) fighter jets pounded various areas of Tirah Valley in Khyber Agency. The fighter jets targeted Tor Darra, Sur Kas, Wachy Wanay, Dua Toey, Sra Khawra and Sra Wela areas inhabited mostly by the Kukikhel Afridi tribe.

- **Seven Militants Killed in Tirah Air Strikes**

On 09 February, 2015, seven suspected militants were killed and 15 others sustained injuries when jet fighters hit targets in the Tirah Valley of Khyber Agency. Jet fighters targeted the sanctuaries of proscribed Tehreek-e-Taliban Pakistan (TTP) and Lashkar-e-Islam (LI) in Sra Vella, Tor Darra, Nagrosa and Spin Drung in the Kukikhel area of Tirah Valley. Seven hideouts were also destroyed in the action.

- **Eleven Suspected Militants were Killed by Security Forces**

On *March 24th, 2015*, eleven suspected militants were killed as security forces claimed more gains in far-flung areas of Khyber Agency's Tirah valley. Security forces took complete control of the Mazatal area and advanced into Toor Dara, Sandana and Khyber Sungar. Military planes and helicopter gunships pounded suspected positions in the areas.

- **The Military Claims Killing of more than Three Hundred Militants in the Battle for Tirah**

On *March 24th, 2015*, Fighting for the control of the last stronghold of Pakistani militants in Tirah Valley has been intense in Operation Khyber-2. In one battle that continued for three days for the control of a strategic ridge sixteen soldiers, including a major of the Pakistan Army, lost their lives while dozen others sustained injuries, including two officers.

About two thousand and five hundred of terrorist from different groups are fighting their last battle to retain the control of the Tirah valley. Security forces have cleared two-thirds of the valley taking control of the strategic mountains and passes, including Madatal Kandao near Pak- Afghan border. Militants are abandoning their positions and fleeing. The military claims to kill more than three hundred in the battle for Tirah so far.

**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.

- In traffic, always attempt to leave space to maneuver. Leave yourself an exit and be prepared to take evasive action at any time.
- Utilize curbs, sidewalks, and medians as a way of escape.
- 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 another driver tries to force you to pull over or cuts you off, keep driving and try to get away. Take note of the license plate number and a description of the car and driver (only if it does not place you in danger).
- 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.
- If you are involved in an accident and something does not seem normal, depart the area immediately. Remember, some accidents could be a ruse designed to rob or carjack you.
- Never pick-up hitchhikers.
- Be alert to motorcycles stopping next to your car, particularly if there are two riders.
- Maintain a high level of vigilance and take appropriate steps to enhance your personal security.
- 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         | 9,978,081               | 0                       | 100.00        |
| 2            | II                  | 9,383,484         | 9,383,484               | 0                       | 100.00        |
| 3            | III                 | 9,512,705         | 9,512,705               | 0                       | 100.00        |
| 4            | 02 Bridges & 02 MCC | 3,668,533         | 3,668,533               | 0                       | 100.00        |
| <b>TOTAL</b> |                     | <b>32,542,803</b> | <b>32,542,803</b>       | <b>0</b>                | <b>100.00</b> |

**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                                | 2-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    | 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                             | 15,811,658         |
| 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         |
| 11                                 |                  |                | 190,558        | 17,912,426     | 1-Jan-15                                 | 9-Jan-15                            | 6-Mar-15                                 | 190,558                             | 17,912,426         |
| <b>UP-TO DATE CERTIFIED AMOUNT</b> |                  |                |                |                |  |                                     |  | <b>9,978,081</b>                    | <b>937,939,614</b> |

Conversion Rate 1 US \$ = 94 PKR

**10.3 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                             | 69,948,380         |
| 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                           | 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         |
| 6                                  |                  |                | 1,231,421      | 129,299,241    | 13-Nov-14                                | 14-Nov-14                           | 21-Nov-14                                | 1,040,177                           | 109,218,585        |
| 7                                  |                  |                | 1,317,363      | 138,323,131    | 16-Dec-14                                | 24-Dec-14                           | 25-Dec-14                                | 302,657                             | 31,778,989         |
| 8                                  |                  |                | 1,032,422      | 108,404,320    | 1-Jan-15                                 | 9-Jan-15                            | 6-Mar-15                                 | 1,032,422                           | 108,404,320        |
| <b>UP-TO DATE CERTIFIED AMOUNT</b> |                  |                |                |                |  |                                     |  | <b>9,383,484</b>                    | <b>985,265,820</b> |

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                           | 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        |
| 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         |
| 7                                  |                  |                | 1,481,572      | 154,083,457    | 1-Jan-15                                 | 9-Jan-15                            | 6-Mar-15                                 | 1,481,572                           | 154,083,457        |
| <b>UP-TO DATE CERTIFIED AMOUNT</b> |                  |                |                |                |  |                                     |  | <b>9,512,705</b>                    | <b>989,321,320</b> |

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<br>BY CONTRACTOR TO<br>FATA | DATE OF<br>SUBMISSION BY<br>FATA TO USAID | DATE OF<br>CERTIFICATION BY<br>M&E CONSULTANTS | AMOUNT CERTIFIED BY<br>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         |
| 4                                  |                  |                | 914,704        | 86,896,859     | 1-Jan-15                                       | 9-Jan-15                                  | 6-Mar-15                                       | 914,704                                | 86,896,859         |
| <b>UP-TO DATE CERTIFIED AMOUNT</b> |                  |                |                |                |  |   |  | <b>3,668,533</b>                       | <b>348,510,635</b> |

Conversion Rate 1 US \$ = 95 PKR

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

| <b>Date</b> | <b>Meeting</b>              | <b>Participants</b>            | <b>Venue</b>                            |
|-------------|-----------------------------|--------------------------------|---|
| 09 Jan'15   | Co-ordination Meeting       | M&E Consultants, NESPAK, FWO   | CRE office, Jamrud, Khyber Agency       |
| 20 Jan'15   | Co-ordination Meeting       | M&E Consultants, NESPAK, FWO   | CRE office, Jamrud, Khyber Agency       |
| 27 Jan'15   | Site Visit                  | M&E Consultants Senior Staff   | Sec- I To IV - PTR                      |
| 29 Jan'15   | Site Visit                  | USAID & M&E Consultants        | Sec- I To VII - PTR                     |
| 09 Feb'15   | Co-ordination Meeting       | USAID, AGES, NESPAK, FWO       | C.O (FWO) office, Jamrud, Khyber Agency |
| 09 Feb'15   | Joint Site Visit            | USAID, AGES, NESPAK, FWO       | PTR Project                             |
| 18 Feb'15   | QIP's Co-ordination Meeting | USAID, FATA, AGES, NESPAK, FWO | NESPAK HQ, Islamabad                    |
| 04 Mar'15   | Co-ordination Meeting       | M&E Consultants, NESPAK, FWO   | CRE office, Jamrud, Khyber Agency       |
| 18 Mar'15   | Co-ordination Meeting       | USAID, FATA, AGES, NESPAK, FWO | C.O (FWO) office, Jamrud, Khyber Agency |
| 19 Mar'15   | Joint Site Visit            | USAID, AGES, NESPAK , FWO      | PTR Project (Sec-I to IX)               |
| 31 Mar'15   | Co-ordination Meeting       | AGES, NESPAK, FWO              | CRE 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 / demobilized 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      | Muhamamd Khurshed Khan (Contract rescinded on 28/02 /2015) | Mid-Level Specialist             |                               |
| 6      | Amjad Saeed (Resigned w.e.f. 21/3/2015)                    | Mid-Level Specialist             |                               |
| 7      | Shahid Hussain (Joined March 01, 2015)                     | 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             | OTHER CONSTRUCTION COMPONENTS |
| 16     | Anwar Dad  | Quantity Surveyor                |                               |
| 17     | Waqar ul Mulk  | Junior Architect                 |                               |
| 18     | TBN  | Senior Surveyor                  |                               |
| 19     | Muhammad Waqas (Contract rescinded on 28/2/2015)           | Survey Assistant                 |                               |
| 20     | Muhammad Ayaz (Contract rescinded on 28/2/2015)            | Survey Assistant                 |                               |
| 21     | TBN  | Survey Assistant                 |                               |
| 22     | Sana Ullah   | Accountant                       |                               |
| 23     | Ihsan Ali  | Assistant Office Administrator   |                               |
| 24     | TBN  | Computer Operator                |                               |

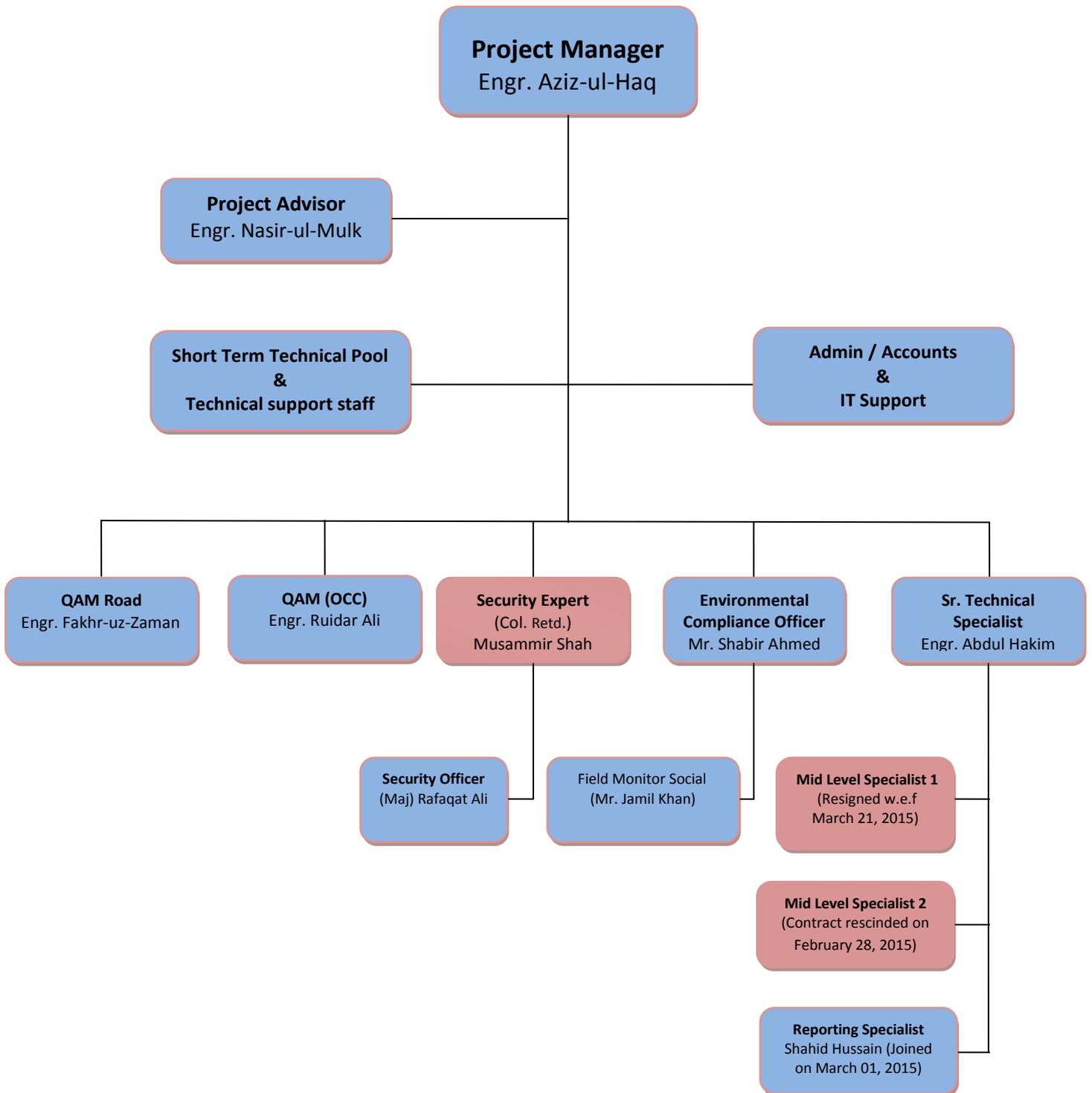
**QAM OFFICE (ROAD COMPONENT)**

| <b>S. No.</b> | <b>Name</b>                                     | <b>Designation</b>               |
|---------------|---|----------------------------------|
| 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 (Resigned w.e.f 15-1-2015)       | Office Engineer                  |
| 6             | Rasheed Khan                                    | Field Monitor Road               |
| 7             | Muhammad Sher (Contract rescinded on 28/2/2015) | 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 (Contract rescinded on 28/2/2015)     | CAD Operator                     |
| 12            | Major (Rtd.) Rifaqat 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)**

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

**ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR**



**LEGEND:**

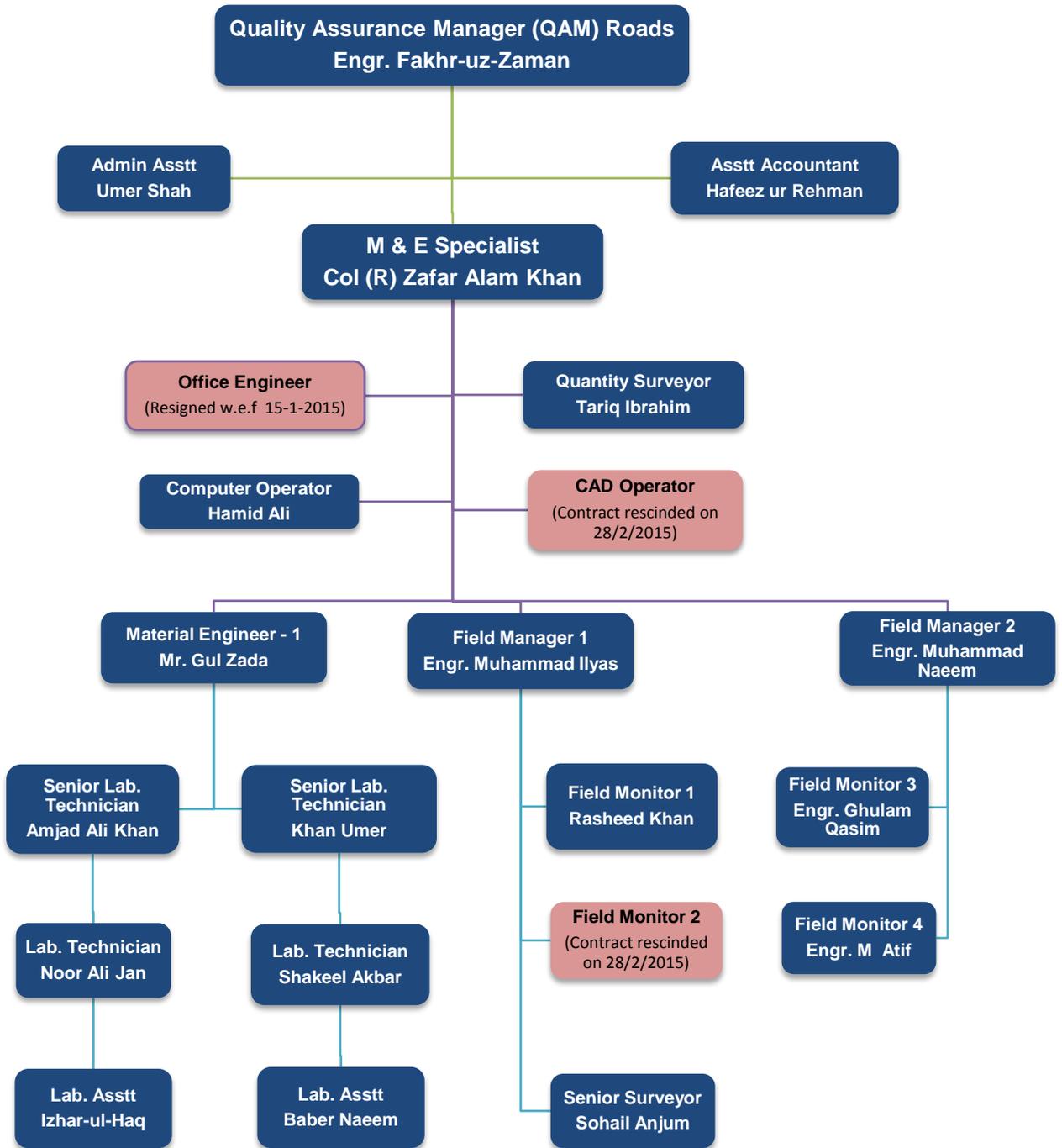


**Mobilized**



**To be mobilized**

**ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT**



**LEGEND:**



**Mobilized**



**To be mobilized with expansion of work**

# **PROJECT PHOTOGRAPHS**

# VISITS



Senior Program Manager & COR USAID visit to PTR road



Group photo of USAID COR with FWO/NESPAK Reps. and M&E Consultants at KM 39+500 PTR



Site visit to PTR by USAID Rep. KM 9+560 Bridge

# PAVEMENTS

**January / February**



KM 0+300~0+400 HW LHS Loop-II: Rigid pavement in progress



KM 0+613~0+646 HW LHS LOOP-II: Rigid pavement concrete placing in progress



KM 0+900~0+925 HW RHS LOOP-II: Rigid pavement formwork ready for concrete placing

**March**



KM 0+300~0+500 FW LOOP-II: Rigid pavement completed



KM 0+600~0+900 FW LOOP-II: Rigid Pavement completed



KM 0+900~1+000 FW LOOP-II: Rigid Pavement completed

January / February

March



KM 1+100~1+200 FW LOOP-II: Sub base top leveling & grading in progress



KM 1+100~1+200 FW LOOP-II: Rigid pavement completed



KM 18+450~18+500 HW RHS: Rigid pavement formwork fixing in progress



KM 18+450~18+500 FW: Rigid pavement completed



KM 19+000~19+050 FW: Sub base 1st layer leveling & grading in progress



KM 19+000~19+150 FW: Rigid pavement completed

January / February



KM 19+150~19+250 HW LHS: WBM Base surface cleaning & brooming in progress



KM 19+550~19+650: WBM Base dumping is carried out



KM 22+850~22+900 FW: Prime coat has been applied over WBM base course

March



KM 19+150~19+400 FW: Asphaltic base course completed



KM 19+550~19+750 FW: Asphaltic Base course completed



KM 22+850~22+925 FW: Asphaltic Wearing course completed

January / February

March



KM 27+925~28+000 FW: WBM Base spreading in progress



KM 27+925~28+050 FW: Asphaltic Base course completed



KM 31+125~31+190 FW: Sub base top grading in progress



KM 31+125~31+200 FW: Asphaltic Base Course completed

# STRUCTURES

# **BRIDGES**

January / February

March



Bridge at KM 9+560: US side Detour constructed must be refilled & cleared



Bridge at KM 9+560 US side: Excavated material has been leveled out.



Bridge at KM 18+475: Curing for deck slab is in progress



Bridge at KM 18+475: Opened for traffic



Bridge at Km 23+850: Approach road earth filling in progress



Bridge at KM 23+850: Approach Road Far end Asphaltic Base course completed

January / February



Bridge at KM 27+000: Pile boring works in progress

March



Bridge at KM 27+000: Pile cap Abutment-II & Pile Boring works Abutment-I in progress



Bridge at KM 27+250: Pile cap Abutment-I lean concrete in progress



Bridge at KM 27+250: Transom construction Pier-II & Abutment-I is in progress

# RETAINING WALLS

January / February

March



KM 0+000~0+025 LHS LOOP-II: Retaining wall bed watering in progress before lean concrete



KM 0+000~0+025 LHS LOOP-II: Retaining wall stone masonry Along with PCC Parapet walls completed



KM 1+220~1+350 LHS: Retaining wall raising to be carried out



KM 1+220~1+350 LHS LOOP-II: Retaining wall stone masonry & PCC Parapet walls completed



KM 17+400~17+434 LHS: Breast wall stone masonry in progress



KM 17+400~17+434 RHS: Breast wall stone masonry completed

January / February



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



KM 19+450-19+550 LHS: Retaining wall stone masonry in progress



KM 23+875-23+900 RHS: Retaining wall stone masonry in progress

March



KM 18+500-18+588 LHS: Retaining wall stone masonry & PCC Parapet walls completed



KM 19+450-19+539 LHS: Retaining wall stone masonry along with PCC Parapet wall completed



KM 23+875-24+015 RHS: Retaining wall stone masonry completed

## **CULVERTS**

January / February

March



Culvert at 1+220 Loop-II: Wing wall Down Stream side stone masonry in progress



Culvert at 1+220 Loop-II: Rigid Pavement completed.



Culvert at 11+190 US side: Excavation for Gabion Protection work has been carried out.



Culvert at 11+190 US side: Gabion protection work completed



Culvert at 31+030: Formwork fixing for top slab is in progress



Culvert at 31+030: Top slab & NJ Barrier completed

January / February

March



Culvert at 31+162: Formwork fixing for top slab is in progress



Culvert at 31+162: Top slab & NJ Barrier completed



Culvert at 35+752: Abutment walls stone masonry complete



Culvert at 35+752: Top slab of culvert casted



Culvert at 37+309: Structural excavation has been carried out



Culvert at 37+309: Formwork fixing for top slab is in progress

January / February



Culvert at 41+517: Structural excavation is in progress

March



Culvert at 41+517: Abutment walls stone masonry completed

# **DRAINS**

January / February

March



KM 0+225~0+250 RHS LOOP-I: Drain type D3A in progress



KM 0+225~0+250 RHS LOOP-I: Drain completed



KM 0+250~0+325 RHS LOOP-I: Drain type D3A Bed Preparation in progress



KM 0+250~0+325 RHS LOOP-I: Drain completed



KM 0+475~0+500 RHS LOOP-I: Drain type D3A concrete placing in progress



KM 0+475~0+500 RHS LOOP-I: Drain type D3A completed

**January / February**



KM 12+000~12+078 LHS: Drain type D4 concrete placing in progress

**March**



KM 12+000~12+078 LHS: Drain type D4 completed



KM 24+625~24+650 LHS: Steel rebar fixing for RCC Drain is in progress



KM 24+625~24+650 LHS: RCC Drain walls concreted.

# **ROADWAY EXCAVATION**

**January / February**

**March**



KM 0+775~0+850 RHS LOOP-III: Roadway excavation in progress



KM 0+775~0+850 RHS LOOP-III: Roadway excavation almost completed



KM 0+775~1+000 RHS LOOP-III: Roadway excavation in progress



KM 0+775~1+025 RHS LOOP-III: Roadway excavation completed



KM 0+900~1+000 RHS Loop-III: Roadway excavation in progress



KM 0+900~1+000 RHS LOOP-III: Road way excavation completed

# MISCELLANEOUS

January / February

March



KM 10+550 RHS: Brick masonry & backfilling of Bhigyari check post building in progress



KM 10+550 RHS: Mud Tile fixing on Roof slab for Bhigyari checks post building is in progress



KM 10+550 RHS: Brick masonry of Bhigyari check post building in progress



KM 10+550 RHS: Plastering of verandah columns for Bhigyari check post building is in progress



KM 10+100~10+175 LHS: Toe wall for grouted stone pitching in progress



KM 10+100~10+175 LHS: Stone pitching work completed

January / February

March



KM 11+725~12+000 RHS: Preparation for Metal Guard rail is in progress



KM 11+725~12+000 RHS: Metal Guard Rail fixing completed



KM 12+000~12+225 RHS: Hammering of post for Metal Guard rail is in progress



KM 12+000~12+225 RHS: Metal Guard Rail fixing completed



Km 18+930~18+980 LHS: Slope preparation for stone pitching is in progress



KM 18+930~18+980 LHS: Stone pitching work completed

## **FIELD / LAB TESTING**



KM16+000: Casting of Concrete Cylinders



KM 28+000: Casting of Concrete Cylinders at Batching Plant



Coring of Asphaltic Base at different locations



Coring of Asphaltic Base at different locations



Crushing of Concrete Cylinders at AGES Lab



Crushing of Concrete Cylinders at AGES Lab



KM 31+100: Sampling of Asphaltic Base



KM 28+000: Sampling of Aggregates



KM 35+000: Sampling of Rock

# **ENVIRONMENTAL MONITORING**



View of POL facilities at Jamrud FWO camp



Dining hall inside view at Jamrud FWO camp



KM 11+000: Leveling and pits filling down the stream continues along the road



KM 14+975: The dumped excavated material along the road need proper removal and disposal



KM 18+475: Blasting along the road needs safety measures and proper protective signboards



KM 18+475: During Retaining wall construction, workforce needs H&S protocols compliance



KM 21+400: Disposal of the surplus excavated material along the road at the stream bank needs, proper placement for shoulder dressing and avoid the contamination of water.



KM 23+250: During retaining wall construction workforce needs H&S protocols compliance



KM 27+000: Pile Cap construction needs Safety measures & and H&S protocols Compliance



KM 27+000: Sprinkling of water continues to avoid dust pollution



KM 27+200: Bridge construction needs H&S protocols compliance and proper placement of building material.



KM 28+100: Dust pollutions needs sprinkling of water.



material lying along the road need proper disposal



utilities during excavation for culvert construction needs protection and safeguards



KM 41+700: View of the surplus material generating with road cutting need disposal along the road



KM 42+475: Leveling with the dumped excavated surplus continues



KM 42+475: Already existing place along the road identified for the disposal of excavated material



KM 42+500: A place along the road identified for the disposal for surplus excavated material