



**KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4)
NATIONAL HIGHWAY (N-25)**

**QUARTERLY PROGRESS REPORT # 01
OCT - DEC 2014**

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SUMMARY

The Kalat-Quetta-Chaman (KQC) road covering an overall 231 km of National Highway (N-25) starts near Kalat city and ends at Chaman, a border town close to Afghanistan. It traverses through five districts (Kalat, Mastung, Quetta, Pishin, and Qila Abdullah) of Balochistan province.

National Highway Authority (NHA), Ministry of Communication and Works, Government of Pakistan (GoP) initially started widening and improvement of KQC road (N-25) in 2006 with ADB Loan No. 2019. For execution purpose, the road was divided into four sections namely; (1) Kalat - Khad Kocha section, (2) Khad Kocha – Quetta section, (3) Quetta - Jungle Piralizai section, and (4) Jungle Piralizai – Chaman section. Sections 1 and 3 (covering 120 km) were completed in 2010. The remaining sections (2 and 4) covering 111 km could only partially be completed due to worst law and order situation and subsequent expiry of ADB loan.

With an assurance of funding of US\$ 90 million by the United States Agency for International Development (USAID) in October, 2013, NHA assigned the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014 for which formal contract agreement between NHA and FWO was signed on June 02, 2014. USAID has presently allocated US\$ 63.79 million under a Project Implementation Letter signed on May 12, 2014.

At the end of reporting quarter (October- December, 2014), the status of the Project was as follow:

Khad Kocha Quetta Section - 2 (length 54 km)

The progress remained slow during the reporting period. The work was suspended from November 22, to December 15, 2014 due to outstanding liabilities of locals with NHA and worst security situation. The construction of some of the road components was completed by FWO. Asphaltic Concrete Base Course (ACBC) was completed up to 87% and Asphaltic Concrete for Wearing Course (ACWC) was completed up to 74%. Overall physical progress achieved was 69%. Accrued expenditure is US\$ 12.98 M until the end of the reporting quarter.

Culverts construction was in progress at seven locations. Physical progress on construction of Box culverts and Pipe culverts were 20% and 46% respectively. Construction of retaining walls was in progress and 96% work of retaining walls was completed.

Jangle Piralizai Chaman Section - 4 (length 57 km)

The construction of some of the road components were completed by FWO and work on other components were going in full pace intermittently almost all along the sections of the project. Asphaltic Concrete Base Course (ACBC) was completed up to 51% and Asphaltic Concrete for Wearing Course (ACWC) was completed up to 37%. Overall physical progress achieved was 53%. Accrued expenditure is US\$ 17.92 M until the end of the reporting quarter.

Culverts construction was in progress at five locations. Physical progress on construction of Box culverts and Pipe culverts were 38% and 75% respectively. Construction of retaining walls was also in progress at various locations and 56% works were completed.

COMMENTS / ISSUES / ACTIONS NEEDED

- NHA and FWO need to consult pavement experts on the matter of laying of new Asphalt Concrete Wearing Course (ACWC) over the existing Asphaltic Base Course (ACBC) executed earlier by the previous contractors, the riding quality appeared to be wavy. Any necessary pre-treatment / rectification measures may be adopted.
- Implementation of Quality Control Protocol (QCP) is the prime responsibility of the Construction Contractor (FWO), the M&E Consultants (AGES) shall perform Quality Assurance and progress monitoring to verify the levels of workmanship and quality of materials as defined in the designs/drawings and technical specifications. FWO was supposed to submit their quality control plan to provide basis for the AGES quality assurance plan. Submission of QCP is still awaited.
- Khojak Pass area is snow bound and the road gradient is more than 4% at various locations. The matter was discussed with NHA and FWO. FWO has stopped all other activities of road work except hill side cutting and causeways construction at Khojak Pass area on the directions of NHA.
- The construction work is still in progress on 6 out of 15 causeways in Khojak pass area of Section - 4 with revised (improved) design which has not been shared with AGES for review. The previous design seems to be inadequate with respect to its location / topography.
- The coarse aggregates being used in sub base, base coarse and concrete are from the previously NHA approved sources of Kuchlak and Akhtar Abad. It is required that the quarry approval tests and other documents may be shared with AGES for verification and record. Compliance is still awaited.
- At some critical locations of section 4, work on shoulders construction had not yet been started whereas the carriageway has been completed up to Asphaltic Base Course (ACBC) level. The matter was discussed with FWO and it was pointed out that lying of shoulders should be performed soon after completion of the carriageway to avoid detrimental effect to the carriageway.
- The locations of village ramp roads had been identified by the NHA. FWO had not yet started the work on village ramp roads and earthen dowels in both sections. FWO has to start the activity at the earliest for 100% completion of earth work milestones. FWO had not followed the proper sequence of construction activities as per milestones break up. Furthermore, there is no follow up on this on part of NHA.
- R.O.W issue in a length of 1.75 kms (from Km 111+950 to Km 113+700) is yet to be resolved in section 4.
- It was observed that brick masonry wall in between the two units of battery cell culvert at RD 68+450 & RD 68+950 will restrict the water way in section 4. It was decided to reconsider the design as per site location. Revision/improvement in design / drawings are yet to be shared by NHA.
- The design / drawings of bridge at km 79+500 had not yet been finalized and shared with AGES for validation.

- Profile drawings of sub-section 11 and 12 of Jangle Piralizai – Chaman road have been shared with AGES. Plan, sections, structures design and drawings are yet to be shared for review and validation. The work all along these sub-sections except 1.75 kms (from Km.111+950 to Km113+700) is in progress.
- FWO staff was advised to share the specified tests for RCC pipes to be used in the pipe culverts.
- New sets of drawings incorporating the comments of M&E consultants duly approved by NHA need to be separately compiled for the Balance / Left over Works and copies has not yet been shared with stake holders for site implementation, supervision, and monitoring / verification purposes.
- NHA has not yet shifted the utilities as pointed earlier in section 2 of the project. Due to the non-shifting of utilities the contractor is facing difficulties in execution of wing wall of box culvert at Km 96+615. The matter needs early attention of NHA in order to avoid any mishap.
- No improvement has yet been observed for stone masonry executed work on wing walls of pipe culverts and retaining walls at section 2. The said work requires rectification as per drawing and specification.
- Implementation /compliance on the decisions taken in coordination monthly meetings are not satisfactory. NHA has to ensure to implement the decisions for smooth execution of project.

1 PROJECT BACKGROUND

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the Provincial Communications & Works Department, and covered the widening and improvement the Kalat – Quetta - Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections 2 and 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and Government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N-25) in Balochistan.

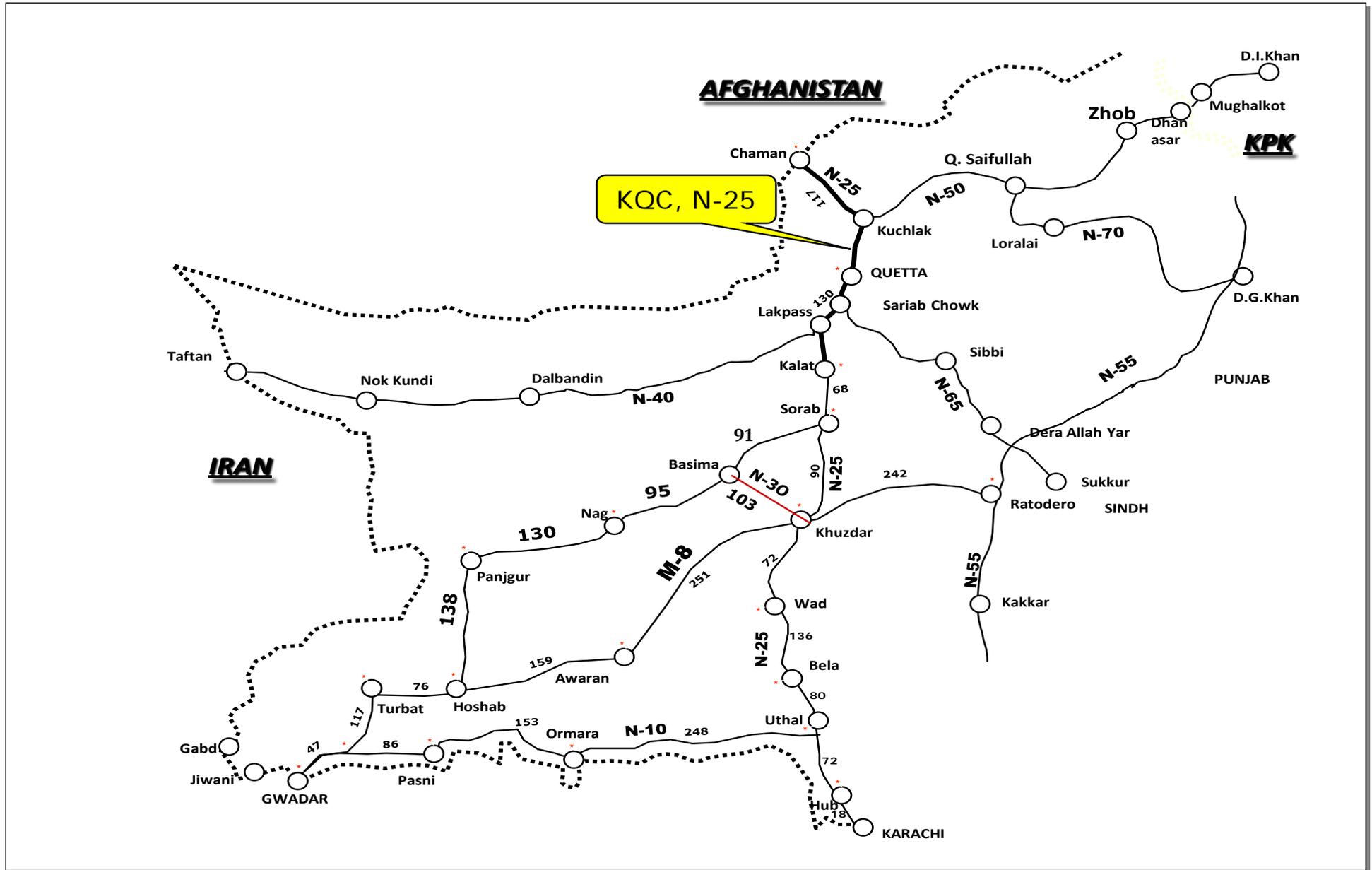
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction/ rehabilitation of the Kalat - Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military unit(s) to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391-016-DOD-PIL-01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

1.1 Location

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan Province. The KQC road portion of the N-25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.



1.2 Implementation Arrangements

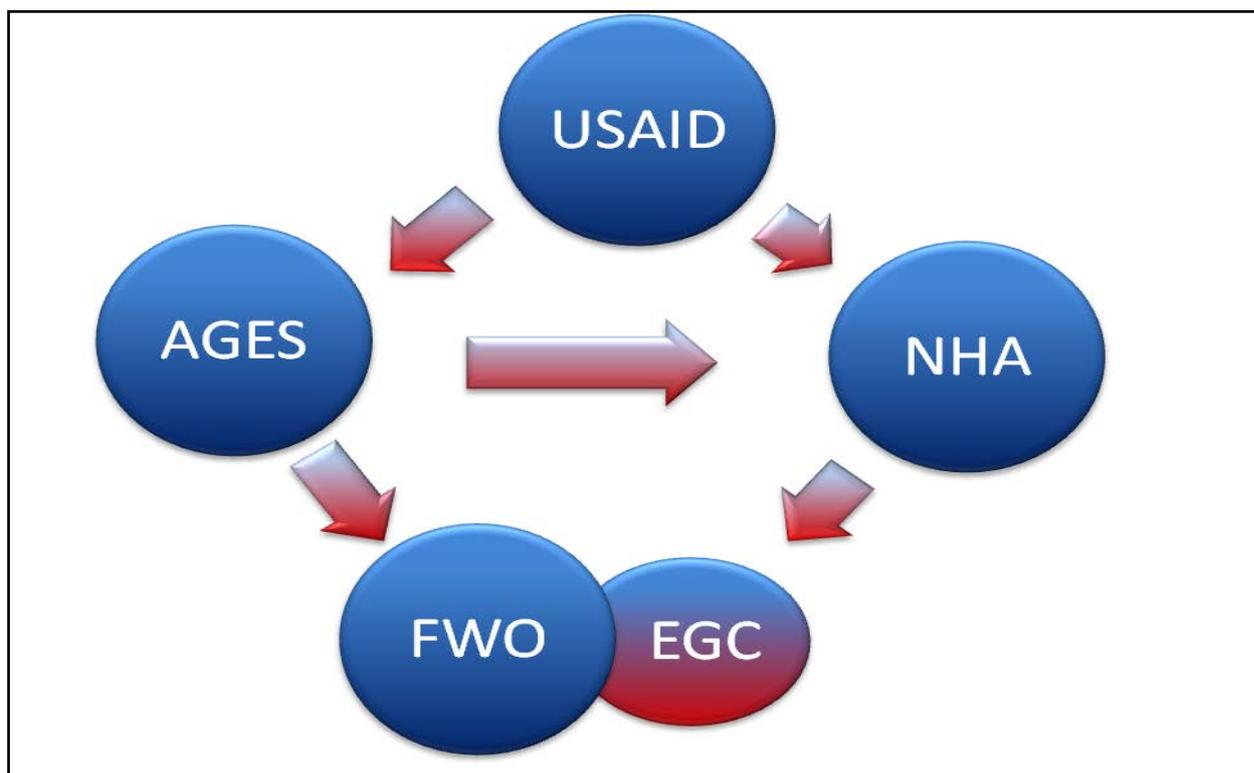
The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID/Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works or for contracting for the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertakes the work and provide the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

Kalat – Quetta - Chaman Road (N-25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

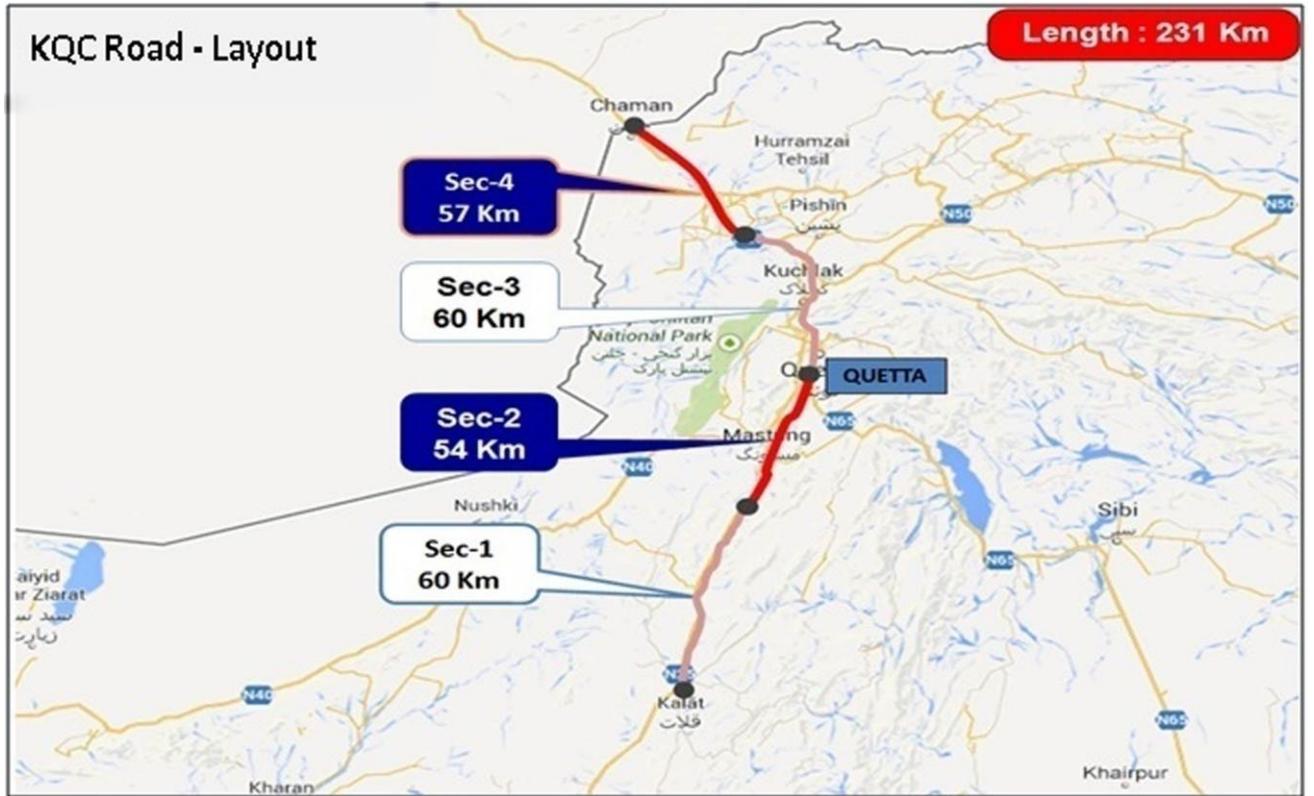
USAID being the donor / funding agency of the KQC-RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance, environmental compliance oversight, and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.



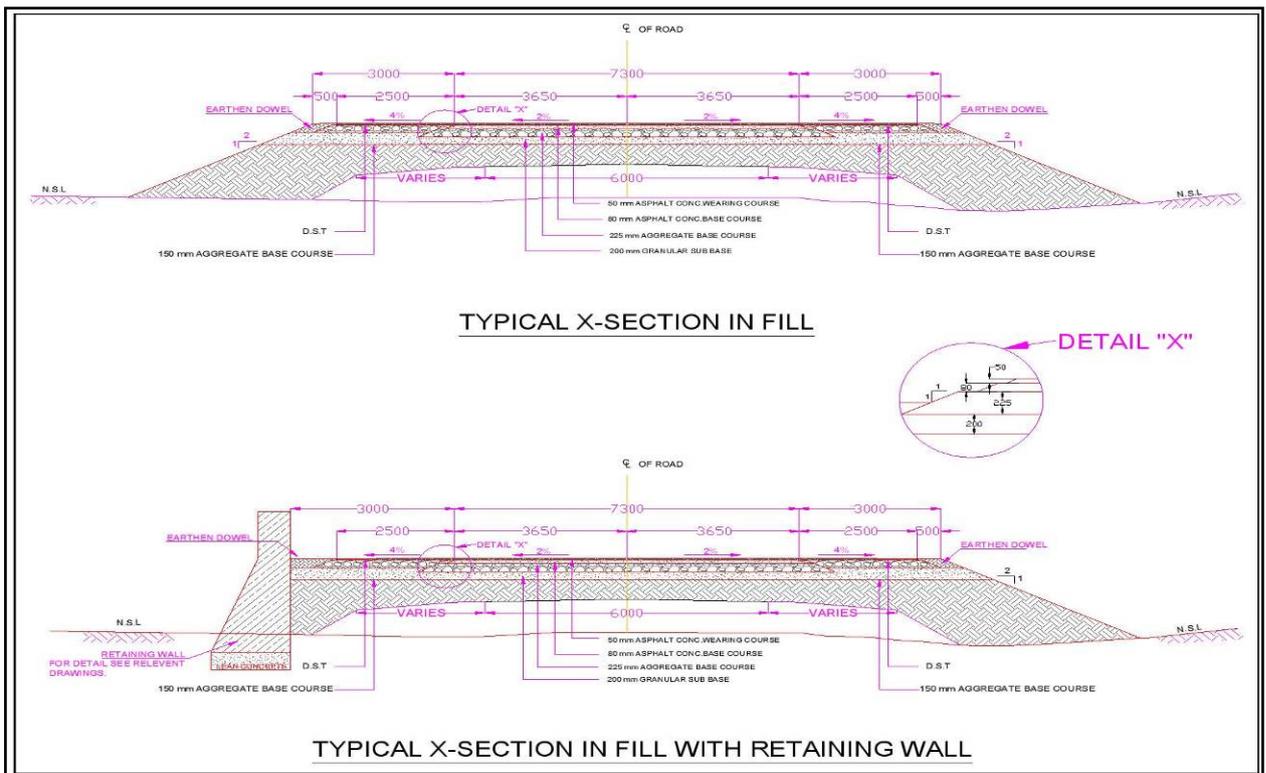
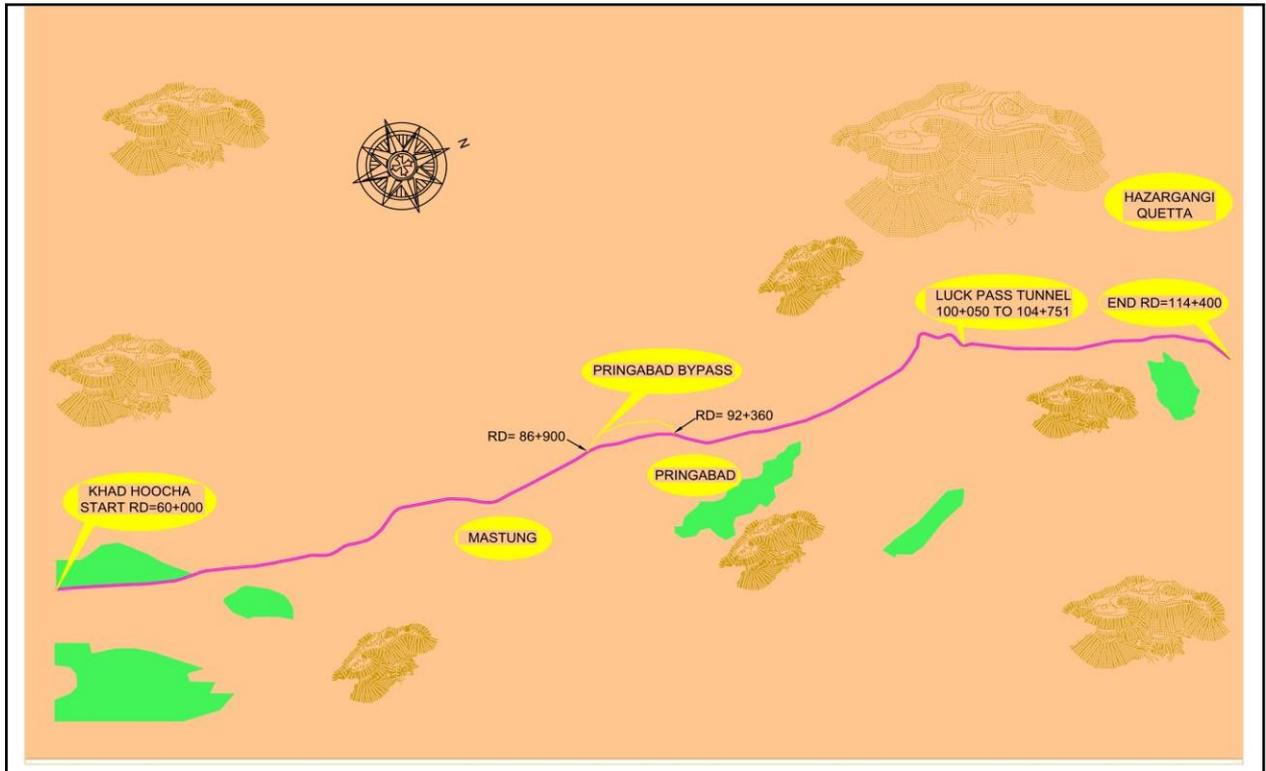
1.3 Scope of Work

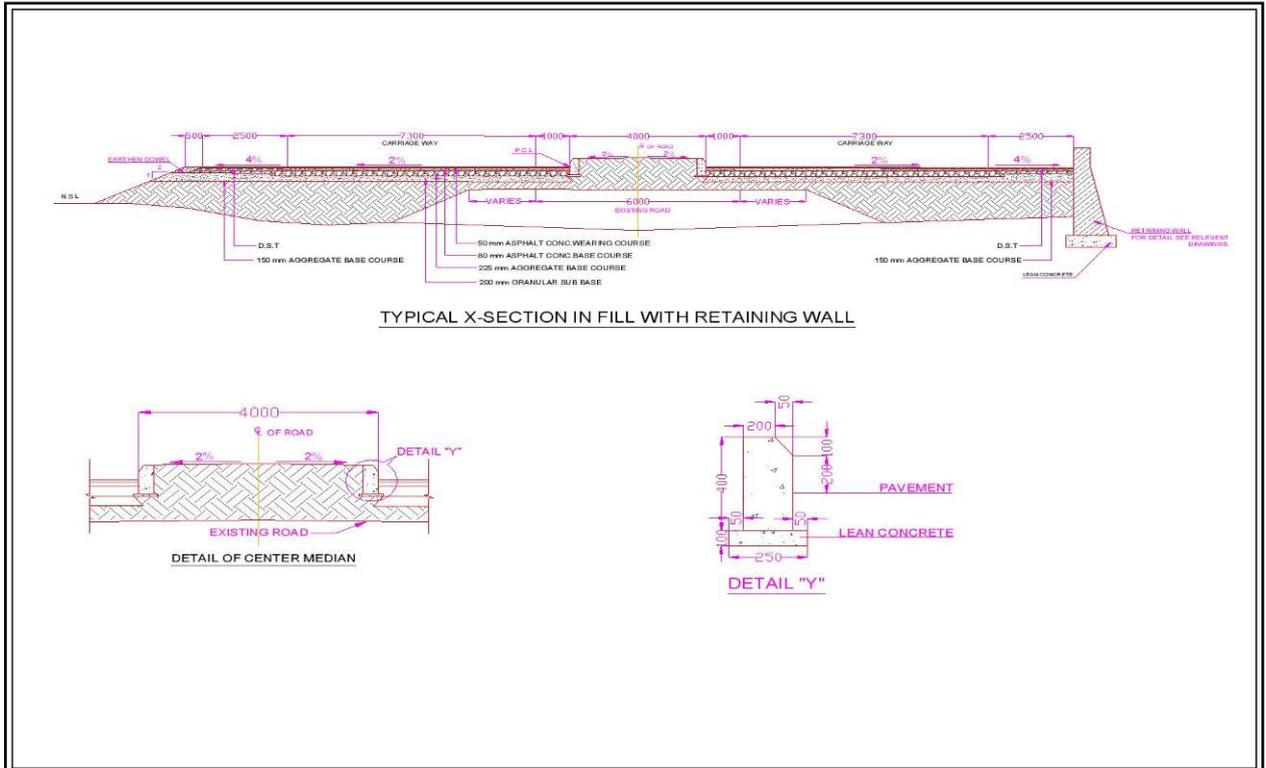
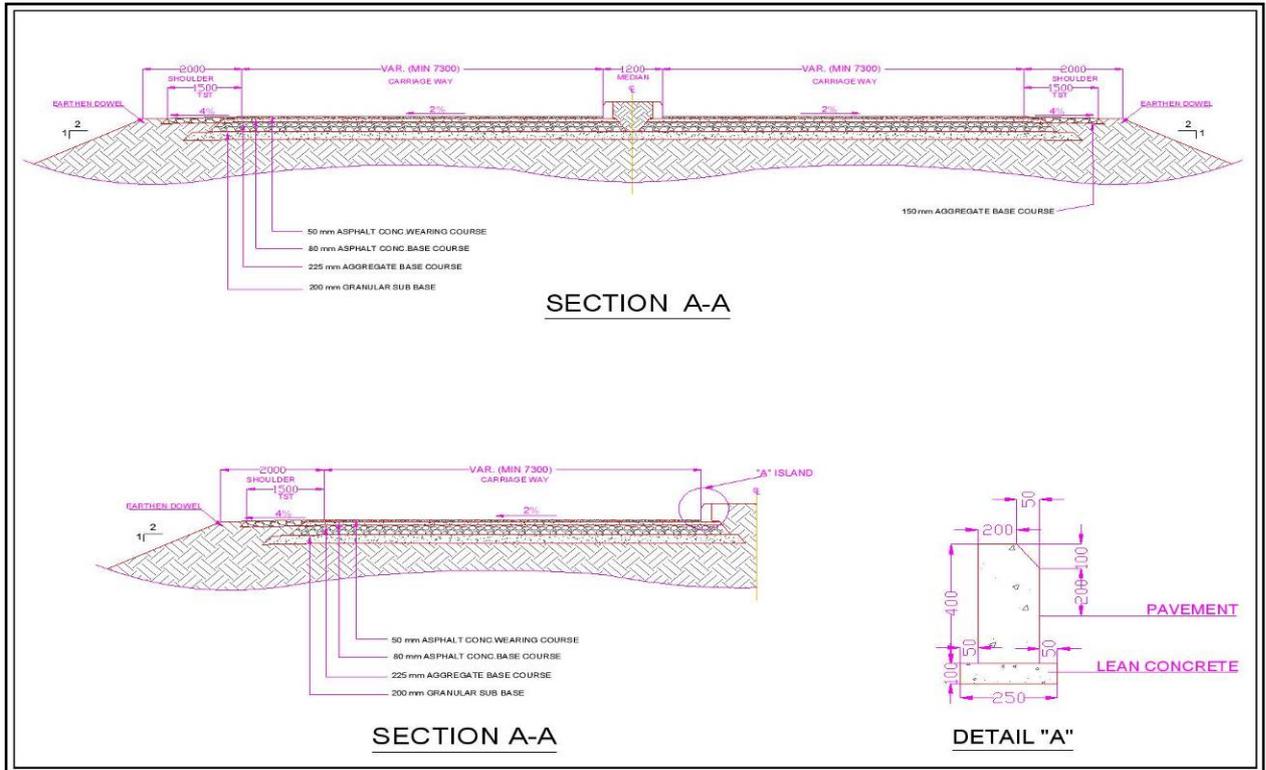
USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four new bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health-care services, markets, and other social services. The table below presents the status of Kalat – Quetta - Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

Status of Kalat - Quetta - Chaman Road Rehabilitation			
Section	Description	Length Km	Status
1	Kalat - Khad Kocha	60	Completed with ADB assistance
2	Khad Kocha– Quetta	54	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
3	Quetta - Jungle Pir Ali Zai	60	Completed with ADB assistance
4	Jungle Pir Ali zai n- Chaman	57	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.



1.4 ALIGNMENT SKETCH – KHAD KOCHA – QUETTA (SECTION 2)

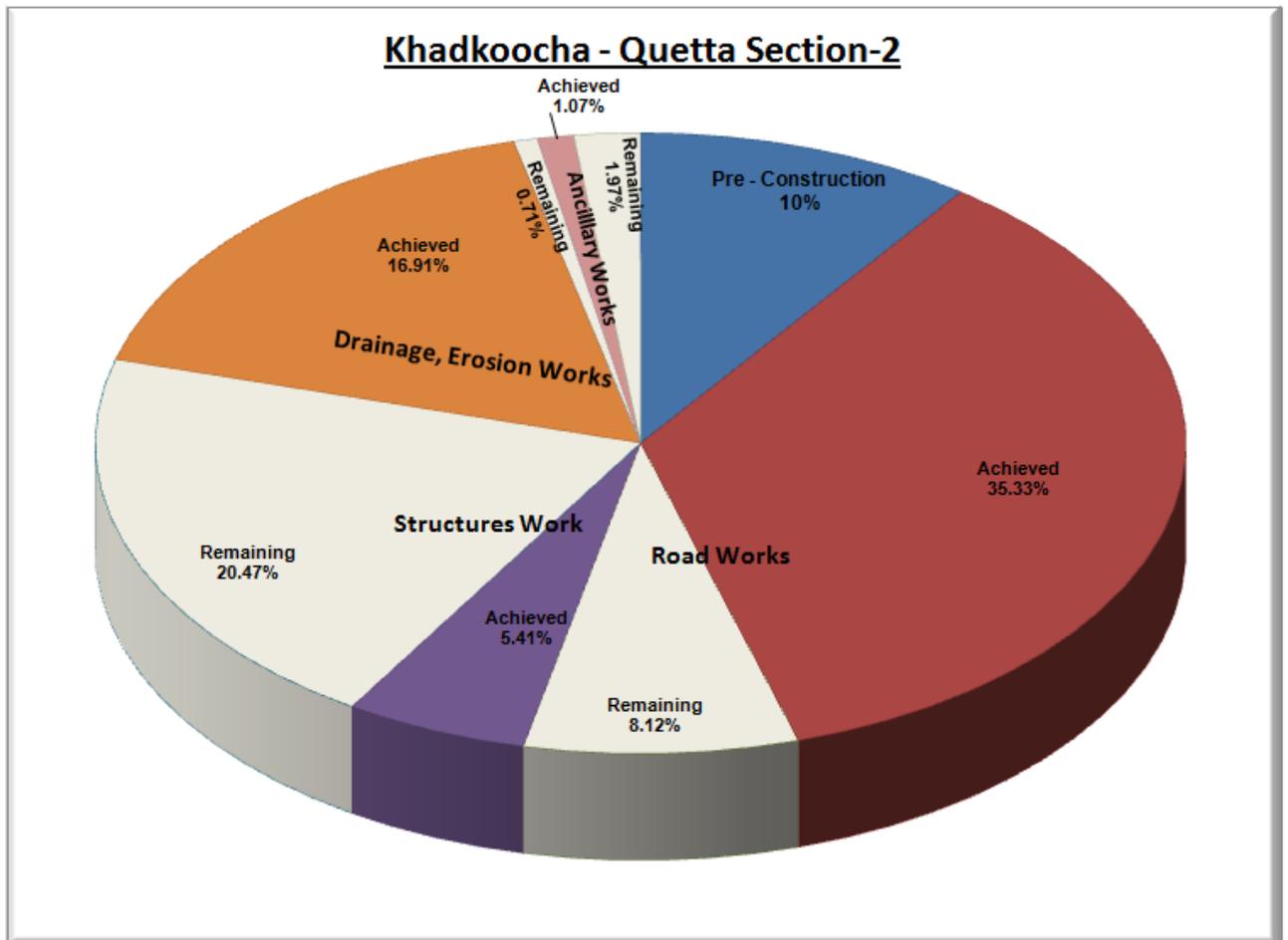




1.5 Physical Progress Section-2

Rehabilitation, Widening & improvement of National Highway Authority (N-25)
Khadkoocha - Quetta Section-2
Sub Section -1 To 08
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)
Progress upto (2nd) Quartar October - December 31,2014

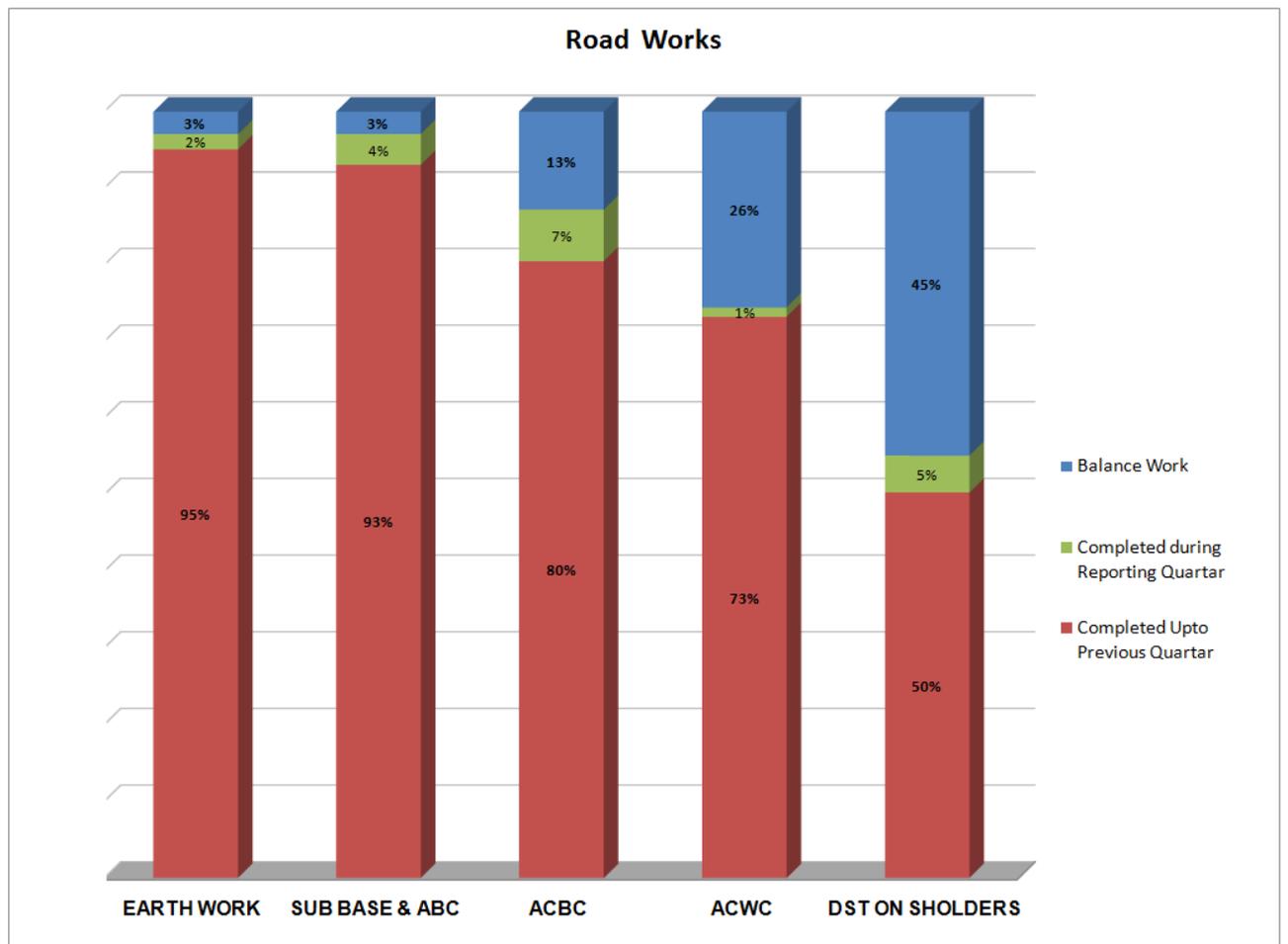
S.Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				Cost (USD)	Progress %	
1	PRE - CONSTRUCTION COST	2,211,924.10	10.00	2,211,924.10	10.00	-
2	ROAD WORKS	9,611,359.97	43.45	7,814,869.18	35.33	8.12
3	STRUCTURES WORK	5,726,298.98	25.89	1,197,418.17	5.41	20.47
4	DRAINAGE, EROSION WORKS	3,896,808.99	17.62	3,739,995.76	16.91	0.71
5	ANCILLARY WORKS	672,858.95	3.04	237,585.79	1.07	1.97
	TOTAL:	22,119,251.00	100.00	15,201,793.00	68.73	31.27



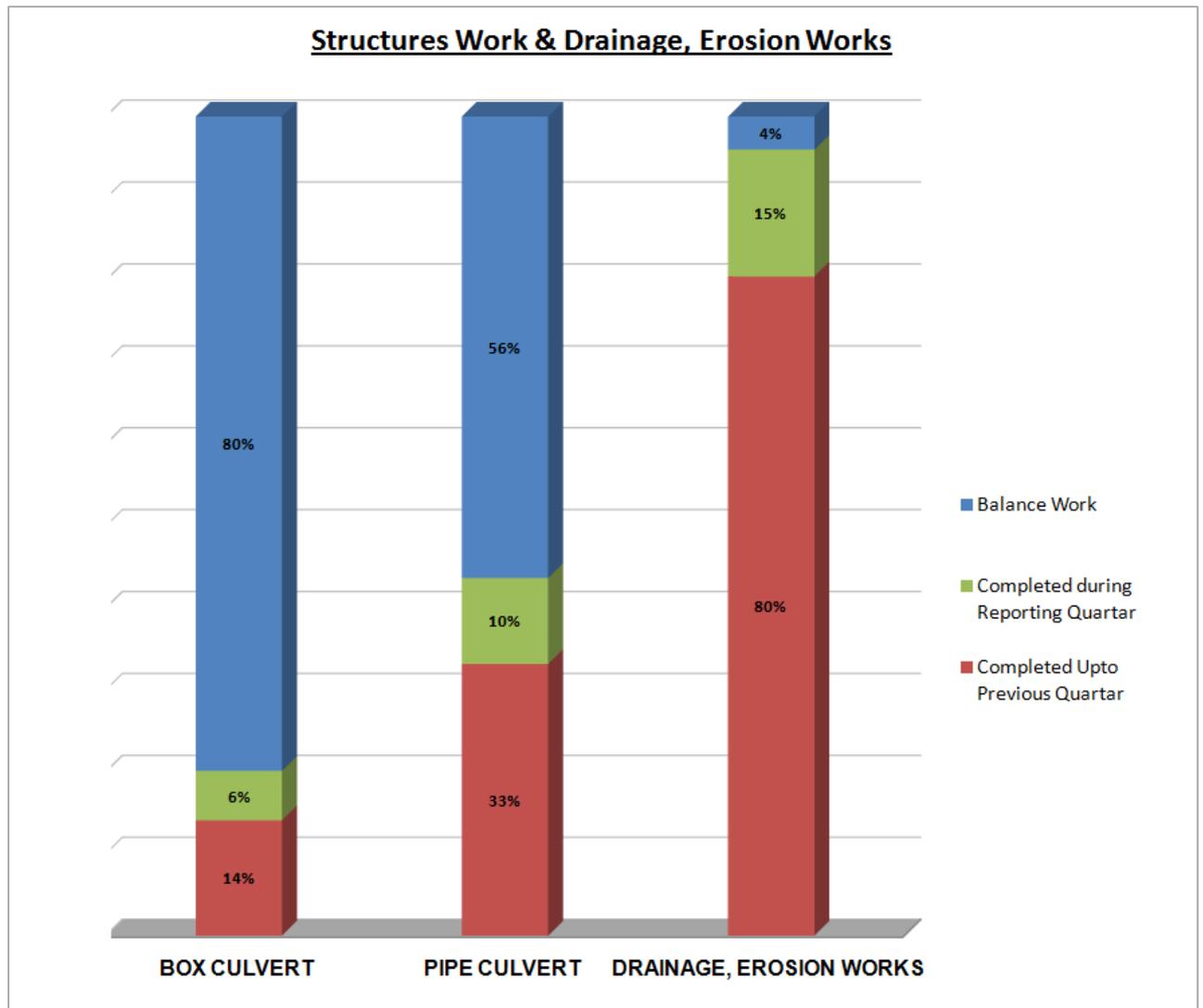
Rehabilitation, Widening & improvement of National Highway Authority (N-25)
 Khad koocha - Quetta Section- 2
 Sub Section -1 To 08
 Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)
 Progress upto (2nd) Quartar October - December 31,2014

1 Milestone = 05

Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Quartar	Repoting Quartar	Accomulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	49.7	17,729.44	881,153.00	47.25	1.00	48.25	855,445.31	97
1.2	Granular Sub Base & Aggregate base course	49.7	45,166.50	2,244,775.00	46.25	2.00	48.25	2,179,283.58	97
1.3	Asphaltic Base Course & Prime Coat	49.7	32,067.36	1,593,747.99	40.00	3.35	43.35	1,390,120.23	87
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	49.7	72,207.95	3,588,735.00	36.40	0.60	37.00	2,671,694.06	74
1.5	DST ON Shoulder	49.7	26,216.28	1,302,948.99	25.00	2.40	27.40	718,326.00	55
				9,611,359.97				7,814,869.18	81



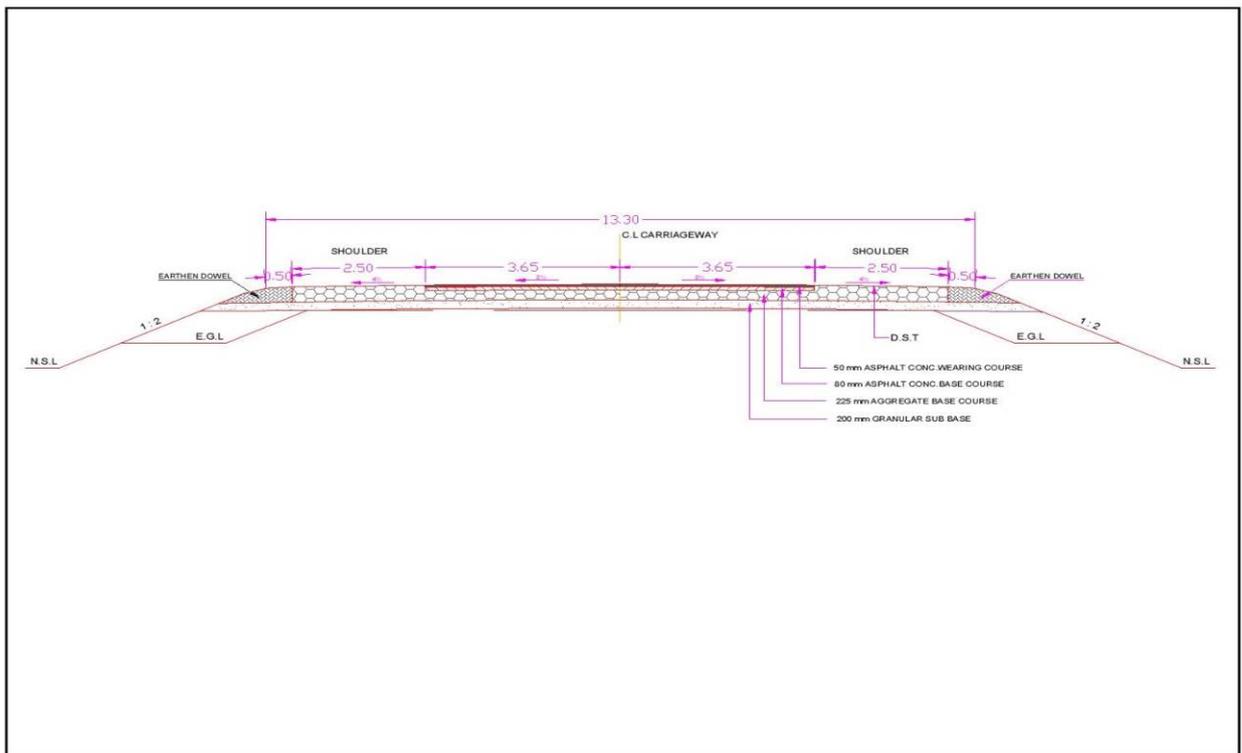
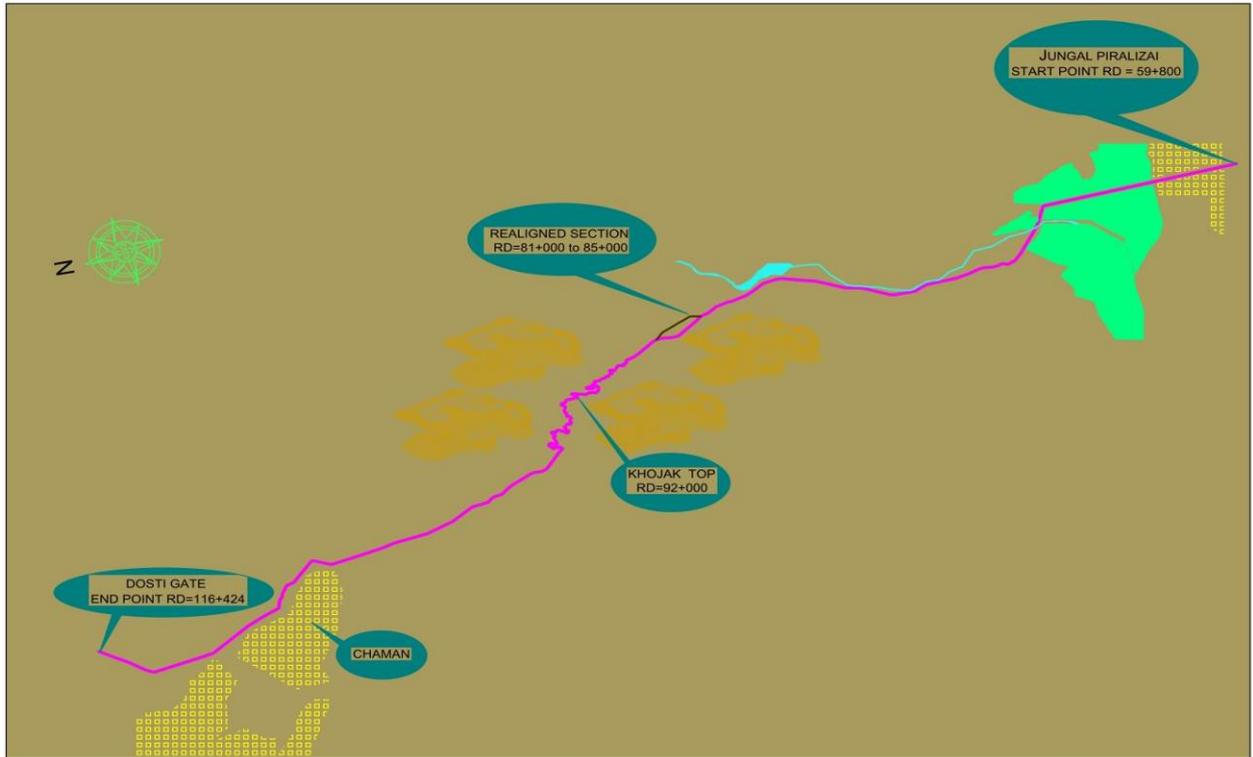
Item No	Description	No. of Culvert		Total Culverts	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Quartar	Repoting Quartar	Accomulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
STRUCTURES WORK												
2.1	BOX CULVERT	99	36	135	49.7	11,202.23	566,750.80	7.00	3.00	10.00	112,022.29	20
2.2	PIPE CULVERT	114	5	119	49.7	389.05	19,335.61	16.50	5.20	21.70	8,442.31	44
						11,591.28	576,086.42				120,464.60	21
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				49.7	7,887.99	392,033.10	40.00	7.70	47.70	376,267.12	96
							392,033.10				376,267.12	96

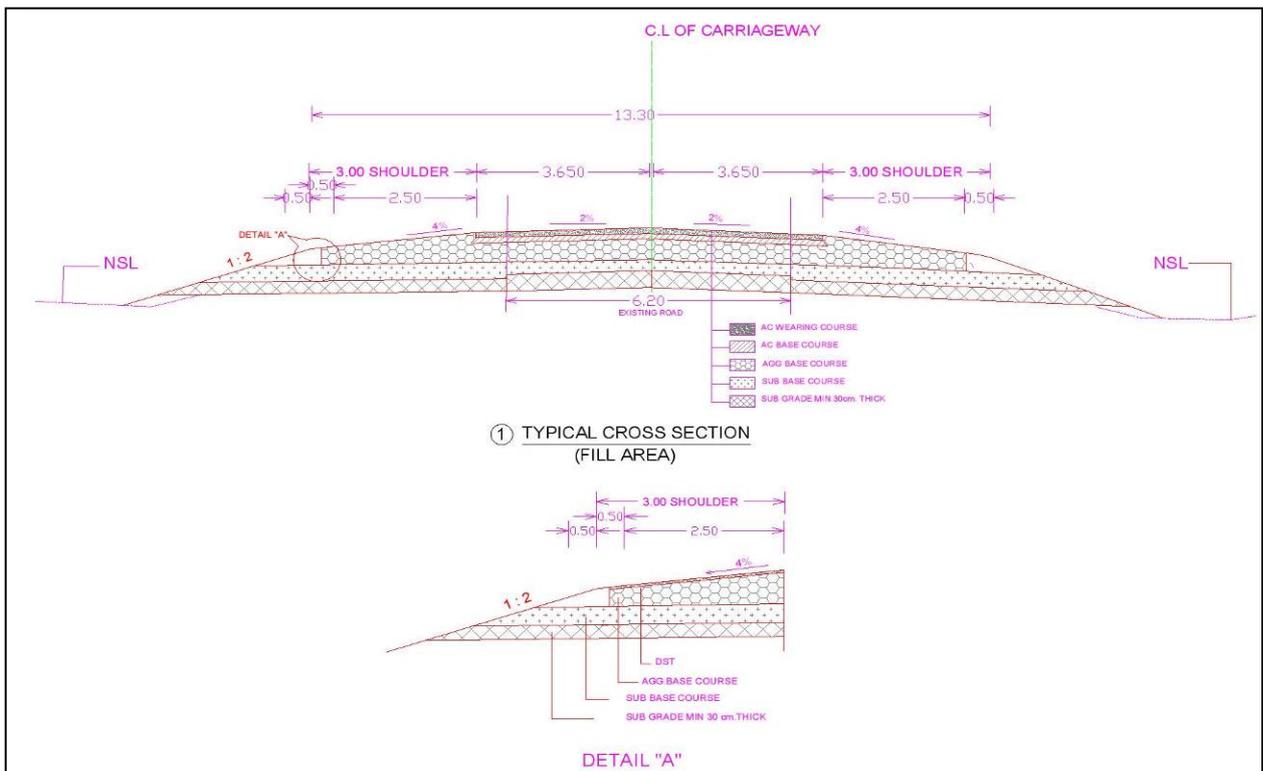
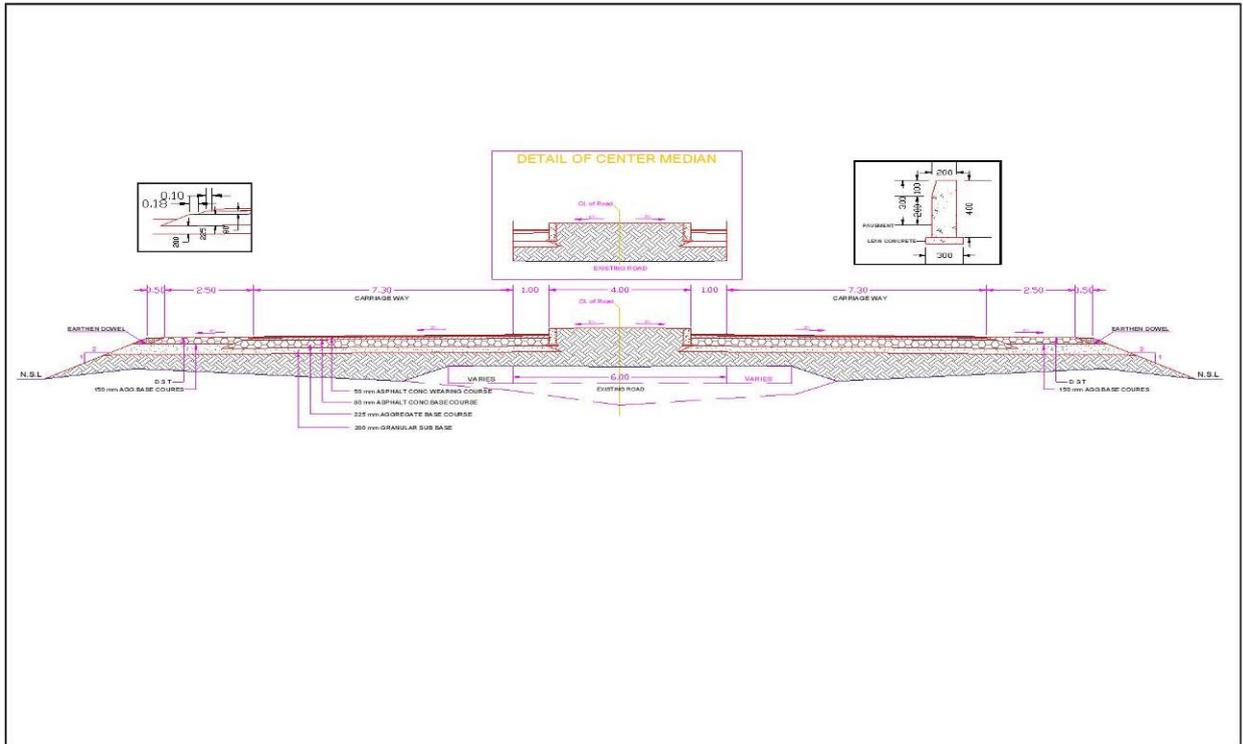


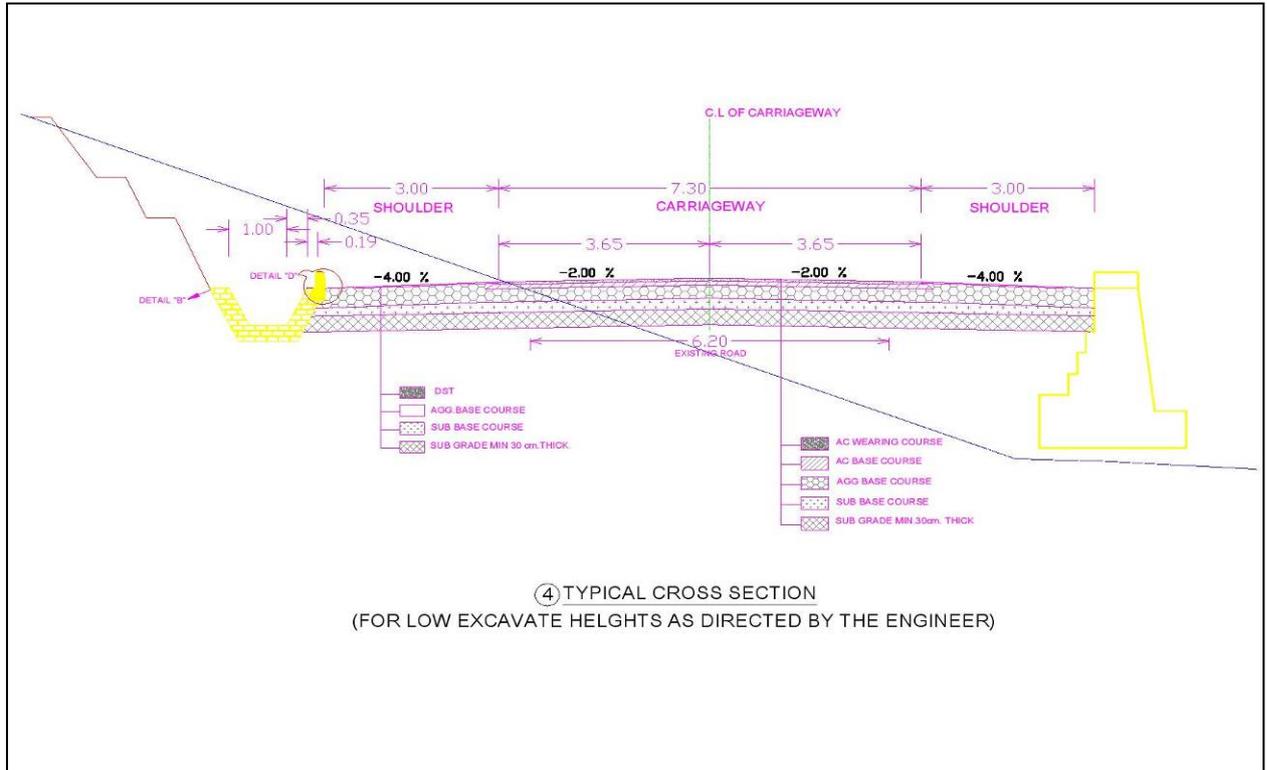
1.6 Accruals & Status of Milestones Achieved (Section – 2)

Rehabilitation, Widening & improvement of National Highway Authority (N-25)									
Khad koocha - Quetta Section-2									
Sub Section -1 To 08									
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)									
Progress upto (2nd) Quartar October - December 31,2014									
Item No	Description	No. OF MILESTONE	COST/ MILESTONE (USD)	Total Cost (USD)	Previous Quartar	Reporting Quartar (2nd)	Accomulative		
					MILESTONE	MILESTONE	MILESTONE	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	9.94	88,647.18	881,153.00	9.45	0.20	9.65	855,445.31	97
1.2	Granular Sub Base & Aggregate base course	9.94	225,832.49	2,244,775.00	9.25	0.40	9.65	2,179,283.58	97
1.3	Asphaltic Base Course & Prime Coat	9.94	160,336.82	1,593,747.99	8.00	0.67	8.67	1,390,120.23	87
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	9.94	361,039.74	3,588,735.00	7.28	0.12	7.40	2,671,694.06	74
1.5	DST ON Shoulder	9.94	131,081.39	1,302,948.99	5.00	0.48	5.48	718,326.00	55
	Sub-total Road Works			9,611,360				7,814,869	81
2: STRUCTURES WORK									
2.1	BOX CULVERT	9.94	556,750.80	5,534,102.99	1.4	0.6	2.00	1,113,501.61	20
2.2	PIPE CULVERT	9.94	19,335.61	192,195.99	3.3	1.04	4.34	83,916.56	44
				5,726,298.98				1,197,418	21
3: DRAINAGE, EROSION WORKS									
3.1	Retaining Wall / Toe Wall/ Side Drain	9.94	392,033.10	3,896,808.99	8	1.54	9.54	3,739,995.76	96
				3,896,808.99				3,739,995.76	96
	Sub-total Structres& Drainage, Erosion Works			9,623,107.98					

1.7 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)

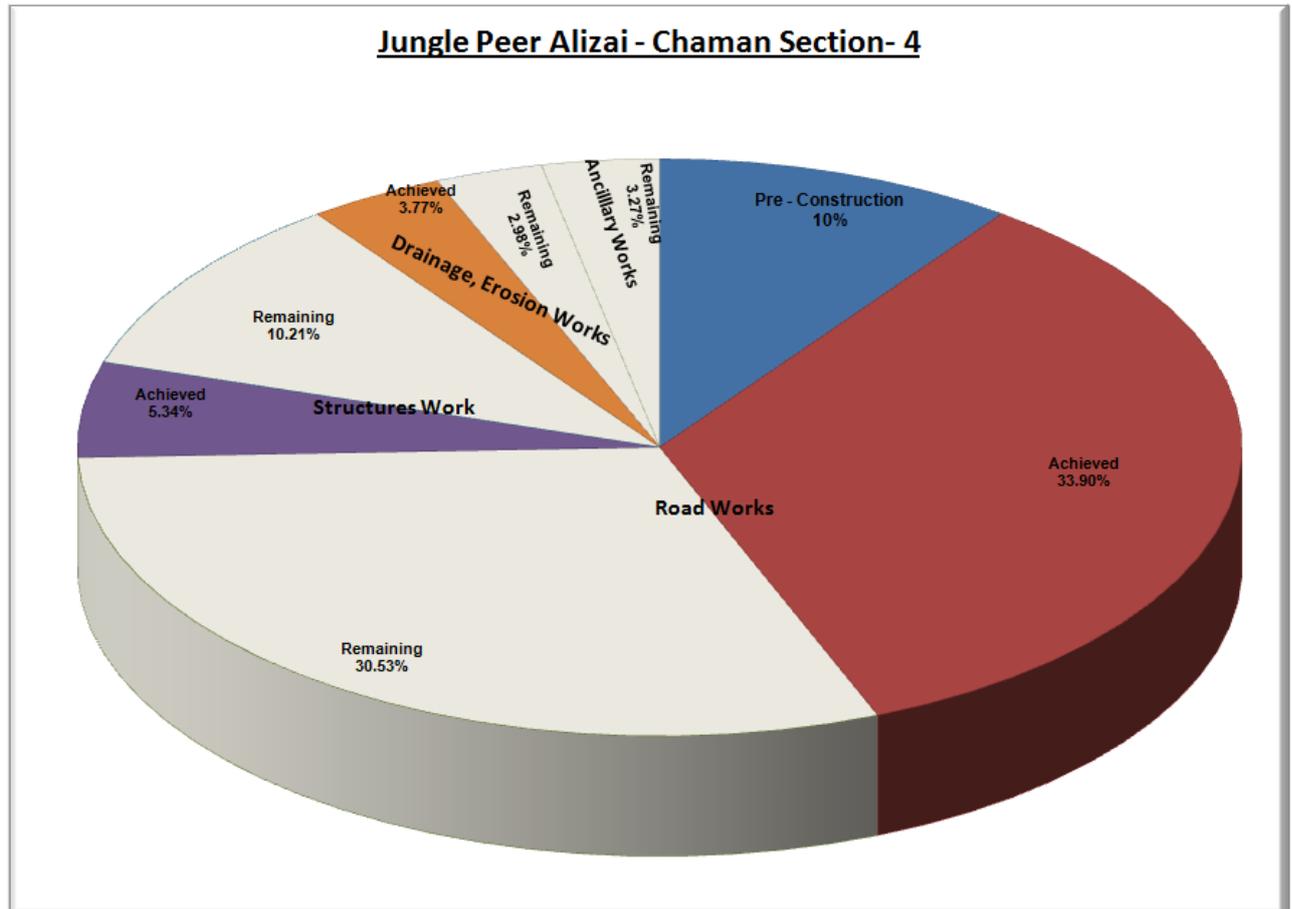






1.8 Physical Progress Section-4

Rehabilitation, Widening & Improvement of National Highway Authority (N-25)						
Jungle Peer Alizai - Chaman Section- 4						
<u>Sub Section -1 To 12</u>						
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)						
Progress upto (2nd) Quartar October - December 31,2014						
S. Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				COST (USD)	Progress %	
1	Pre - Construction Cost	4,167,877.00	10.00	4,167,877.00	10.00	-
2	ROAD WORKS	26,852,272.07	64.43	14,127,994.41	33.90	30.53
3	STRUCTURES WORK	6,482,359.00	15.55	2,227,535.42	5.34	10.21
4	DRAINAGE, EROSION WORKS	2,815,373.00	6.75	1,571,833.69	3.77	2.98
5	ANCILLARY WORKS	1,360,895.00	3.27	-		3.27
	TOTAL:	41,678,776	100	22,095,241	53.01	46.99



Rehabilitation, Widening & Improvement of National Highway Authority (N-25)

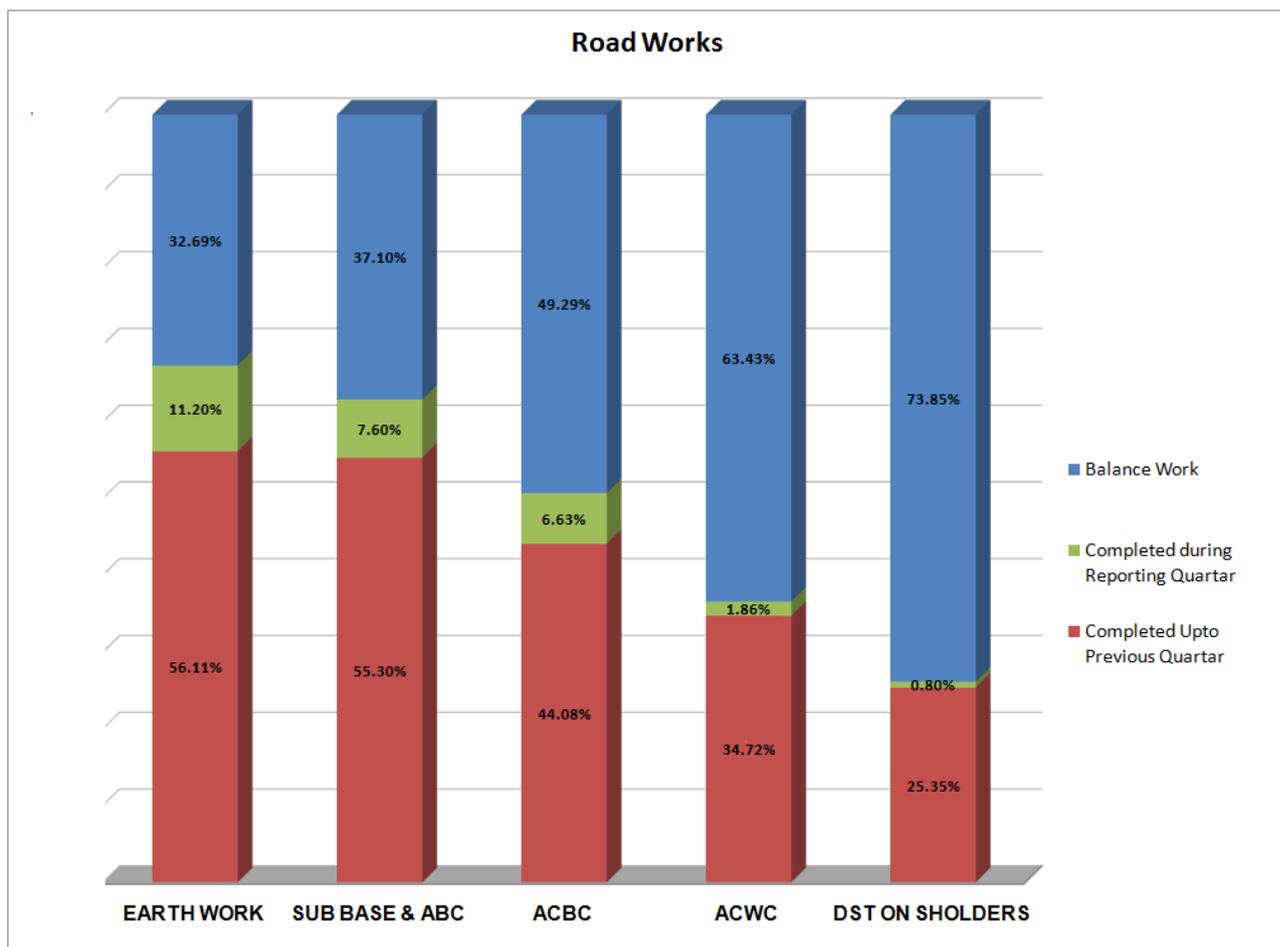
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

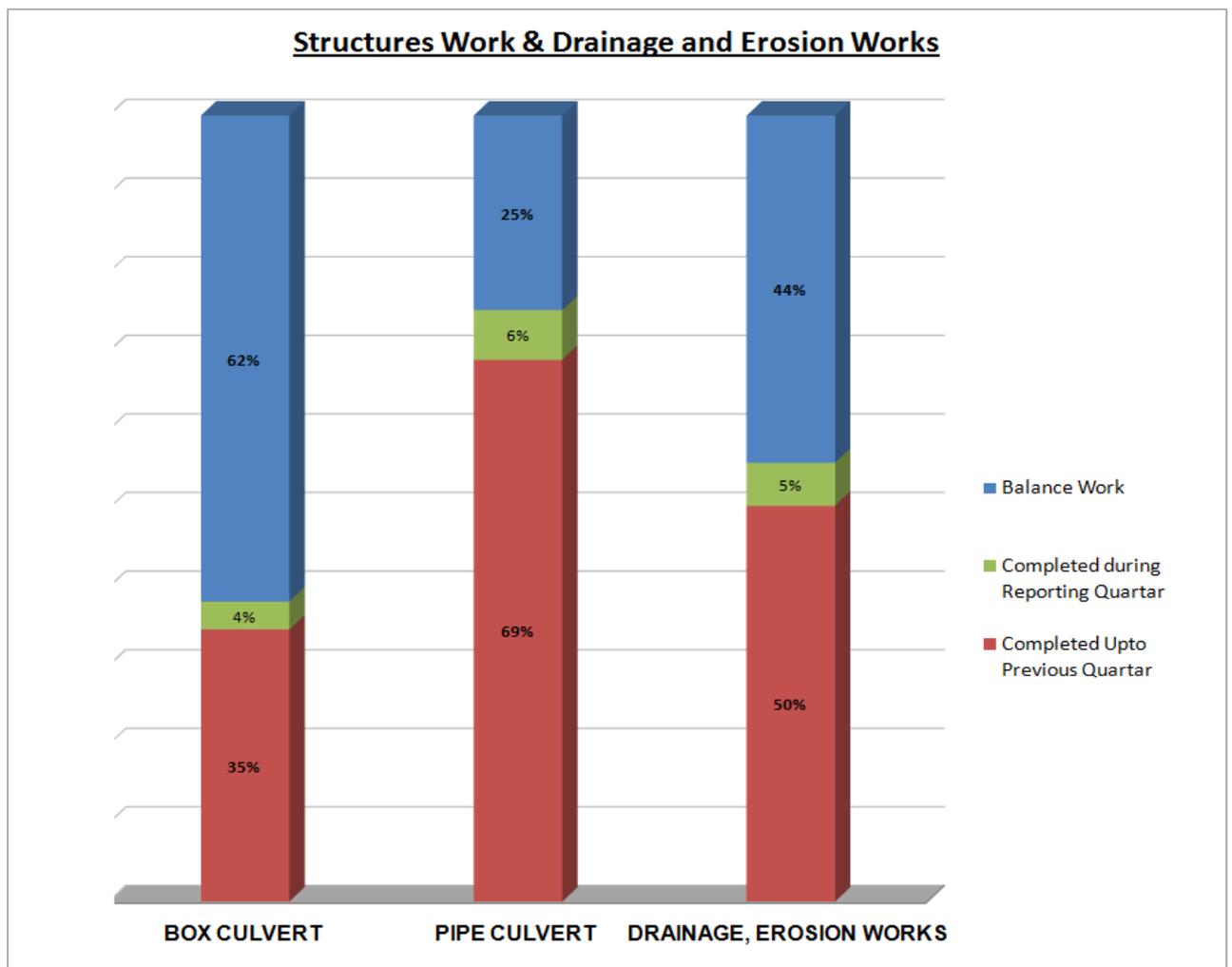
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress upto (2nd) Quartar October - December 31,2014

Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Quartar	Repoting Quartar (2nd)	Accomulative		
					Km Wise Complete	Km Wise Complete	Km Wise Complete	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	56.6	100,075.14	5,664,253.04	31.76	6.34	38.10	3,812,862.91	67
1.2	Granular Sub Base & Aggregate base course	56.6	124,869.70	7,067,625.02	31.30	4.30	35.60	4,445,361.32	63
1.3	Asphaltic Base Course & Prime Coat	56.6	113,370.05	6,416,745.06	24.95	3.75	28.70	3,253,720.55	51
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	56.6	101,977.61	5,771,932.95	19.65	1.05	20.70	2,110,936.61	37
1.5	DST ON Shoulder	56.6	34,129.26	1,931,716.00	14.35	0.45	14.80	505,113.02	26
				26,852,272				14,127,994	53



Item No	Description	No. of Culvert		Total Cuverts	MILESTONE UNIT (KM)	Cost / Km (USD)	Total Cost (USD)	Previous Quarter	Reporting Quarter	Accumulative		
		Partial	Complete					KMs Complete	KMs Complete	KMs Complete	Cost (USD)	Progress %
2: STRUCTURES WORK												
2.1	BOX CULVERT	75	32	107	56.6	100,329.05	5,678,624	19.60	2.00	21.60	2,167,107.39	38
2.2	PIPE CULVERT	6	24	30	56.6	1,418.50	80,287.00	39.00	3.60	42.60	60,428.02	75
2.3	BRIDGES/ CAUSEWAYS						723,448.00				-	0
							6,482,359				2,227,535	34
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				56.6	49,741.57	2,815,373	28.50	3.10	31.60	1,571,833.69	56
							2,815,373				1,571,833.7	56



1.9 Accruals & Status of Milestones Achieved (Section – 4)

Rehabilitation, Widening & Improvement of National Highway Authority (N-25)									
Jungle Peer Alizai - Chaman Section- 4									
Sub Section -1 To 12									
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)									
Progress upto (2nd) Quartar October - December 31,2014								1 Milestone = 05	
Item No	Description	No. OF MILESTONES	COST/ MILESTONE (USD)	Total Cost (USD)	Previous Quartar	Repoting Quartar (2nd)	Accomulative		
					MILESTONE	MILESTONE	MILESTONE	Cost(USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	11.32	500,375.71	5,664,253.04	6.35	1.27	7.62	3,812,862.91	67
1.2	Granular Sub Base & Aggregate base course	11.32	624,348.50	7,067,625.02	6.26	0.86	7.12	4,445,361.32	63
1.3	Asphaltic Base Course & Prime Coat	11.32	566,850.27	6,416,745.06	4.99	0.75	5.74	3,253,720.55	51
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	11.32	509,888.07	5,771,932.95	3.93	0.21	4.14	2,110,936.61	37
1.5	DST ON Shoulder	11.32	170,646.29	1,931,716.00	2.87	0.09	2.96	505,113.02	26
	Sub-total Road Works			26,852,272.07				14,127,994.41	53
2: STRUCTURES WORK									
2.1	BOX CULVERT	11.32	501,645.23	5,678,624.00	3.92	0.4	4.32	2,167,107.39	38
2.2	PIPE CULVERT	11.32	7,092.49	80,287.00	7.8	0.72	8.52	60,428.02	75
2.3	BRIDGES/ CAUSEWAYS	1	723,448.00	723,448.00				-	0
				6,482,359.00				2,227,535	34
3: DRAINAGE, EROSION WORKS									
3.1	Retaining Wall / Toe Wall/ Side Drain	11.32	248,707.86	2,815,373	5.70	0.62	6.32	1,571,833.69	56
				2,815,373				1,571,833.69	56
	Sub-total Structures& Drainage,Erosion Works			9,297,732.00					

2 CONSULTANT'S ACTIVITIES DURING THE REPORTING PERIOD

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

- Ensure that construction works were carried out in accordance with approved drawing, design and specification. Furthermore, implemented proper quality control procedures and other agreed protocols in the QAP at sites to ensure quality (See Annex.III).
- Conducted Joint site visits with representatives of FWO/ EGC at regular intervals.
- Construction problems/issues and their resolutions were shared with PD NHA and PM FWO/EGC for quick corrective actions. All these reports are sent to USAID through PM KQC.
- Conducted follow-up /coordination meetings with FWO / EGC and monthly progress review meetings with GM & PD NHA.
- Site visit reports prepared by the field staff and construction activities reported with progress photos.
- Progress review meeting was held with the Member NHA Baluchistan on 24-12-2014 at NHA Quetta office. Minutes of the meeting are attached as annexure-IV.
- M&E Consultant's senior management conducted fortnightly site visits and shared information with USAID, NHA & FWO.
- Improvement in workmanship has been observed in fixing of steel, formwork, water cement ratio and construction materials but the chance of improvement is still there.
- In Section 4, it was observed that on downstream of culverts at KMs. 100 + 915, 104 + 406 and 105 + 990 scoring has affected the level and FWO advised to seek the opinion of consultants about possible revision of design of apron/cut off wall. The Contractor has stopped the work till decision of Consultants.
- In Section 2, it was observed that protection work of downstream of culverts at Km 77+595, 96 +615, 84 + 961 and 110 + 373 has been executed on revised design that was not approved by NHA.

2.1 ENVIRONMENTAL COMPLIANCE

- The M&E consultants continued to liaise with relevant stakeholders about environmental compliance and other concerns relating to the strengthening / improvement of the vital national traffic corridor.
- FWO was advised for demonstrating good environmental practice in conformity with the construction environmental management plan.
- FWO was advised to use Personal Protective Equipment for safety of staff at site.
- Dust pollution being controlled by the contractor on both the sections of the project by sprinkling of water.

Environmental Monitoring Report is attached as Annex-II.

2.2 SECURITY SITUATION

Security Situation report is attached as Annex-IV.

ANNEXURES

ANNEXURE-I

M&E Staff

M&E STAFF

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

PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

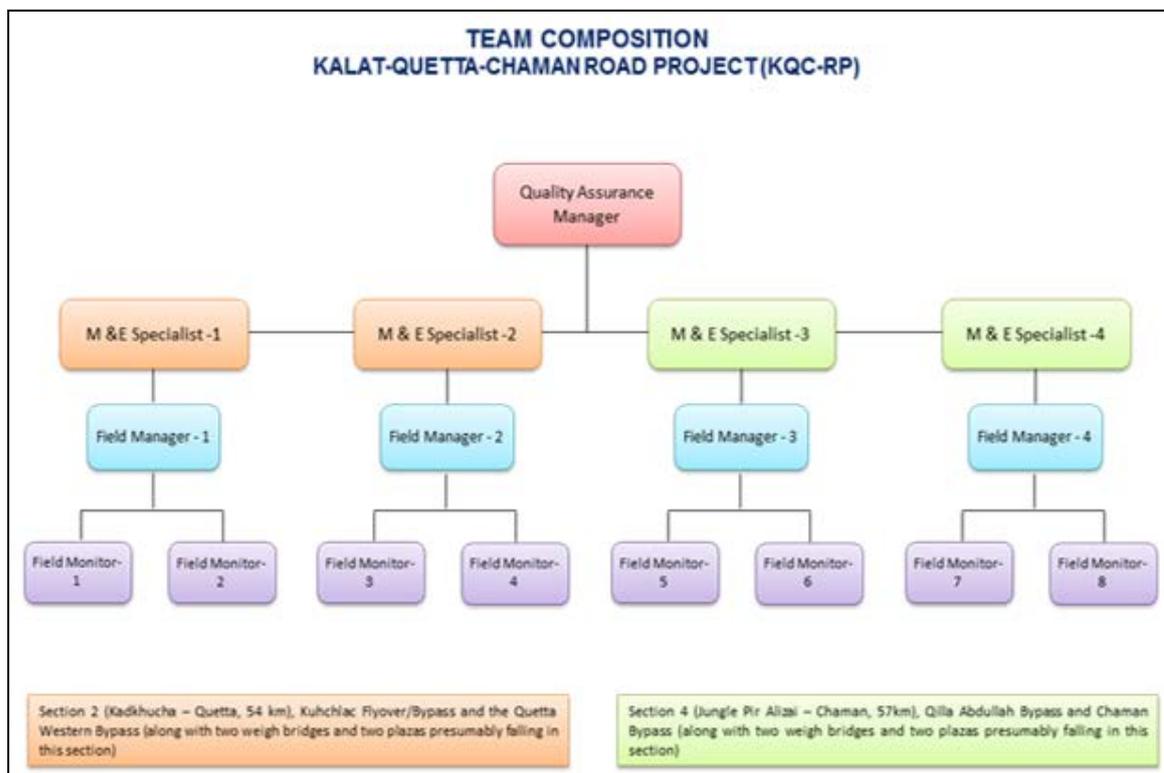
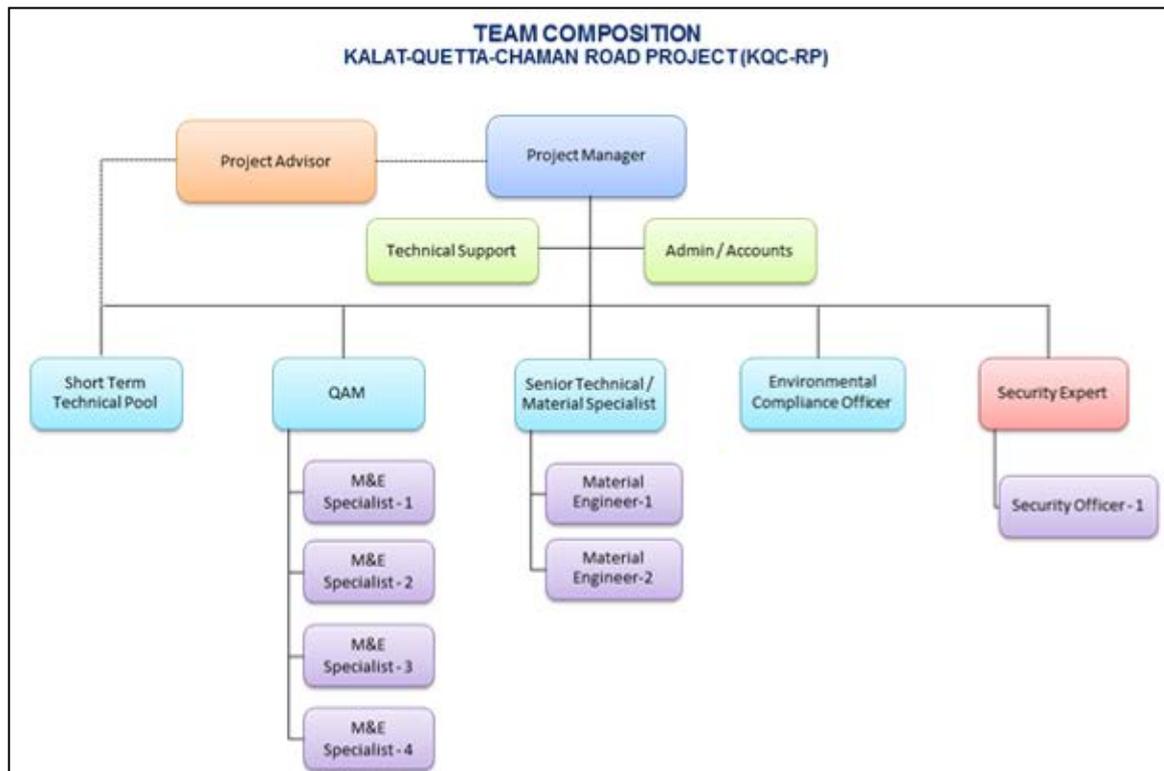
S. No	Name	Designation
1	Saleem Raza	Project Manager
2	Mohammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad Kaleem Nasir	M&E Specialist
7	Inayat ullah Shah	Field Manager
8	Nadeem Amir	Office Engineer
8	Saqib Sarwar	Field Manager
9	Muhammad Ashraf	Field Monitor
10	Abid Iqbal	Field Monitor
11	Shahid Jan	Field Monitor
12	Naeem Jan	Senior Surveyor
13	Asad Ayub	Auto Cad Operator
14	Capt. (R) Farid-ud-din	Security Expert / Advisor
15	Major (R) Shahid Tanvir	Security Officer
16	Zahir Gul	Manager Admin/ Finance
17	Syed Abdullah Shah	Accountant
18	Matloob Hussain	Admin Officer
19	Muhammad Sohail	IT Officer
20	Mustafa Ali	Assistant Accountant
21	Fakhar Ahmad	Receptionist
22	Asmatullah	Admin Assistant
23	Muhammad Zahoor	Quantity Surveyor
24	Muhammad Irfan Arshad	Computer Operator
25	Kamran Saddique	Computer Operator

LABORATORY STAFF

S. No.	Name	Designation
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Niaz Ahmed	Senior Lab Technician
4	Ather Hussain	Senior Lab Technician
5	Muhammad Ajmal	Lab-Technician
6	Nadeem Ahmed	Lab Assistant
7	Muhammad Imran	Lab Assistant

PESHAWAR BASED STAFF

S. No.	Name	Designation	
1	Nasir-ul-Mulk	Project Advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	



ANNEXURE-II

ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring

Environmental Monitoring of each activity is being done according to the Environmental Management and Monitoring Plan (EMMP) of the Environmental Documentation Form (EDF) 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 according to the Environmental 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.

Potential Environmental Impacts of the Road Project

Following are the identified potential impacts of the project:

Potential Positive Impacts

- Accessibility to the Afghan border and improved linkages of five different districts on N-25 from Kalat to Quetta and Quetta to Chaman in Balochistan which will bring better trading facilities;
- Better Conditions for law enforcement and better control in border areas
- The road will boost up the development activities.
- 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 generate better economic and social opportunities for local population.
- Better road facility shall ensure time savings in terms of travelling to the destination.
- The road project will accelerate economic activity for local population by providing them a smooth and easy access to both the local and country's markets.
- The road shall provide labor opportunities to the local people during construction phase of the road project; and
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.

Potential Negative Impacts

Project does not have potential significant adverse impacts; however, during rehabilitation of the road, the following potential impacts are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Loss Of Trees/vegetation;
- Relocation of existing utility installations and structures;
- Land Acquisition;
- Noise and air pollution;
- Traffic congestion at diversion;
- Health and safety issues;
- Waste generation;

- Disturbance to people;
- Soil erosion and contamination; and
- Oil spillages from construction machinery, resulting in soil and ground water contamination.

Status of Environmental Compliance

During the reporting period, work continued in both the sections (Kalat - Quetta Section-2 & Jangle Piralizai - Chaman Section-4).

In section -2, work was in progress in the following reaches:

1. (KM: 60+800 to 72+00)
2. (KM: 81+00 to 82+00)
3. (KM: 86+00 to 88+440)
4. (KM: 91+00 to 92+00)
5. (KM: 97+00 to 98+00)
6. (KM: 104+753 to 114+100)

In section-4 work was in progress in the following reaches:

1. (KM: 0 to 4+00 – Re-alignment Section)
2. (KM: 60+00 to 64+00)
3. (KM: 89+00 to 92+00)
4. (KM: 96+00 to 100+00)
5. (KM: 103+00 to 104+500)
6. (KM: 107+750 to 109+00)
7. (KM: 113+200 to 114+00)

During the reporting period, fourteen site visits were carried out. The contractor (FWO) has established two labor camps within the premises of Frontier Constabulary (FC) base camps, one at Mastung for section-2 and one at Shela Bagh for section-4.

At both the places the camp site and management was found in order. Heavy equipment and vehicles were being maintained in good condition. Medical inspection rooms with provision of Ambulances and First-Aid facilities have been ensured at these camps. The sprinkling of water to mitigate the effects of dust emission by the vehicle was being done at most of the places. The use of PPEs by the labor/workers at most of the construction sites specially during laying of asphalt on the road was observed.

However, the FWO was stressed upon to ensure the following compliances:

- Ensure Health and Safety arrangement at work sites.
- Regular sprinkling of water on road diversions, adjacent to residential areas and especially at dusty road of Khojak Pass section.
- Availability of safe drinking water and good quality food for labor and workers at work sites.
- To ensure use of PPEs by the labor/workers at all construction activity sites.

- Availability of Safety, Health and Environment plans at camps and work sites.
- Maintenance of record for injuries and accidents.
- Ensure proper handling of construction material for smooth flow of traffic and to avoid road blockage.
- Ensure provision of proper safety signage and traffic management at accident prone spots.
- Screening of potential crew members for HIV and other infectious diseases.
- Installation of emission control devices for the asphalt batching plant at Sheela Bagh.
- Ensure submission of the ground/surface water quality test reports, air quality and noise level reports.

PICTORIAL ENVIRONMENTAL DATA SHEET



Rock cutting on Khojak Passat RD 90+800 Section – 4



Brick Masonary is in Progress at RD 72+836, Section – 4



Asphalt plant needs to be equipped with emission control devices at Shela Bagh



Khojak pass section needs to be sprinkled with water to control the dust pollution



Water sprinkled at RD 78+900 Section 4,



Water sprinkled at RD 93+310 Section – 4

ANNEXURE-III

Lab. Test Reports

Section – 2

ASPHALTIC CONCRETE BASE COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENSITY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	24	4/12/2014	ACBC	77+485	L/S	9	1395	809.6	1403	593.4	2.351	2.406	97.7	97	ok
2	25	"	"	77+735	R/S	7.8	1179	683.4	1183	599.6	2.36	"	98.1	"	"
3	41	16/12/14	ACBC	66+700	L/S	7.6	1201	692	1209	517	2.323	2.404	96.6	"	"
4	42	"	"	67+200	R/S	6.5	1056	626	1065	439	2.405	2.411	99.8	"	"

ASPHALTIC CONCRETE WEARING COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENSITY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	20	4/12/2014	ACWC	76+520	R/S	5	760	442	765	323	2.353	2.389	98.5	97	OK
2	21	"	"	76+315	L/S	5.5	862	494.8	863	368.2	2.341	"	98	"	"
3	22	"	"	76+220	R/S	5.3	835	485.1	841	355.9	2.346	"	98.2	"	"
4	23	"	"	75+800	R/S	6	978	566.3	985	418.7	2.336	"	97.8	"	"
5	26	15/12/14	ACWC	63+000	L/S	6	980	575	986	411	2.384	2.377	100.3	"	"
6	27	"	"	63+000	R/S	5.7	891	520	896	376	2.37	"	99.7	"	"
7	28	"	"	63+500	C/L	5.3	806	467	809	342	2.357	"	99.1	"	"
8	29	"	"	64+000	L/S	5.9	920	533	925	392	2.347	2.372	98.9	"	"
9	30	"	"	64+000	R/S	5.5	906	528	909	381	2.378	"	100.3	"	"
10	31	"	"	64+500	C/L	6.9	1069	621	1073	452	2.365	"	99.7	"	"
11	32	"	"	65+000	L/S	6	930	537	934	397	2.343	2.38	98.4	"	"
12	33	"	"	65+000	R/S	6.5	1019	588	1022	434	2.348	"	98.7	"	"
13	34	"	"	65+500	C/L	5.1	794	468	796	328	2.421	"	101.7	"	"
14	35	16/12/14	ACWC	66+007	R/S	5.8	897	528	906	378	2.373	2.307	100.1	"	"
15	36	"	"	66+370	C/L	6.2	955	556	959	403	2.37	"	100	"	"
16	37	"	"	66+700	L/S	6.4	1018	589	1024	435	2.34	"	98.7	"	"
17	38	"	"	67+200	R/S	5.5	851	499	860	361	2.357	2.375	99.3	"	"
18	39	"	"	67+510	C/L	5.5	889	517	891	374	2.377	"	100.1	"	"
19	40	"	"	67+940	L/S	4.6	748	433	753	320	2.338	2.378	98.3	"	"

AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S No	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis						MDD (gm/cc)	OMC %	L.A %	Sand Equivalent	CBR% at		P.I	Remarks
							2"	1"	3/8"	#4	#10	#40					#200	1"		
Project Specification Limits							100%	70/95	30/65	25/55	15/40	8/20	2/8	-	-	40 Max	45Min	80% Min	6 Max	
1	5	21-12-14	72+100 – 72+230	72+185	Shoulder R/S	top	100	83.5	55	37.4	27.1	18	8.0	-	-	-	-	-	-	
2	6	24/12/14	91+000 --91+500	91+100	C/WAY	1st	100	78.5	39	26.1	15.1	8.6	3.2	-	-	25	-	-	-	Ok

SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

S No	Cylinder No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp C	Air Temp C	Area cm ²	Date of 7 days	Dial Reading (kN)	Strength (kg/cm ²)	Avg Strength (kg/cm ²)	28 days Date	Dial Reading (kN)	Strength (kg/cm ²)	Avg Strength (kg/cm ²)	Required Strength (kg/cm ²)	REMARKS
1	20/A	23/12/14	A1	Culvert top slab	90+680	75	18	-	182.4	30/12/14	340	190	187.7						
2	20/B	"	"	SET # 1	"	"	"	-	"	"	331	185							
3	20/C	"	"	"	"	"	"	-	"	"	336	188							
4	20/D	"	"	"	"	"	"	-	"	"				20/1/15					
5	20/E	"	"	"	"	"	"	-	"	"				"					
6	20/F	"	"	"	"	"	"	-	"	"				"					
7	21/A	"	"	SET # 2	"	74	16	-	"	30/12/14	325	181.7	183.2						
8	21/B	"	"	"	"	"	"	-	"	"	333	186.1							
9	21/C	"	"	"	"	"	"	-	"	"	325	181.7							
10	21/D	"	"	"	"	"	"	-	"	"				20/01/15					
11	21/E	"	"	"	"	"	"	-	"	"				"					
12	21/F	"	"	"	"	"	"	-	"	"				"					

AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

S. NO	Date	Location (km)	Description	Type of Agg	Sieve analysis		C/Aggregate					F/Aggregate						F-M	L. A %	Sand Equivalent	Specific Gravity	Soundness	Remarks			
					2"	1-1/2"	1"	3/4"	3/8"	#4	#8	3/8"	#4	#8	#16	#30	#50							#100	#200	
Specification Limits					-	-	-	-	-	-	-	100	95/100	80/100	50/85	25/60	10-30	'2-10	0/3	2.3/3.1						
1	23/12/14	90+680	Culvert top slab	F/A(cursh sand)		-	-	-	-	-	-	100	100	66.4	44.2	16.2	14	6.2	5.3		-	-	-	-		
2				N/sand	-	-	-	-	-	-	-	100	100	100	99	97.1	37.6	24.6		-	-	-	-			
			Blend of 1.& 2		-	-	-	-	-	-	-	100	70.8	51.5	27	24.9	10.3	7.8	3.2	-	-	-	-			
3	30/12/14	90+966	Culvert wall	F/A(cursh sand)		-	-	-	-	-	-	100	66	50.4	26.7	22	9.1	7		-	-	-	-			
4				N/sand	-	-	-	-	-	-	-	100	96.6	95	93.7	87.7	70	26.5	25		-	-	-	-		
			Blend of 3.& 4		-	-	-	-	-	-	-	100	99.6	69.8	56	34.6	28.2	11.3	9.4	3	-	-	-	-		

Section – 4

ASPHALTIC CONCRETE BASE COURSE QUALITY TESTS REPORT

		Specific Gravity A.C (Gb) 1.030										MARSHAL MOULD DENSITY						
S No	Paving Date	Station	Type of Work	% A.C by Wt of Mix Pb	Sieves analysis						Bulk Sp. Gr. (Gmb)	Maximum Sp.Gravity (Gmm)	% Air Voids (Pa)	VMA (%)	Stability (kg)	Flow (0.01")(0.25mm)	Loss of stability %	
					2"	1-1/2"	3/4"	# 4	# 8	# 50								# 200
JMF LIMITS.ACBC		Class-A		3.3±.3	100	93/100	58/72	29/37	20/27	4/10	2.9/4.9	Nil	Nil	4/8	11 Min	2250 Min	12/21	25 Max
1	2/12/2014	60+080	ACBC	3.35	100	100	71.9	38.4	28.4	8.8	4.3	2.391	2.556	6.5	13.2	2802	17.5	17.8
2	7/12/2014	3+104	ACBC	3.36	100	100	58.9	33.8	23.4	7.8	4.4	2.39	2.559	6.6	13.2	2801	17.7	18

ASPHALTIC CONCRETE WEARING COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENCSTY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	33	4/12/2014	ACWC	77+477	L/S	5.4	897	508	899	391	2.294	2.354	97.5	97	ok
2	34	"	"	77+575	C/L	5.9	980	560	984	424	2.311	"	98.2	"	"
3	35	"	"	77+677	R/S	5	1056	600	1060	460	2.296	"	97.5	"	"
4	36	"	"	77+775	C/L	7.4	995	567	999	432	2.303	"	97.8	"	"
5	37	"	"	77+877	L/S	6	983	559	986	427	2.302	"	97.8	"	"
6	38	"	"	77+979	C/L	6	779	443	785	342	2.278	"	96.8	"	"
7	39	"	"	78+050	R/S	5	868	490	871	381	2.278	2.356	96.7	"	"
8	40	"	"	78+112	C/L	6.8	1183	679	1188	509	2.324	"	98.6	"	"
9	41	"	"	78+275	L/S	6.2	1078	613	1081	468	2.303	"	97.8	"	"
10	42	"	"	78+398	C/L	5.3	876	502	879	377	2.324	"	98.6	"	"
11	43	"	"	78+512	R/S	7.3	1130	641	1133	492	2.297	2.353	97.6	"	"
12	44	"	"	78+625	C/L	5.5	890	509	895	386	2.306	"	98	"	"
13	45	"	"	78+725	L/S	5.2	875	504	881	377	2.321	"	98.6	"	"
14	46	"	"	78+830	C/L	6.9	1139	653	1145	492	2.315	"	98.4	"	"
15	47	"	"	78+910	R/S	5.6	898	514	905	391	2.297	"	97.6	"	"
16	48	"	"	79+000	C/L	8.5	1390	791	1395	604	2.301	"	97.8	"	"
17	49	"	"	79+075	L/S	5.4	892	508	897	389	2.293	"	97.5	"	"
18	50	"	"	79+175	C/L	7.2	1177	675	1183	508	2.317	"	98.5	"	"
19	51	"	"	79+300	R/S	5.4	871	496	876	380	2.292	"	97.4	"	"
20	52	7/12/2014	"	79+830	L/S	5.2	840	481	843	362	2.32	2.354	98.6	"	"
21	53	"	"	79+950	C/L	5.6	902	520	909	389	2.319	"	98.5	"	"
22	54	"	"	80+085	R/S	5.6	975	557	979	422	2.31	2.356	98.1	"	"
23	55	"	"	80+125	C/L	5.7	875	499	878	379	2.309	"	98	"	"

24	56	"	"	80+207	L/S	5.8	860	547	965	418	2.292	"	97.5	"	"
25	57	"	"	80+340	C/L	6.3	1011	577	1016	439	2.303	"	97.7	"	"
26	58	"	"	80+470	R/S	6.2	845	481	850	369	2.29	2.352	97.4	"	"
27	59	"	"	80+565	C/L	5.2	930	528	934	406	2.291	"	97.4	"	"
28	60	"	"	80+715	L/S	5.8	833	475	838	363	2.295	"	97.6	"	"
29	61	"	"	80+830	C/L	5	878	497	881	384	2.286	"	97.2	97"	"
30	62	"	"	80+912	R/S	5.4	961	549	967	418	2.299	"	97.7	"	"
31	63	"	"	84+887	L/S	5.2	901	512	905	393	2.293	2.35	97.6	"	"
32	64	"	"	85+010	C/L	5.4	893	508	897	389	2.296	"	97.7	"	"
33	65	"	"	85+128	R/S	6.5	1129	645	1134	489	2.309	"	98.2	"	"
34	66	"	"	85+280	C/L	5.9	975	555	980	425	2.294	"	97.6	"	"
35	67	"	"	85+375	L/S	5.8	925	525	929	404	2.29	"	97.4	"	"
36	68	"	"	85+690	L/S	4.9	789	450	794	344	2.294	2.356	97.5	"	"
37	69	"	"	85+756	C/L	5	761	435	765	330	2.306	"	97.9	"	"
38	70	"	"	85+776	R/S	5.7	903	520	908	388	2.327	"	98.9	"	"
39	71	"	"	85+962	C/L	6	931	532	935	403	2.31	"	98.1	"	"
40	72	"	"	86+025	L/S	5	833	478	839	361	2.307	"	97.9	"	"
41	73	11/12/2014	ACWC	103+050	L/S	5	973	556	976	420	2.317	2.355	98.4	"	"
42	74	"	"	103+125	C/L	8.2	1366	783	1372	589	2.319	"	98.5	"	"
43	75	"	"	103+240	R/S	5.3	921	525	924	399	2.308	"	98	"	"
44	76	"	"	103+377	C/L	6.3	1127	645	1130	485	2.324	"	98.7	"	"
45	77	"	"	103+460	L/S	6.4	1150	657	1154	497	2.314	"	98.3	"	"
46	78	"	"	103+545	C/S	5.9	976	556	981	425	2.296	2.353	97.6	"	"
47	79	"	"	103+680	R/S	5.2	884	505	891	386	2.29	"	97.3	"	"
48	80	"	"	103+775	C/L	8	1333	765	1345	580	2.298	"	97.7	"	"
49	81	"	"	103+858	L/S	5.2	883	505	887	382	2.312	"	98.2	"	"
50	82	"	"	103+930	C/L	7.6	1282	730	1289	559	2.293	"	97.5	"	"
51	83	11/12/2014	ACWC	104+055	R/S	6.6	1128	645	1134	489	2.307	2.353	98	"	"
52	84	"	"	104+125	C/L	6.8	1233	705	1239	534	2.309	"	98	"	"
53	85	"	"	104+225	L/S	5.4	923	530	927	397	2.325	"	98.8	"	"

54	86	11/12/2014	'	105+125	L/S	4.7	790	456	796	340	2.324	2.354	98.7	"	"
55	87	"	'	105+250	C/L	4.7	817	466	823	357	2.289	"	97.2	"	"
56	88	"	'	105+425	R/S	5.1	901	520	908	388	2.322	"	98.6	"	"
57	89	"	"	105+625	C/L	4.8	778	446	782	336	2.315	"	98.4	"	"
58	90	14/12/14	ACWC	106+150	L/S	4.7	877	500	881	381	2.302	2.352	97.9	"	"
59	91	"	'	106+342	C/L	4.7	745	428	750	322	2.314	"	98.4	"	"
60	92	"	'	106+568	R/S	4.7	758	433	762	329	2.304	2.35	98	"	"
61	93	"	'	106+800	C/L	5.2	858	490	863	373	2.3	"	97.9	"	"
62	94	"	'	106+960	L/S	5.5	928	530	931	401	2.314	"	98.5	"	"
63	95	"	'	107+175	C/L	5	833	475	838	363	2.295	2.354	97.5	"	"
64	96	"	"	107+350	R/S	5.3	907	517	911	394	2.302	"	97.8	"	"
65	97	"	"	107+600	L/S	5.4	859	488	863	375	2.291	2.35	97.5	"	"
66	98	14/12/14	ACWC	104+425	R/S	5.1	858	486	862	376	2.282	"	97.1	"	"
67	99	"	"	104+625	C/L	6	1067	606	1072	466	2.29	"	97.4	"	"
68	100	"	"	104+825	L/S	5.6	949	543	954	411	2.309	"	98.3	"	"
69	101	"	"	104+945	C/L	6.0	970	554	975	421	2.304	"	98	"	"

ASPHALTIC CONCRETE BASE COURSE CORES COMPACTION REPORT

S No	Core. No	DATE	TYPE OF WORK	STATION	SIDE	CORE THICKNESS	WT. IN AIR (gm)	WT. IN WATER (gm)	SSD.WT (gm)	VOLUME (CC)	CORE DENCSTY (gm/cc)	MARSHAL MOULD DENSITY	COMPACTION %		REMARKS
													ACHIEVED	REQUIRED	
1	102	21/12/14	ACBC	2+165	L/S	9	3438	1990	3442	1452	2.368	2.399	98.7	97.0	ok
2	103	"	"	2+365	C/L	9.6	3972	2297	3980	1683	2.360	"	98.4	"	"
3	104	"	"	2+575	R/S	9.8	3588	2076	3597	1521	2.359	"	98.3	"	"
4	105	"	"	2+775	C/L	7.7	2692	1563	2701	1138	2.366	2.393	98.9	"	"
5	106	"	"	2+985	L/S	8.6	3351	1940	3360	1420	2.360	"	98.6	"	"
6	107	"	"	3+125	C/L	9.5	3757	2161	3765	1604	2.342	2.391	98.0	"	"
7	108	"	"	3+500	R/S	10	4110	2381	4120	1739	2.363	"	98.8	"	"
8	109	"	"	3+650	C/L	8.6	3279	1875	3290	1415	2.317	2.389	97.0	"	"
9	110	23/12/14	"	60+025	R/S	8	3064	1770	3088	1318	2.325	2.390	97.3	"	"
10	111	"	"	69+050	L/S	11	4262	2463	4284	1821	2.34	2.393	97.8	"	"
11	112	"	"	86+880 L/L	L/S	8.5	3415	1982	3443	1461	2.337	2.391	97.7	"	"
12	113	"	"	86+550 R/L	L/S	8.4	3467	2000	3491	1491	2.325	2.398	97.0	"	"
13	114	"	"	86+845 R/L	R/S	8.6	3690	2133	3711	1578	2.335	"	97.5	"	"
14	115	"	"	86+975 R/L	R/S	9.5	3800	2194	3822	1628	2.334	2.395	97.5	"	"
15	116	"	"	87+070 L/L	L/S	7.9	2916	1679	2931	1252	2.329	2.391	97.4	"	"
16	117	"	"	87+135 L/L	L/S	8.4	3227	1865	3239	1374	2.349	2.393	98.1	"	"
17	118	"	"	87+145 R/L	R/S	9.8	3923	2263	3953	1690	2.321	2.394	97.0	"	"

ASPHALTIC CONCRETE WEARING COURSE QUALITY TESTS REPORT																		
Specific Gravity A.C (Gb) 1.030																		
S No	Paving Date	Station	Type of Work	% A.C by Wt of Mix Pb	Sieves analysis							Bulk Sp. Gr. (Gmb)	Maximum Sp.Gravity (Gmm)	% Air Voids (pa)	VMA (%) Min	Stability (kg)	Flow (0.01")(0.25mm)	Loss of stability %
					1"	3/4"	3/8"	#4	#8	#50	#200							
JMF LIMITS OF ACWC Class- A				4.3±.3	100	91/99	61/69	38/46	23/31	4/14	3.7/5.7	Nil	Nil	4/7	13 Min	1000	8/14	20
1	11/12/2014	2+867	ACWC	4.33	100	96.9	64.6	39.7	22.9	7.6	4.2	2.354	2.468	4.6	15.5	1302	11.4	14.8
2	13/12/14	75+400	"	4.38	100	95.2	66.7	41.3	22.9	7.9	4.5	2.352	2.471	4.8	15.6	1307	11.1	15.1

AGGREGATE BASE COURSE MATERIAL QUALITY TESTS REPORT

S N o	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis						MDD (gm/ cc)	OMC %	L.A %	Sand Equivalent	CBR%	P.I	Remarks	
							2"	1"	3/8"	# 4	# 10	# 40					# 200			at 1"
Project Specification Limits							100 %	70/9 5	30/6 5	25/5 5	15/4 0	8/2 0	2/8			40 Max	45 Min	80% Min	6 Max	
1	11	02/12/14		75+0	shoulder L/S	1st	100	86.3	56.1	41.6	25.3	13. 9	7.1	-	-	-	-	-	-	OK
2	12	14/12/14		0+700	Shoulder R/S	2nd	100	81.5	48.8	34.2	25.6	12. 8	4.9	-	-	26	-	-	N/P	
3	13	15/12/14		105+400	shoulder L/S	2nd	100	86.1	52.4	42.2	34.4	11. 3	4.9	-	-	27	-	-	N/P	OK
4		18/12/14		1+370	shoulder B/S	2nd	100	74.4	35.2	26	17.3	9.9	5	-	-	-	-	-	N/P	
5		24/12/14	stock pile sheela bagh	-	-	-	100	79.5	54.5	38.8	20.6	7.7	5.6	-	-	26	49	-	N/P	OK

AGGREGATE BASE COURSE FIELD DENSITY TESTS REPORT

S No	FDT.NO	Date	Type of Work	Location (km)	Station	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	CORE DENSITY (gm/cc)	MARSHAL MOULD DENSITY	Required Compaction	Remarks
1	40	1/12/2014	SHOULDER. R/S	0+425--- 0+750	0+525	1 ST	2.334	4.5	2.28	5.7	2.329	100.2	100	OK
2	41	"	" R/S	"	0+700	"	2.347	4.3	"	"	2.335	100.5	"	"
3	42	"	" L/S	74+400 – 74+850	74+450	2END	2.345	4.5	"	"	2.347	99.9	"	"
4	43	"	"	"	74+685	"	2.318	4.5	"	"	2.316	100	"	"
5	44	"	"	0+175 – 0+500	0+425	IST	2.257	4.2	"	"	2.367	95.4	"	FAIL (Ref: 44/A)
6	45	"	"	"	0+350	"	2.218	4	"	"	2.332	95.1	"	FAIL (Ref: 45/A)
7	46	"	C/WAY	59+990 – 60+112	60+047	2END	2.345	4	"	"	2.35	99.8	"	OK
8	37/A	1/12/2014	C/WAY	102+600 – 102+700	102+675	IST	2.342	4.3	"	"	2.335	100.3	"	"
9	44/A	2/12/2014	SHOULDER L/S	0+175 – 0+500	0+270	IST	2.33	4.4	"	"	2.325	100.2	"	"
10	45/A	"	"	"	0+450	IST	2.344	4.2	"	+	2.332	100.5	"	"
11	47	3/12/2014	C/WAY	3+100 – 3+175	3+125	2END	2.174	4	"	"	2.332	93.2	"	FAIL (Ref: 47/A)
12	48	"	"	"	3+115	"	2.266	4.5	"	"	2.341	96.8	"	FAIL
13	49	"	"	3+700 --- 3+775	3+725	IST	2.140	3.5	"	"	2.332	91.8	"	FAIL (Ref: 49/A)
14	50	"	"	"	3+735	"	2.142	3.5	"	"	2.28	94	"	FAIL
15	51	6/12/2014	C/WAY	102+300 – 102+400	102+350	IST	2.268	4.5	2.283	5.6	2.345	97.5	"	FAIL (Ref: 51/B)
16	52	"	"	102+400 --- 102+500	102+460	"	2.274	4.6	"	"	2342	97.1	"	FAIL (Ref: 52/A)
17	53	"	SHOULDER R/S	75+800 --- 76+600	75+850	2END	2.286	4.5	"	"	2.345	97.5	"	FAIL (Ref: 53/A)
18	54	"	SHOULDER R/S	75+600 – 75+ 800	75+690	"	2.276	4.4	"	"	2.345	96.9	"	FAIL (Ref: 54/A)
19	55	"	SHOULDER L/S	75+600 – 75+ 800	75+710	"	2.354	4.4	"	+	2.345	100.4	"	OK
20	56	"	SHOULDER L/S	75+800 --- 76+000	75+950	"	2.274	4.6	"	"	2.342	97.1	"	FAIL (Ref: 56/A)

21	57	"	SHOULDER R/S	1+300 – 1+500	1+390	IST	2.295	4.6	"	"	2.356	97.4	"	FAIL (Ref: 57/A)
22	58	"	SHOULDER R/S	1+500 --- 1+600	1+595	"	2.25	4.5	"	"	2.353	96.9	:"	FAIL (Ref: 58/A)
23	59	"	SHOULDER R/S	1+ 000 --- 1+300	1+210	"	2.35	4.6	"	"	2.345	100.2	"	OK
24	47/A	"	C/WAY	3+100 --- 3+175	3+130	2END	2.286	4.5	"	"	2.345	100.6	"	"
25	60	"	SHOULDER R/S	75+200 – 75+ 400	75+315	2END	2.34	4.1	"	"	2.335	100.2	"	"
26	61	"	SHOULDER R/S	75+400 -- 75+600	75+530	"	2.375	4.6	"	+	2.356	100.8	"	"
27	56/A	7/12/2014	SHOULDER L/S	75+800 – 76+000	75+910	"	2.343	4.3	"	"	2.331	100.5	:"	"
28	54/A	"	SHOULDER R/S	75+600 – 75+800	75+710	"	2.47	4.4	"	"	2.338	100.4	"	:"
29	53/A	"	SHOULDER R/S	75+800 -- 76+300	75+975	"	2.34	4.5	"	"	2.324	100.7	"	"
30	57/A	"	SHOULDER R/S	1+300 – 1+50	1+420	"IST	2.33	4	"	"	2.321	100.4	"	"
31	58/A	"	SHOULDER R/S	1+500 – 1+600	1+570	"	2.330	4.2	2.283	5.6	2.328	100.1	100	OK
32	49/A	8/12/2014	SHOULDER R/S	3+700 – 3+775	3+740	IST	2.339	4.5	"	"	2.338	100	"	"
33	51/A	"	C/WAY	102+300 – 102+400	102+350	"	2.262	4.4	"	"	2.347	96.4	"	FAIL ref: 51/B
34	52/B	"	C/WAY	102+400 – 102+500	102+490	"	2.351	4.6	"	"	2.342	100.4	"	OK
35	62	"	C/WAY	1+600 – 1+800	1+750	"	2.348	4.6	"	"	2.343	100.2	"	"
36	63	"	C/WAY	1+800 – 2+300	1+970	"	2.353	4.5	"	"	2.339	100.6	"	"
37	51/B	10/12/2014	C/WAY	102+300 – 102+400	102+370	"	2.347	4.4	"	"	2.388	100.4	"	"
38	35/A	15/12/14	C/WAY	102+200 – 102 +300	102+260	"	2.361	4.2	"	"	2.356	100.2	"	"
39	64	"	C/WAY	3+175 – 3+225	3+200	2nd	2.318	4.5	"	"	2.363	98.1	"	FAIL ref: note 1
40	65	"	C/WAY	3+225 – 3+325	3+290	"	2.358	4.2	"	"	2.349	100.4	"	OK
41	66	"	SHOULDER L/S	105+000 – 105+625	105+600	IST	2.359	4	"	"	2.345	100.6	"	"
42	67	12/12/2014	SHOULDER L/S	0+600 -- 0+800	0+775	2nd	2.33	4	"	"	2.329	100.4	"	"
43	68	18/12/14	"	1+000 -- 1+200	1+090	2nd	2.373	4.7	:	"	2.356	100.7	"	"
44	69	"	"	1+200 -- 1+300	1+270	2nd	2.369	4.5	:	"	2.36	100.4	"	"

Note 1. 3+175 – 3+225 2nd layer due to no work he test no 64 not yet tested

SUBBASE MATERIAL QUALITY TESTS REPORT

S N o	Lab No	Date	Location (km)	Station	Type of Work	Layer	Sieve analysis							MDD gm/cc	OMC %	L.A %	Sand Equivalent	CBR % at	P.I	Remarks
							2"	1"	3/8"	# 4	# 10	# 40	# 200					1"		
Project Specification Limits							100 %	55/8 5	40/7 0	30/6 0	20/5 0	10/3 0	5/1 5	–	–	50% MAX	25 Min	50% Min	6 Max	
1	5	1/12/14	Nalla souce km 79	–	–	–	100	84.1	59	46.2	34.1	19.1	12. 1	2.23	6.7	26	26	77	3.3	OK
2	6	10/12/14	Nalla source km 107+900	–	–	–	100	84.9	65.8	48.7	31.7	18.5	14. 3	2.276	6.5	27	27	66	3.3	ok
3	7	29/12/14	107+775 -- 108+175	–	C/W ay	ist	100	82.6	67.8	53.8	35.7	19.3	13. 6	2.268	6.4	–	–	–	–	ok
4	8	30/12/14	109+475 -- 109+600	–	C/W ay	ist	100	81.5	66.9	51.9	32.8	18.6	12. 8	–	–	–	–	–	–	ok

SUBBASE MATERIAL FIELD DENSITY TESTS REPORT

S No	LAB No	Date	Location (km)	Station	Type of Work	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/cc)	O.M.C %	Achieved Compaction %	Required Compaction%	Remarks
1	5	29/12/14	109+475 --- 109+600	109+550	C/WAY	1st	2.234	5.5	2.275	6.6	98.2	98	ok
2	6	31/12/14	109+375 --- 109+475	109+380	C/WAY	1st	2.216	6	2.268	6.8	97.7	98	ok

EMBAKMENT/SUBGRADE QUALITY TESTS REPORT

S No	Lab No	Date	Description	Location (km)	Station	Layer	Sieve analysis							MDD (gm/cc)	OMC %	CBR% at		P.I	Remarks
							2"	1"	3/8"	# 4	# 10	# 40	# 200			1"	Swell%		
1	3	17/12/14	Emb/ Sub gradeBorrow	108+200 R/S	Nalla.		98.8	84.1	78.7	50.6	33.3	16.9	11.6	2.228	7.6	At90% --- 23 At-93% --34 At 95% --- 41	0.2	4.5	ok
2	4	20/12/14	Emb+S/G	91+400 R/S			98.5	84.6	77.8	54.6	35.4	17.9	12.5	2.24	7	At 90% --- 31 At 93% - 48 At 95% = 57.5	0.2	6.1	ok

EMBANKMENT/SUBGRADE MATERIAL FIELD DENSITY TESTS REPORT

S No	Lab No.	Date	Description	Location (km)	Station km	Layer	F.D.D (gm/cc)	M.C %	M.D.D (gm/ cc)	OMC %	Achieved Compaction %	Required Compaction %	Remarks
1	16	3/12/2014	S/G	Drain	72+480 L/s		2.117	5.5	2.224		95.2	95	ok
2	17	8/12/2014	Emb	108+450-- 108+575	108+550	2nd	2.092	6.9	2.228	7.6	93.9	93	ok
3	18	8/12/2014	Emb L/S	108+287 --108+325	108+315	6th	2.088	6.6	"	"	93.7	"	ok
4	13/A	8/12/2014	Bed of culvert		72+590 L/S		2.070	5.8	2.150	7.6	96.3		
5	19	"	"	108+175 -- 108+275	108+230	7th	2.081	6.8	"	"	93.4	"	OK
6	20	"	"	108+450 -- 108+550	108+500	4th	2.079	6.8	"	"	93.3	:	"
7	21	15/12/14	S/G	113+975 -- 114+075	114+050	ist	2.128	6.6	"	"	95.5	95	ok
8	22	"	"	108+000 -- 108+200	108+115	"	2.138	6.9	"	"	95.8	"	Ok (Note No-1)
9	23	"	Emb	108+175 -- 108+275	108+250	11th	2.088	7.4	"	"	93.7	93	"
10	24	"	"	108+287 -- 108+325	108+310	10th	2.079	6.6	"	"	93.3	"	"
	13/A	16-12-2014	Drain Bed		72+590		2.070	5.8	2.150	7.6	96.3	95	OK (Note No-2)
11	25	17/12/14	Drain Bed	72+775 -- 72+800	72+790	Bed	2.137	6.4	2.245	7.4	95.2	95	"
12	26	24/12/14	Drain Bed	72+637 --- 72+650	72+645	Bed	2.045	7	2.15	7.6	95.1	95	"
13	27	"	Culvert Bed	_	109+168	Bed	2.137	6.5	2.245	7.4	95.2	95	"
14	28	"	"	_	109+115	Bed	2.144	6.8	"	"	95.5	"	"
15	29	27/12/14	S/G	108+225 -- 108+500	1808+360	2nd	2.019	5.8	2.228	7.6	90.6	"	Not ok (Ref: 29/A)
16	30	"	S/G	108+500 -- 108+700	108+600	IST	2.077	6.4	"	"	93.2	"	Not ok (Ref: 30/A)
17	31	"	S/G	108+000 -- 108+175	108+120	2nd	2.142	6.4	2.245	7.4	95.4	"	ok
18	29/A	29/12/14	S/G	108+225 -- 108+500	108+425	2nd	2.178	4.8	2.28	5.6	95.5	"	ok
19	30/A	"	"	108+500 -- 108+700	108+625	ist	2.173	5	2.8	5.6	95.3	"	ok
20	32	29/12/14	S/G	108+700 --- 108+800	108+765	ist	2.088	6	2.228	7.6	93.7	"	Not Ok (Ref: 32/A)
21	32/A	31/12/14	S?G	108+700 --- 108+800	108+785	ist	2.12	5.8	"	"	95.2	"	ok

Note No-1: S. No 15 Lab No. 12, Dated: 19-11-2014 has been retested & the result is ok as specified.

Note No-2: S. No 16 Lab No. 13, Dated: 22-11-2014 has been retested & the result is ok as specified.

SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

S No	Casting Date	Class	Part of Structure	Location	Slump (mm)	Mix Temp	Air Temp	Area (cm ²)	Date of 7 days	Dial Reading (kN)	Strength (kg/cm ²)	Avg Strength (kg/cm ²)	28 days Date	Dial Reading (kN)	Strength (kg/cm ²)	Avg Strength (kg/cm ²)	Required Strength (kg/cm ²)	REMARKS
6/D	8/11/14	B	PARAPET WALL	76+700	80	-	-	182.4	-	-	-	-	6/12/2014	340	190.1	180.8	170	OK
6/E	"	"	"	"		-	-	"	-	-	-	"	310	173.3				
6/F	"	"	"	"		-	-	"	-	-	-	"	320	178.9				
7/D	10/11/14	A1	CULVERT SLAB	87+255	74	-	-	"	-	-	-	-	8/12/2014	456.6	255.2	253.7	210	OK
7/E	"	"	"	"		-	-	"	-	-	-	"	446.2	249.4				
7/F	"	"	"	"		-	-	"	-	-	-	"	458.9	256.5				
5/D	11/11/14	A1	BED OF	68+450	75	-	-	"	-	-	-	-	9/12/2014	407	227.5	245.4	210	OK
5/E	"	"	BATTERY CELL	"		-	-	"	-	-	-	"	455	254.3				
5/F	"	"	CULVERT	"		-	-	"	-	-	-	"	455	254.3				
8/D	13/11/14	B	DRAIN BED	72+650	82	-	-	"	-	-	-	-	11/12/2014	345.1	192.9	195	170	OK
8/E	"	"	"	"		-	-	"	-	-	-	"	350.2	195.8				
8/F	"	"	"	"		-	-	"	-	-	-	"	350.9	196.2				
9/D	15/11/14	B	DRAIN BED	72+700	83	-	-	"	-	-	-	-	13/12/14	340.9	190.6	189.1	170	OK
9/E	"	"	"	"		-	-	"	-	-	-	"	335.7	187.7				
9/F	"	"	"	"		-	-	"	-	-	-	"	338	188.9				
10/D	19/11/14	A1	APRON SLAB	107+450	70	-	-	"	-	-	-	-	17/12/14	456.2	255	254.4	210	OK
10/E	"	"	R/S	"		-	-	"	-	-	-	"	460.4	257.4				
10/F	"	"		"		-	-	"	-	-	-	"	448.7	250.8				
11/D	19/11/14	LEAN	CAUSE	96+220 R/S		-	-	"	-	-	-	-	17/12/14	259.4	145	142.6	100	OK
11/E	"	"	"			-	-	"	-	-	-	"	245.7	137				

KALAT – QUETTA – CHAMAN ROAD PROJECT

11/ F	"	"	"			-	-	"	-	-	-	-	"	260.2	145.5			
12/ D	19/11/14	B	PARAPET WALL	87+637	75	-	-	182. 4	-	-	-	-	17/12/1 4	348.8	195			
12/ E	"	"	L/S	"		-	-	"	-	-	-	-	"	340.9	190.6	190.7	170	OK
12/ F	"	"	"	"		-	-	"	-	-	-	-	"	333.7	186.5			
13/ A	24/11/14	A1	APRON SLAB	107+450	70	-	-	"	1/12/20 14	322.6	180.3		22/12/1 4	456.2	255			
13/ B	"	"	"	L/S		-	-	"	"	320.9	179.4	174.8		448.9	250.9	252.5	210	ok
13/ C	"	"	"	"		-	-	"	"	294.6	164.7			450.2	251.7			
13/ D	"	"	"	"		-	-	"					22/12/1 4	456.2	255			
13/ E	"	"	"	"		-	-	"						448.9	250.9	252.5	210	ok
13/ F	"	"	"	"		-	-	"					"	450.2	251.7			
14/ A	24/11/14	B	PARAPET WALL	87+375	86	-	-	"	1/12/20 14	286.8	160.3							
14/ B	"	"	L/S	"		-	-	"	"	278.8	15.8	159.4						
14/ C	"	"	"	"		-	-	"	"	290.2	162.2							
14/ D	"	"	"	"		-	-	"					22/12/1 4	348.8	195.1			
14/ E	"	"	"	"		-	-	"					"	352.6	197.2	196.7	170	ok
14/ F	"	"	"	"		-	-	"					"	350.7	196.1			
15/ A	26/11/14	A1	DRAIN SLAB	61+425 --	70	-	-	"	3/12/20 14	320.2	179							
15/ B	"	"	R/S			-	-	"		309.7	173.1	176.8						
15/ C	"	"				-	-	"		318.9	178.3							
15/ D	"	"				-	-	"					24/12/1 4	447	250			
15/ E	"	"				-	-	"						460	257	258	210	OK
15/ F	"	"				-	-	"					"	475	266			
16/ A	27/11/14	"	87+375	107+750	68	-	-	"	4/12/20 14	300.9	168.2	173.4	"					

16/B	"	"	R/S	"		-	-	"	"	320.2	179							
16/C	"	"	"	"		-	-	"	"	309.7	173.1							
16/D	"	"	"	"		-	-	"	"				25/12/14	438	245	247	210	OK
16/E	"	"	"	"		-	-	"	"				"	440	246			
16/F	"	"	"	"		-	-	"	"				"	474	250			
17/A	1/12/14	A1	APRON SLAB	107+350	75	-	-	"	8/12/2014	310.6	173.6	170.9						
17/B	"	"	"	R/S		-	-	"		296.7	165.9							
17/C	"	"	"	"		-	-	"		309.6	173.1							
17/D	"	"	"	"		-	-	"					29/12/14	410	229	231	210	ok
17/E	"	"	"	"		-	-	"					"	415	232			
17/F	"	"	"	"		-	-	"					"	415	232			
18/A	8/12/14"	A1	U.1, WALL 2	68+450	73	-	-	"	15/12/14	295.9	165.4	165.2						
18/B	"	"	"	"		-	-	"		304.1	170							
18/C	"	"	"	"		-	-	"		286.7	160.3							
18/D	"	"	"	"		-	-	"					5/1/2014					
18/E	"	"	"	"		-	-	"					"					
18/F	"	"	"	"		-	-	"					"					
19/A	13/12/14	"	TOE WALL	107+775	70	-	-	"	20/12/14	296.7	165.9	165.3						
19/B	"	"	L/S	"		-	-	"	"	300.9	168.2							
19/C	"	"	"	"		-	-	"	"	289.5	161.8							
19/D	"	"	"	"		-	-	"	"				10/1/2015					
19/E	"	"	"	"		-	-	"	"				"					
19/F	"	"	"	"		-	-	"	"				"					

20/A	18/12/14	A1	Top slab of drain	60+305-- 60+350	72	-	-	"	25/12/14	315	176	181						
20/B	"		"	"		-	-	"	"	320	179							
20/C	"		"	"		-	-	"	"	335	187		16/1/15					
20/D	"		"	"		-	-	"					"					
20/E	"		"	"		-	-	"					"					
20/F	"		"	"		-	-	"										
21/A	20/12/14	B	PIPE CULVERT ,Bed	108+204	72	14	18		27/12/14	241	135	139						
21/B	"		"	"					"	248	139							
21/C	"		"	"					"	256	143							
21/D	"		"	"									17/1/15					
21/E	"		"	"														
21/F	"		"	"														
22/A	24/12/14	LEAN	CULVERT ,Bed	68+900	-	22	17		31/12/14	157	88	84						
22/B	"	"	"	"					"	136	76							
22/C	"	"	"	"					"	157	88							
22/D	"	"	"	"									21/1/15					
22/E	"	"	"	"														
22/F	"	"	"	"														

AGGREGATE QUALITY TESTS FOR CONCRETE REPORT

S.N O	Date	Location (km)	Description	Type of Agg	Sieve analysis		C/Aggregate					F/Aggregate								Remarks	
					2"	1- 1/2"	1"	3/4"	3/8"	#4	#8	3/8 "	#4	#8	#16	#30	#50	#100	#200		F-M
Specification Limits					-	-	100	90/100	20/55	0/10	0/5	100	95/100	80/100	50/85	25-60	10-3	2-10	0-3	2.3/3.1	
14	2/12/2014	61+284.R/S	Drain Bed		-	-						100	98.4	86.8	69.9	52.6	28.1	8.9	2.2	2.6	ok
15	6/12/2014	68+450	culvert	C/A(3/4)	-	-	100	100	9.6	3.9	0.4	-	-	-	-	-	-	-	-	-	
16	"	"	"	C/A(1/2)	-	-		100	73.3	16.1	1.7	-	-	-	-	-	-	-	-	-	
17	"	Blend of 15.&16	"		-	-	100	100	38.7	8.3	0.9	-	-	-	-	-	-	-	-	-	ok
18	"	-	"	F/A	-	-						100	95.2	77.5	66.4	44.2	24.9	8.7	4.2	2.8	ok
19	12/12/2014	107+750 L/S	toe wall	C/A(3/4)	-	-		100	4.9	0.3		-	-	-	-	-	-	-	-	-	
20	"	-	"	C/A(1/2)	-	-		100	71.9	15.6	1.6	-	-	-	-	-	-	-	-	-	
21	"	Blend of 19 &.20	"		-	-	100	100	38.3	8	0.8	-	-	-	-	-	-	-	-	-	ok
22	12/12/2014	107+750 L/S	toe wall	F/A	-	-						100	96.2	77.4	66.9	44.6	24.9	8.7	3	2.8	ok
23	17/12/14	60.305 -- 60+350	top slab drain	C/A(3/4)	-	-	100	100	4.4	0.5		-	-	-	-	-	-	-	-	-	
24	"	-	"	C/A(1/2)	-	-		100	74.5	17.3	2.2	-	-	-	-	-	-	-	-	-	
25	"	Blend of 23 & 24	"		-	-	100	100	39.5	9	1.1	-	-	-	-	-	-	-	-	-	ok
26	"	-	"	F/A	-	-						100	95.9	81.7	66.2	43.7	23.7	7.3	3.8	2.8	ok
27	20/12/14	108+204	pipe culvert Bed	C/A(1-1/2)	100	94.8	--	4.6	0	0		-	-	-	-	-	-	-	-	-	
28	"	"	"	C/A(3/4)		100		94	9.6	0.6		-	-	-	-	-	-	-	-	-	
29	"	"	"	C/A(1/2)				100	68	9.5	0.5	-	-	-	-	-	-	-	-	-	
30	"	Blend of 27, 28 & 29	"		100	97.4		50.5	16.5	2.1	0.1	-	-	-	-	-	-	-	-	-	ok

ANNEXURE-IV

SECURITY REPORT

1. **General**. The security environment in Pakistan has added a new dimension of terrorism after the massacre carried out by the terrorist in Army Public School Peshawar. The terrorist has selected a very soft and innocent target and killed about 140 Children. This brutal and inhumane act by the terrorist indicates their impulsive approach. The act of brutality has been condemned by all folk of life internally as well as externally and this is the first time that all political parties as well as Military Leadership has joined hands to fight terrorism by evolving Strategy at National level.
2. **Threat Perception**
 - a. After the Peshawar incident the Political and Military Authorities has so far retaliated strongly to tackle the terrorist in ruthless way thereby establishing the writ of the Government and eliminating terrorism from the country. The ban imposed on hanging has been lifted and execution is in the process. However, the initiative of terrorist activities in terms of selection of target and time rest with the miscreants therefore it is perceived that in retaliation they will strike again possibly on soft targets. In Balochistan likely zone of terrorism may be Quetta City and Quetta –Chamman Axis as most of the Afghan dominated Tribes and Afghan refugees are settled there and involved in terrorist activities.
 - b. The Security environment along Quetta- Kalat Axis would likely to remain moderate however in general area of Mastung Religious Groups who are linked with Taliban may increase terrorist activities with the aim to pressurize Government to step down from death execution process. As for as the Separatist/Linguistic Groups are concerned, it is perceived that they are likely to remain a moderate risk for operating in the area.
3. **Incidents Occurred During Current Quarter**
 - a. **Quetta- Chamman Axis**
 - (1) On 01 Oct 2014, some unidentified miscreants fired and killed two brothers along with their sons. The incident occurred in Dasht Goran in Distt Kalat. The miscreants escaped from the scene and no arrest reported.
 - (2) On 18 Oct 2014, some miscreant fired upon NATO container near Kuchlagh on Quetta –Chamman Road. The driver sustained injuries and evacuated to hospital. No arrest reported.
 - (3) On 02 Nov 2014, unknown miscreants blasted Improvised Explosive Devise near PTCL Exchange, Mall Road Chamman. No loss reported.
 - (4) On 11 Nov 2014, at about 1730 hrs, TTA persons blocked Quetta- Chamman Road In front of Moulvi Ghani Madrassa . They also blocked NATO Oil Tankers moving from Chamman to Quetta and stoned on them. The Levies reached the scene and rescued the tankers.
 - (5) On 20 Nov 2014, Some unknown persons carried out fire with Small Arms in area By Pass Road Chamman. Resultantly one civilian named Muhammad Hassan got injured and evacuated to hospital.
 - (6) On 24 Nov 14, a bomb was planted by the Terrorist right in front of Headquarters Frontier Corps Chamman located on Quetta- Chamman Road. Fortunately it could not exploded and later defused by the Bomb Disposal Squad.
 - (7) On 04 Dec 14, some unknown miscreants fired on Private Container in area of Killa Abdullh. The containers were moving from Quetta to Chamman. No arrest/Loss reported.
 - (8) On 23 Dec 14, Federal Investigation Agency carried out a raid and arrested 12 Afghan/ Uzbek national from Chamman. All of them were without legal documents and also carrying arms with them.

- (9) On 23 Dec 14, the Security Forces carried out a raid in Killi Jamalabad near Kuchlagh and arrested 05x terrorist including one TTP commander. The Security Forces also recovered heavy quantity of arms, ammunition and explosive.

b. Quetta- Kalat Axis

- (1) On 05 Oct 2014, the terrorist killed a man named Bashir Ahmed by firing near Mangocher. The deceased was travelling in a Public Transport when he was made to de embark from the Wagon and killed.
- (2) On 17 Oct 2014, a Hand Grenade was thrown on Frontier Corps Vehicle near Mastung. Resultantly two soldier got injuries and evacuated to hospital. United Baloch Army claimed for the incident. No arrest reported.
- (3) On 13 Nov 14, Two persons (Father and Son named Usman Lango and Saddam Lango) were killed near Mangocher by unknown Motorcyclist.
- (4) On 13 Nov 14, 04x Rockets were fired on Frontier Corps Camp in Mastung. No loss reported.
- (5) On 20 Nov 14, a planted Bomb exploded on Railway Track near Spezend resultantly 08xBogeis of Akbar Bughti Express derailed. No major loss reported.
- (6) On 22 Nov 2014, at about 2030 hrs, 04x unknown miscreants looted AlZubair Coach on Quetta- Kalat Road.
- (7) On 18 Dec14, an IED (Improvised Explosive Device) weighing around 30-40 KGs was planted under a culvert at RD 98+053 (SECII). The said IED was defused by the Bomb Disposal Squad and no untoward accident occurred.

c. Quetta City

- 1) On 02 Oct 2014, two incidents happened within one hour on Double Road and Killi Gul Abad in which some unknown miscreants threw Hand Grenades in Barber and Photographer's shops killing four persons and injuring thirteen others. They also carried out indiscriminate firing and escaped.
- 2) On 04 Oct 2014, some unidentified persons threw Hand Grenades in a house belonging to a Property Dealer Ameer Hamza resultantly three children got injured. The miscreants managed to escape.
- 3) On 12 Oct 14, unidentified miscreants threw Hand Grenade on Frontier Corps, s vehicles near Joint/Saryab Roads Cross and vanished. No loss occurred.
- 4) On 12 Oct 14, One named Sharjeel Shah S/O Saleem Shah Adminitator District Bolan kidnapped from Saryab Road by unknown miscreants.
- 5) On 23 Oct 2014, ten personnel shot dead near Vegetable Market Hazar Ganji by some miscreants. All deceased were from Shia sect. Reportedly this sectarian violence was carried out by Lashkar e Jhangwi.
- 6) On 23 Oct 2014, a suicidal attack was carried out on Moulana Fazal ur Rehman of Jumiat e Ulmai Islam. Fortunately he escaped from the injuries and remained safe. A terrorist Organization named Jhundola has claimed for said attack.
- 7) On 31 Oct 2014, an Improvised Explosive Devise explode near Frontier Corps vehicle on Hazar Gaji Link Road. No loss occurred and two personnel have been arrested.
- 8) On 11 Nov 14, One Child Killed While 01x DSP, 04x Policemen and 03x Ladies sustained injuries in a Car Explosion. The Car Bomb was planted to kill a Civil Judge belonging to Terrorist Court.

- 9) On 12 Nov 14, Two unidentified Motorcyclist indiscriminately fired on shop keepers and killed 05x Persons on Usman Road Quetta.
- 10) On 22 Nov 14, Two Motor cyclists fired on the Convoy of Mr Abdul Kabir a Member of National Party, resultantly two person named Moulvi Aziz Ullah and Shah Jehan(**A Sub Contractor of FWO**) sustained serious injuries. The incident occurred near Sheikh Zayed Hosp
- 11) On 22 Nov 2014, unknown miscreants planted a bomb in a Cycle on Saryab Road and exploded it once two Frontier Corps Vehicles reached near it. One person sustained injuries and evacuated to the hospital.
- 12) On 03 Dec 14, Security Forces carried out a raid on a House located on Eastern Bypass with a view to arrest some terrorist who were involved in killing of Polio Team. An encounter took place and one terrorist was killed while two escaped. Three policemen also sustained injuries.
- 13) On 03 Dec 14, a bomb planted on Joint Road Quetta by the miscreants to kill Mr Raza Breech, Education Minister. The bomb exploded but the Government Officer escaped any injury however two pedestrians sustained injuries and evacuated to hospital.
- 14) On 03 Dec 14, Dr Manooj Kumar kidnapped from Musjid Road Quetta for ransom. He is not yet recovered.
- 15) On 05 Dec 14, a Car Bomb exploded near Old Vegetables Market. The bomb was planted with the aim to destroy Frontier Corps and Police vehicles on a routine patrolling. One pedestrian was killed while 14 injured. Three Civil vehicles and two Motor Cycles got burnt.
- 16) On 19 Dec 14, Security Forces and Police carried out a raid near Eastern Bypass and arrested 06x Taliban along with arms, ammunition and explosive. The miscreants were shifted to unknown place for interrogation.
- 17) On 20 Dec 14, some unknown miscreants fired and killed on person belonging to Balochistan Constabulary. The miscreant escaped and no arrest reported.
- 18) On 21 Dec 14, three Afghan National were arrested by the Police who were involved in arms and narcotics smuggling.
- 19) On 23 Dec 14, one Transported named Abdul Qadi Lehri was kidnapped from his office located at Saryab Road by unknown miscreants.
- 20) On 23 Dec 14, The Security Forces carried out a search operation near Hazar Ganji and arrested three Afghan Nationals along with cache of arms and ammunition.
- 21) On 24 Dec 14, a Cycle Bomb planted on Prince Road Quetta exploded resultantly death of 04x persons while 28 Persons got injured and several shops vehicles destroyed. No arrest reported.
- 22) On 26 Dec 14, carried out a raid in Kuchlagh and arrested 12x Taliban including one important commander along with suicidal jackets. They were shifted to unknown place for further interrogation.
- 23) On 27 Dec 14, two bombs were planted near” Munir Mengal Crossing” with the aim to destroy “Jaffar Express Train”. However on information from a civilian the Bomb Disposal Squad reached on the scene and defused the planted bombs. No loss reported.
- 24) On 28 Dec 14, the Security Forces carried out a raid in a house located on Eastern Bypass and arrested three terrorists including one of their Commander. About 12 KGs of explosive and other bomb making accessories have been

recovered from them. The arrested persons were shifted to unknown place for interrogation.

2. **Quarterly Training Imparted to Security Guards.** AGES Office Quetta has also carried out Quarterly Training of Security Guards and imparted training on following aspects:

- a. Live Fire Practice of 9 MM Pistol, .30 MM Pistol, Pump Action 12 Bore Shotgun and 7 MM Rifle.
- b. Guarding drills and procedures while on the Field.
- c. Anti-Ambush drills and procedures in case such incident encountered.
- d. Close combat drills and procedure.
- e. Fire Fighting drills and procedure covering following aspects:
 - (1) How to Fight the Fire in a disciplined manner.
 - (2) How to exercise control over the Office and Laboratory area.
 - (3) How to stop strangers coming close to the area of fire.
 - (4) How to stop theft and looting.

4. **Advisory Issued to AGES- KQC (RP) Employees.** The Technical and Supporting Staff of KQC (RP) have been advised to strictly follow the security SOPs and instructions. Following aspects were emphasized:
- a. All Staff must avoid going to Public places like Shopping Malls, Markets, and Cinema Hall etc as these are soft targets for the terrorist.
 - b. While going to the Field Areas the Staff must wear clothes which merge with the local Population and remain in low profile.
 - c. Avoid routine movement of vehicles and time of move. The vehicles detailed for the field must be rotated frequently.
 - d. Visit schedule to be kept confidential and must not be discussed with any unauthorized person. The Principle of “Need to Know” should be strictly followed.
 - e. While on visit to the Field Area, The Security Staff must charge their weapons immediately and cover both flanks once Technical Staff de- embark from the vehicles and are busy in monitoring process.
 - f. In case a vehicle develop some fault, it should not be left alone rather one Security Guard will always be deputed with the driver and Security Officer informed accordingly.

ANNEXURE-V

MINUTES OF MEETING

Minutes of Meeting held with Member NHA on 24.12.2014

A meeting was held with Member NHA Balochistan, in his office at Quetta.

The following attended:

1. Mr.Saleem Raza	Project Manager	AGES
2. Mr.Saeed Rehman	Quality Assurance Manager	AGES
3. Mr.Kaleem Nasir	M& E Specialist	AGES
4. Qazi Amanullah	M&E Specialist	AGES
5. Mr. Noor Hassan Mandokhel	General Manager	NHA

The following points were discussed:

• **Milestones**

Project Manager AGES apprised the meeting that in order to claim a payment against a Milestone, the same has to be completed in all respects .He elaborated and explained different Milestones as given in PIL. He requested the Member NHA to advise FWO to follow the prerequisites of IPC before its submission in order to avoid any hurdle in its certification.

Member NHA assured that matter will be looked into and appropriate action required will be taken.

• **Scope of Work**

Project Manager AGES brought to the notice of Member NHA that scope of work as given in the agreement should be followed adhering to NHA General Specifications *vis a vis* BOQ items. Any deviation needs approval of NHA and with the concurrence of USAID.

Member NHA agreed with the observations and asked GM NHA to have a meeting with all stake holders to resolve the issue.

• **Quality Assurance**

Quality Assurance Manager AGES highlighted the issues regarding quality and gave his observations regarding presence of EGC staff at site. He told that the staff of EGC is found invariably not available. He explained the Role of AGES Team.

M&E specialists also gave their input about quality of work and were of the opinion that although definitive improvement is seen at site but there is lot of room for further improvement.

Member NHA directed GM NHA to take up the matter with FWO for appropriate action on their part.

- **Coordination Meeting**

PM AGES suggested to have a coordination meeting of all stake holders, preferably in the first week of every month.

Member NHA agreed to the suggestion and directed GM NHA for taking steps to hold such meetings.

The meeting ended with a vote of thanks from chair and to the chair.

Project Photographs

Khadkocha to Quetta (Section – 2)

August / September



Excavation for R/Wall at Km 98+032 to km 98+220

December



Completed R/Wall at Km 98+032 to km 98+220



Lean concrete for Apron of Box Culvert at KM 98+615



Completed Apron of Box culvert at Km, 98+615



Carriage way before fixing of kerb Stone at Km 107+000



Carriage way after fixing of Kerb Stone at Km 107+000



Excavation for Apron & Cut off wall at Km 98+13



Completed Apron & Cut off wall
at Km 98+131 ending



Removal of damaged ACBC from Km 71+000
To 71+ 740



ACBC in Progress from Km 71+000 to
71+ 740

Jangle Piralizai to Chaman (Section – 4)

August / September



ABC at Km 70+255

December



ACBC at Km 70+225



Excavation for apron of Battery Cell Culvert at Km 106+430



Completed apron of Battery Cell Culvert at Km 106+430



Battery cell culvert at Km 68+450



Completed bottom slab of Battery cell culvert at Km 68+450



Lean concrete for drain at Km 60+20



Top slab for drain at Km 60+20



View of causeway at Km 97+625



Causeway Concreting at Km 97+625 in Progress



Battery cell culvert at Km 68+950



Curing of lean concrete Battery Cell Culvert at Km 68+950



Retaining wall at Km 87+255 in Progress



Completed retaining wall at Km 87+255

Field/Lab testing



ACWC Core extraction at Km 78+830



Screening of Sub-Base Material at stock pile



Bitumen extraction test at AGES lab



FDT of Sub-Grad at Km 108+500



Checking Temperature of water in Curing Tank
At Shela Bagh Lab.



Crushing of Cylinder at Shela Bagh Lab.