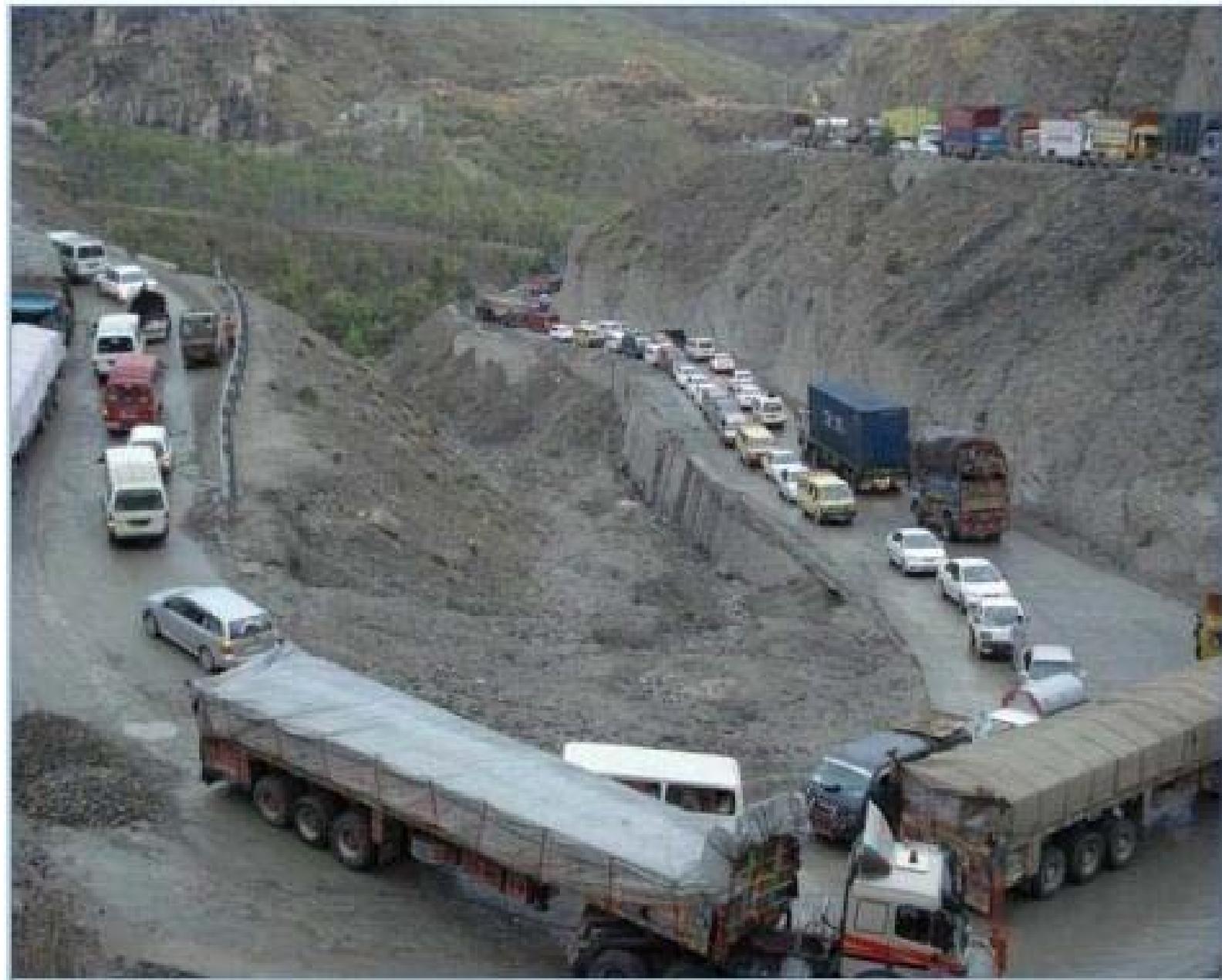




USAID | **PAKISTAN**
FROM THE AMERICAN PEOPLE



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

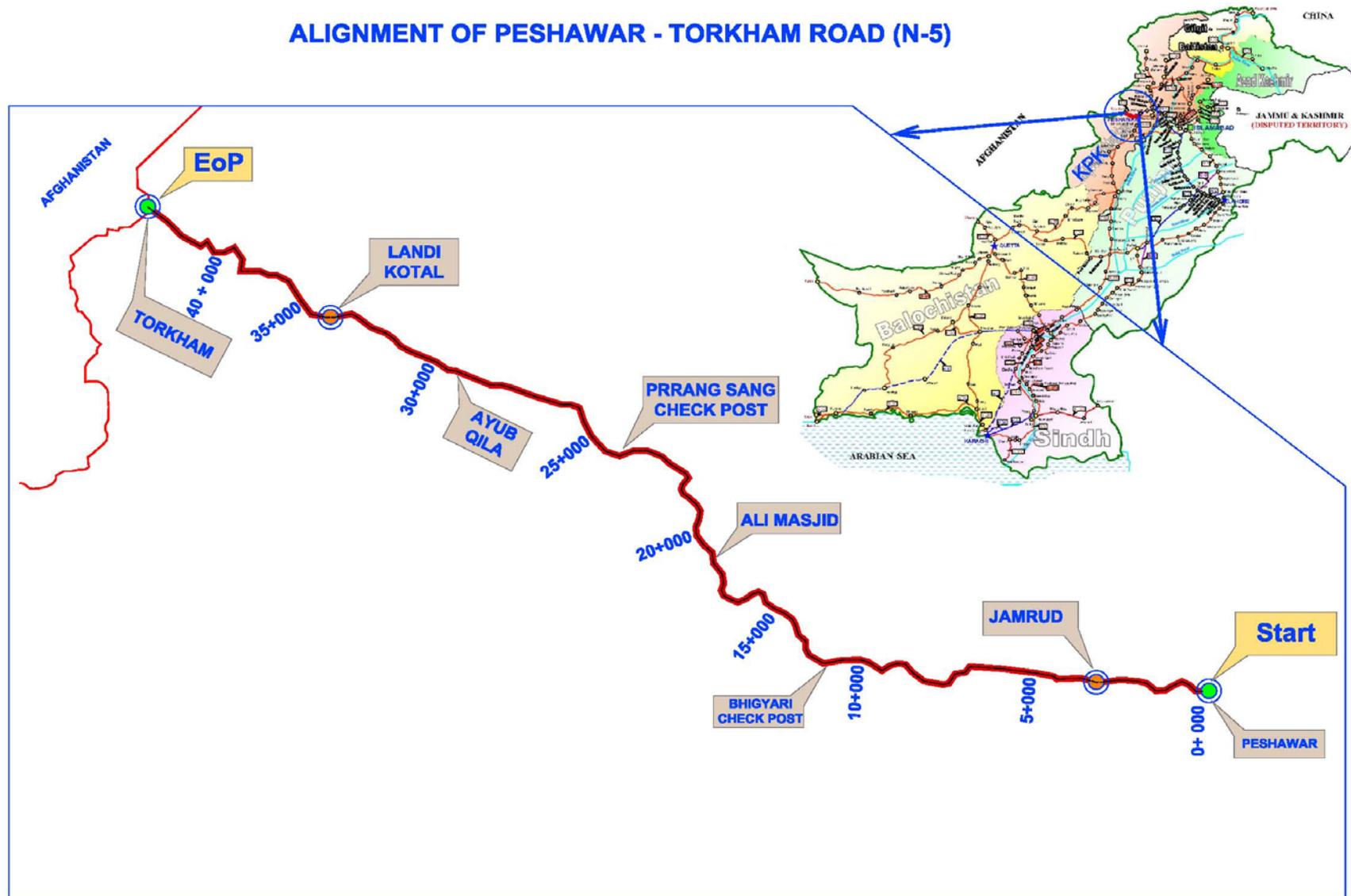
**MONTHLY PROGRESS REPORT # 19
JULY 2014**

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ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)



SUMMARY

Peshawar – Torkham road is an integral part of National Highway (N-5), a vital piece of the nation’s infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. The project “Strengthening & Improvement of Peshawar Torkham Road” is funded with United State Agency for International Development (USAID) grant amounting to 67 Million USD and implemented by FATA Secretariat as project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor.

The 46 KM Peshawar – Torkham road (PTR) has been split into multiple sections for designing / construction purposes due to inherited site specific conditions such as live traffic corridor, gigantic hilly terrain, safety and security restrictions etc. Work on Section – I of the project was initiated by FWO on October 15, 2012.

During the reporting month, the Contractor team utilized 21 working days due to Eid. The total percent time elapsed up to 31st July, 2014 is about 81% while the overall certified amount is USD 17,242,421.

FWO was constantly advised to demonstrate good environmental practice in conformity with the construction environmental management plan.

Major physical construction activities in each section are presented as under:

SECTION – I (KM: 0+000 To 9+000)

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

SECTION – II (KM: 9+000 To 14+000)

<u>WORK ITEM</u>	<u>SEC – II</u>
○ Earthwork:	95.00 %
○ Sub Base (Rigid Pavement):	98.14 %
○ Sub Base (Flexible):	82.60 %
○ Water Bound Macadam:	80.43 %
○ Asphaltic Base Course:	76.09 %
○ Asphaltic Wearing Course:	76.09 %
○ Rigid Pavement:	96.30 %
○ Culverts:	96.48 %
○ Retaining Walls/Breast Walls:	92.39 %

- Work on 2,075 M (cumulative) retaining/breast walls is in progress.
- Traffic continually plying on remaining 01 KM diversion / detour.

SECTION – III (KM: 14+000 To 19+000)

<u>WORK ITEM</u>	<u>SEC – III</u>
○ Earthwork:	93.50 %
○ Sub Base (Rigid Pavement):	71.27 %
○ Sub Base (Flexible):	100.00%
○ Water Bound Macadam:	100.00%
○ Asphaltic Base Course:	93.62 %
○ Asphaltic Wearing Course	93.62 %
○ Rigid Pavement:	41.26 %
○ Culverts:	76.02 %
○ Retaining Walls/Breast Walls:	42.19 %

- Construction continued on 19 No's cross drainage structures & 1,850 M (cumulative) retaining walls in section – III.
- Traffic continually plying on remaining 01 Km diversion / detour.

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

- Re-adjustment of PC-1 for section-IV under progress with FWO/ NESPAK.
- Work continued to finalize the conceptual design and PC-1 for sections – V to EoP.
- Sub-base paving work in section – IV & V continued.
- Laying of water bound is in progress in section V.
- Laying of asphaltic base course started in section V.
- Work continued on construction of culverts in section - IV & V.
- Work on roadway excavation and retaining walls in progress in section - IV & V.
- Traffic continually plying on diversions / detours.

BRDIGES AND MULTICELL CULVERTS IN DIFFERENT SECTIONS

- PIL for 02 bridges & 02 multicell culverts approved by USAID.
- PC-1s for six bridges in progress with FWO/ NESPAK.
- At bridge (KM 9+560) deck slab and side barriers concreting completed. Retaining wall for abutment #02 (Peshawar side) also completed and Torkham side retaining wall is in progress.
- At bridge (KM 18+475) bottom slab completed.

- At bridge (KM: 23+850) abutment #1 transom complete and abutment #2 transom is in progress. Central pier shaft concrete also completed.
- At bridge (KM 27+000) dismantling of existing bridge completed.
- At bridge (KM 27+250) 11 working piles completed.
- At multicell culvert (KM: 11+190) upstream and downstream aprons, and top slab concreting of 07 cells completed.
- At multicell culvert (KM: 22+925) top slab concreting of 05 cells completed.

INTRODUCTION

PROJECT BACKGROUND

The Federally Administered Tribal Area (FATA) Secretariat of the Government of Pakistan (GoP) under the Quick Impact Projects (QIPs) in the Khyber Agency has inked an agreement with USAID for financial assistance in the form of a Grant for Strengthening and Improvement of 46 KM long existing two-lane, two-way carriageway from Peshawar to Torkham (N – 5). The Project will support the GoP in improving accessibility to the remotely located areas of Khyber agency and enhance logistic support to law enforcing agencies, besides assisting trade between Pakistan and Afghanistan. The Sponsoring agency for the Peshawar Torkham Road Project is FATA secretariat, headed by Additional Chief Secretary FATA. The Executing agency is Frontier Works Organization (FWO).

Table: 1

Civil Works Package Features							
Physical Limits	Peshawar to Torkham						
Feature	Section – I	Section – II	Section – III	Section – IV	Section – V	Section – VI	Section – VII
Kilometers	0+000 to 9+000	9+000 to 14+000 (Revised)	14+000 to 19+000 (Revised)	19+000 to 24+000 (Revised)	24+000 to 33+000 (Revised)	33+000 to 37+000 (Revised)	37+000 to EoP (Revised)
Black Top	Total 12.3 meter (7.3 meter carriageway & 2.5 meter structural shoulders on either side)						
Completion Period	807 Calendar Days						

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.

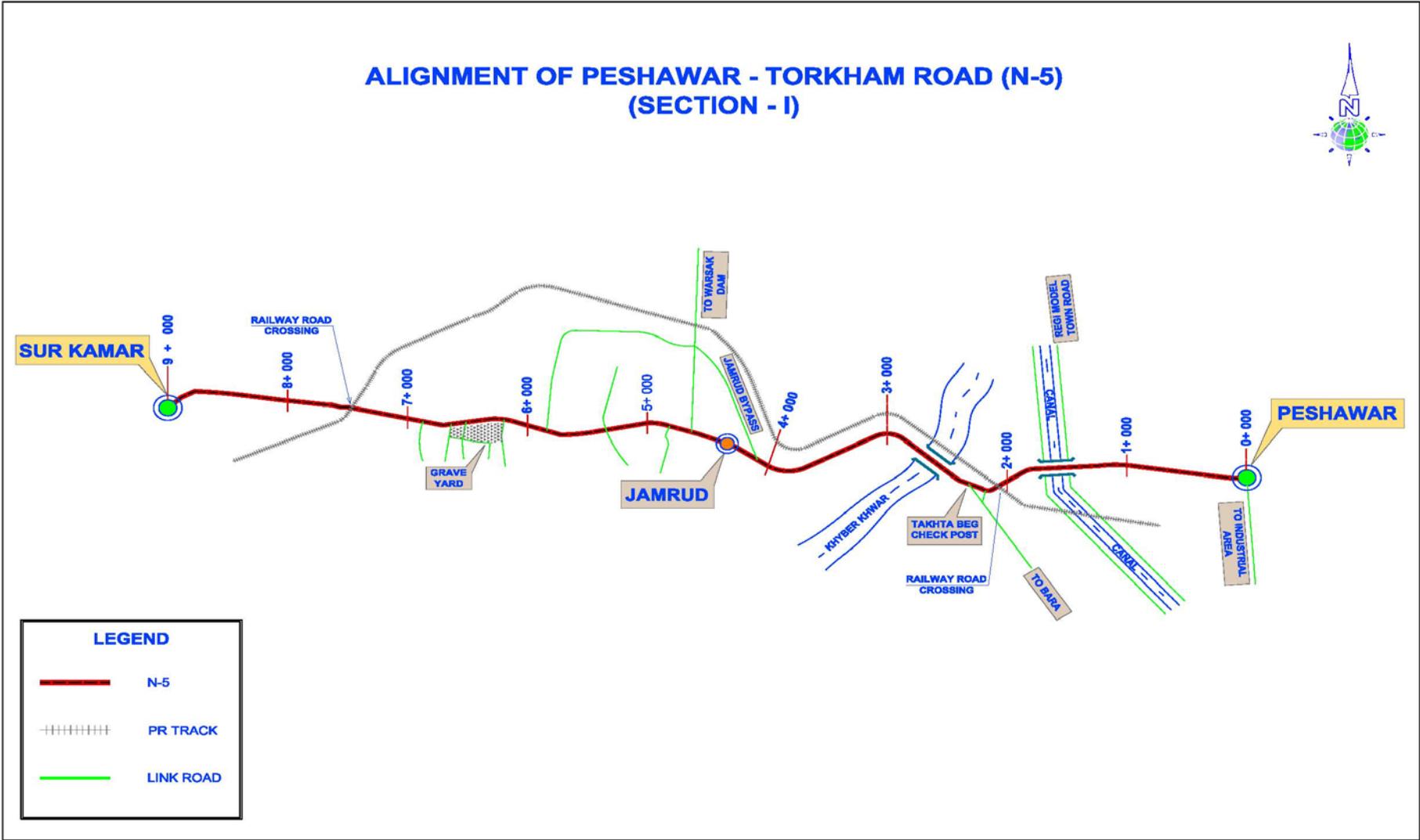
GENERAL CONTRACT DATA

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

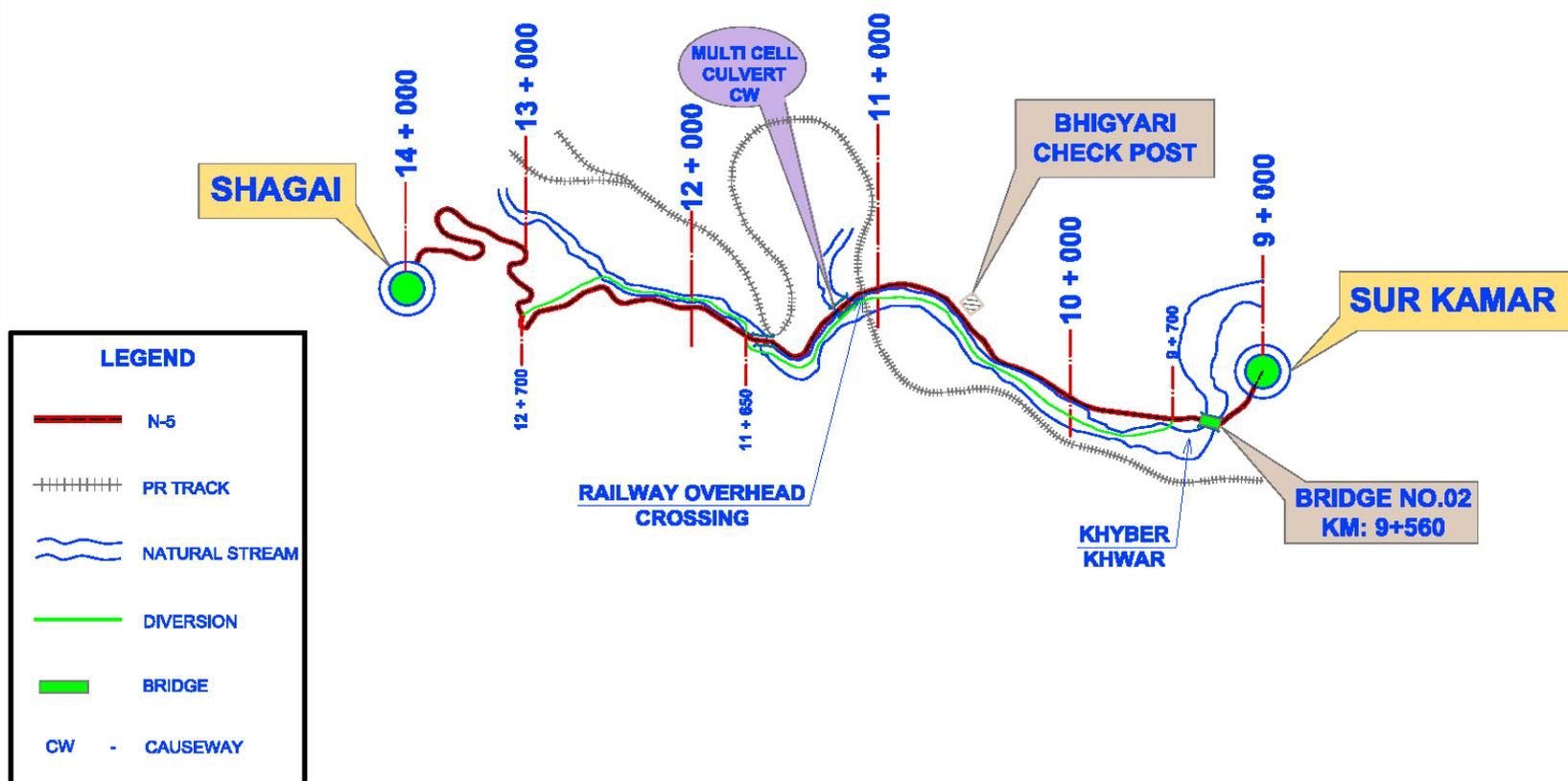
SECTIONS DATA

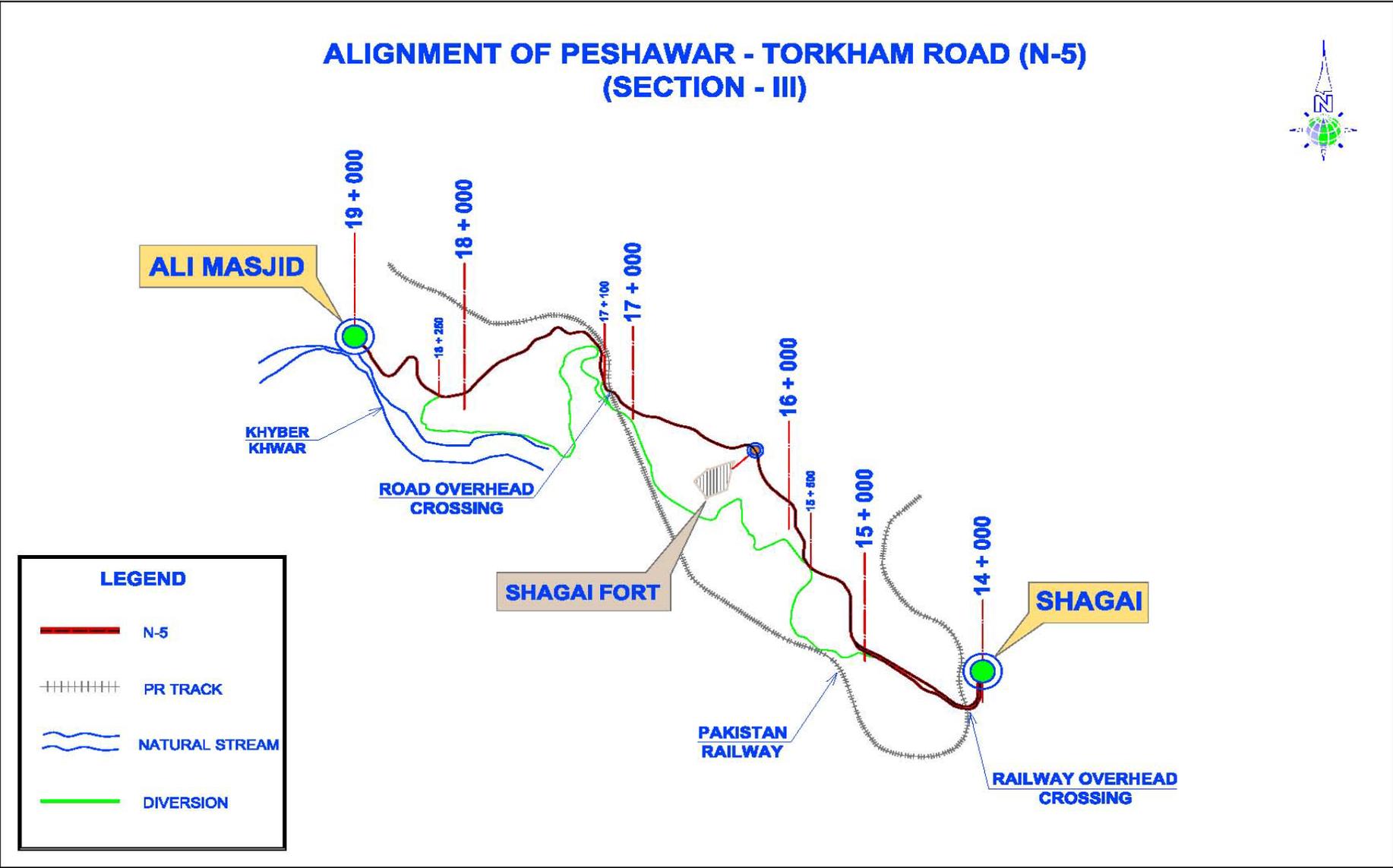
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|------------------------------------|--|
| 1. Name of Package | Section – I (CH: KM: 0+000 to CH: KM: 9+000) |
| 2. PIL Cost (Section – I) | Rs. 937.939 Million (US \$ 9.978 M) |
| 3. Approval of PIL (Section – I) | Jan 10, 2013 |
| | |
| 1. Name of Package | Section – II (CH: KM: 9+000 to CH: KM: 14+000) |
| 2. PIL Cost (Section – II) | Rs. 985.266 Million (US \$ 9.383 M) |
| 3. Approval of PIL (Section – II) | Dec, 18, 2013 |
| | |
| 1. Name of Package | Section – III (CH: KM: 14+000 to CH: KM: 19+000) |
| 2. PIL Cost (Section – III) | Rs. 989.320 Million (US \$ 9.512 M) |
| 3. Approval of PIL (Section – III) | Feb, 04, 2014 |
| | |
| 1. Name of Package | Construction of Two Bridges and Two Multi-cell Culverts |
| 2. PIL Cost | Rs. 348.5 Million (US \$ 3.668 M) |
| 3. Approval of PIL | June 27, 2014 |

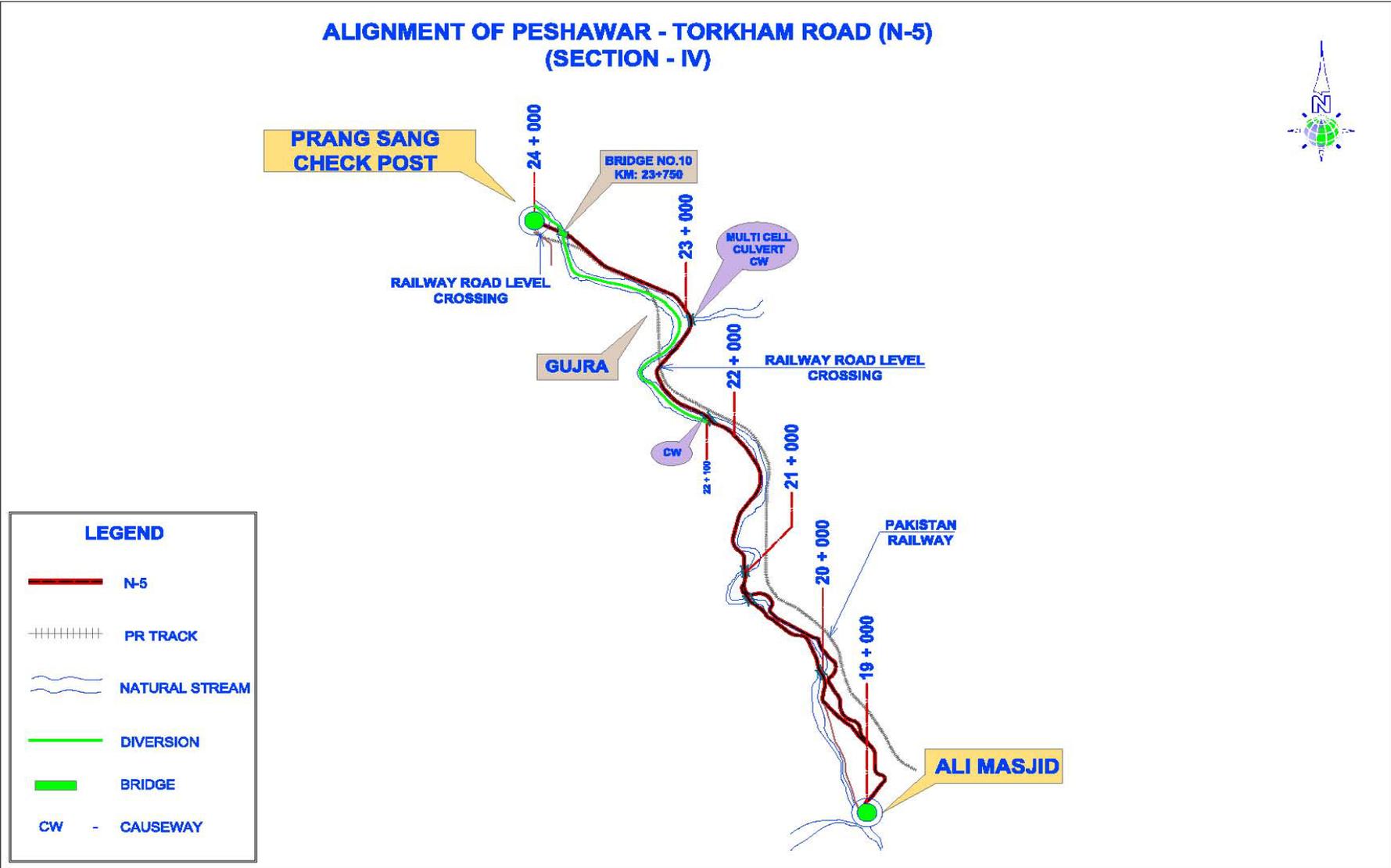
ALIGNMENT SKETCHES

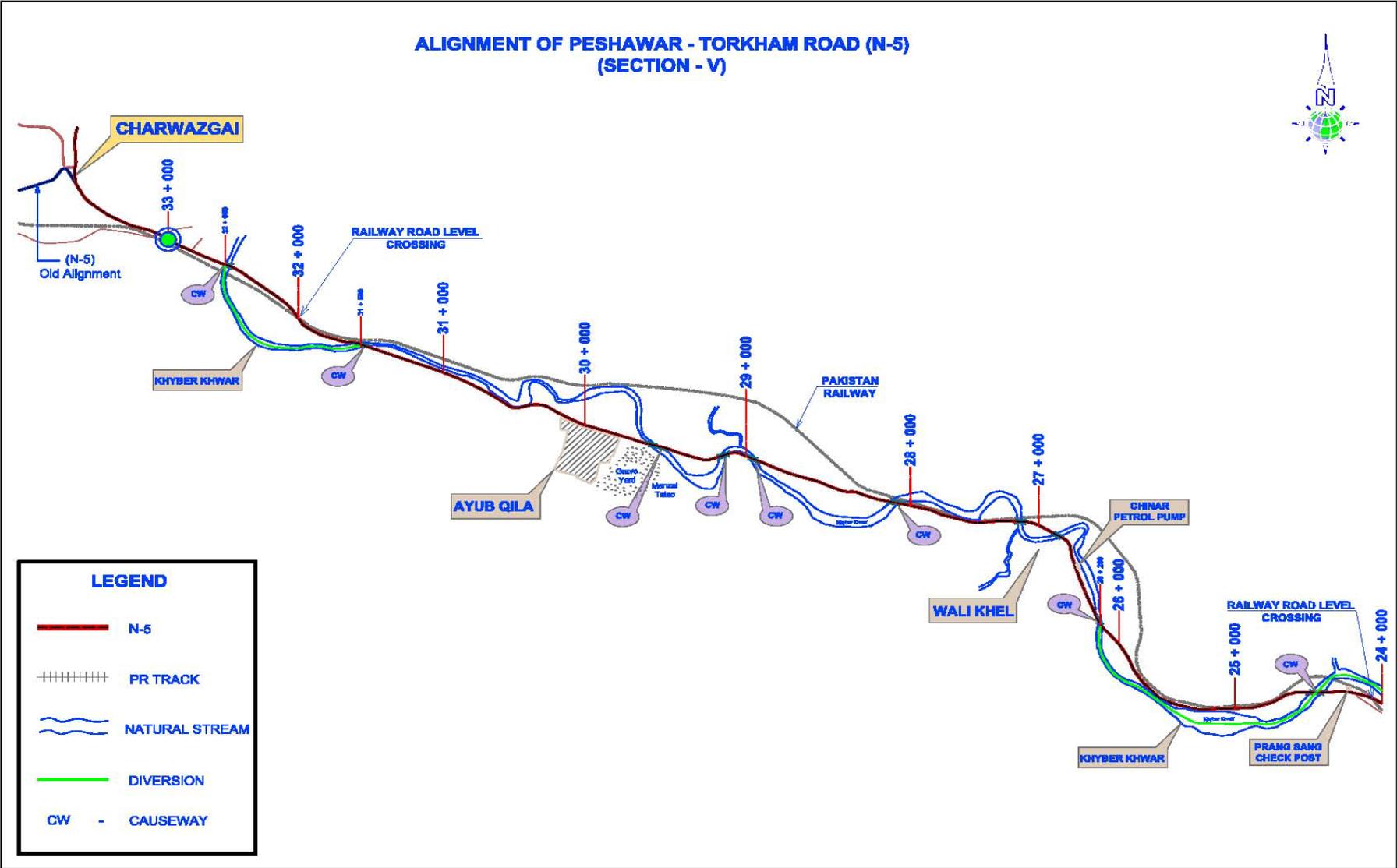


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

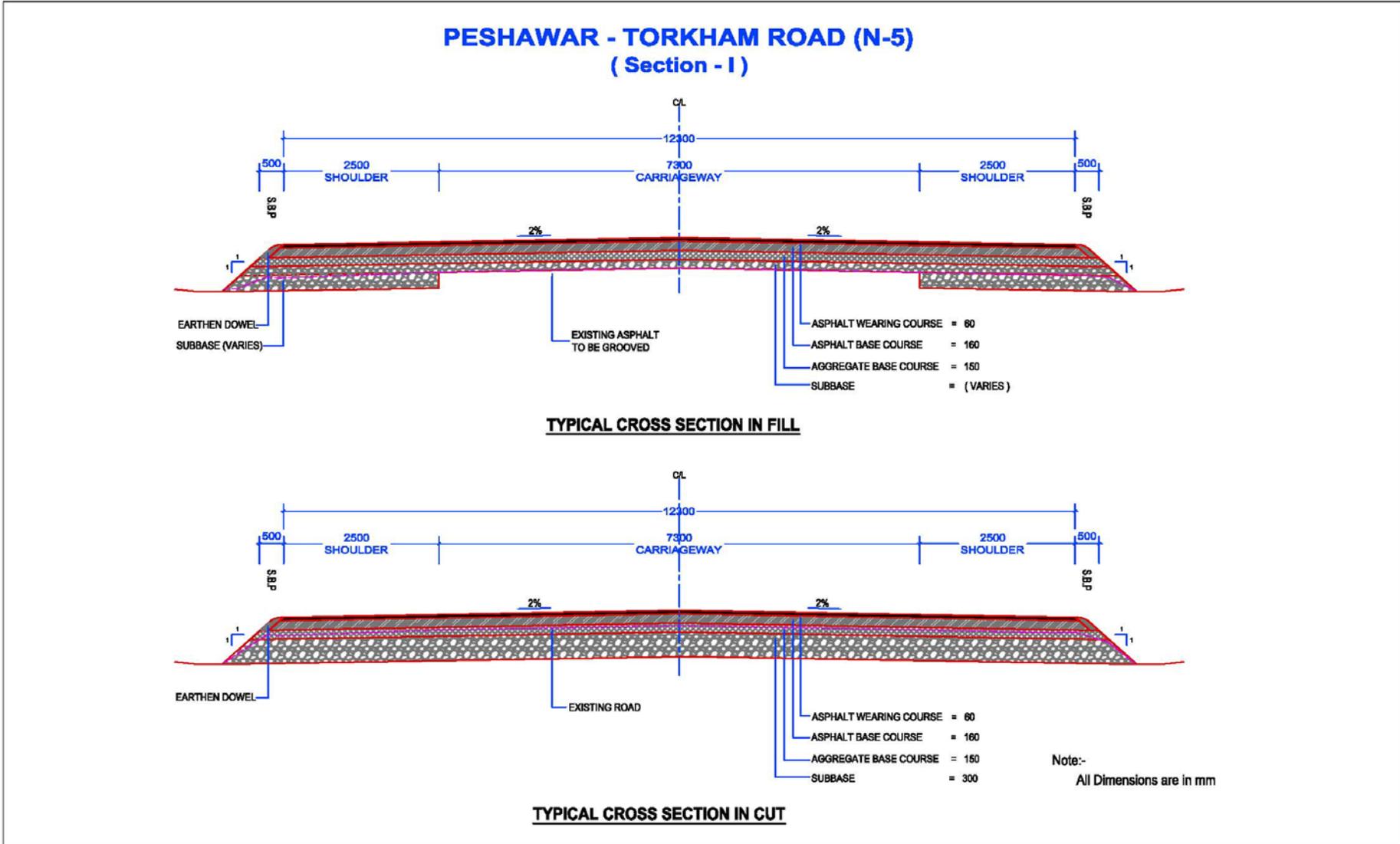


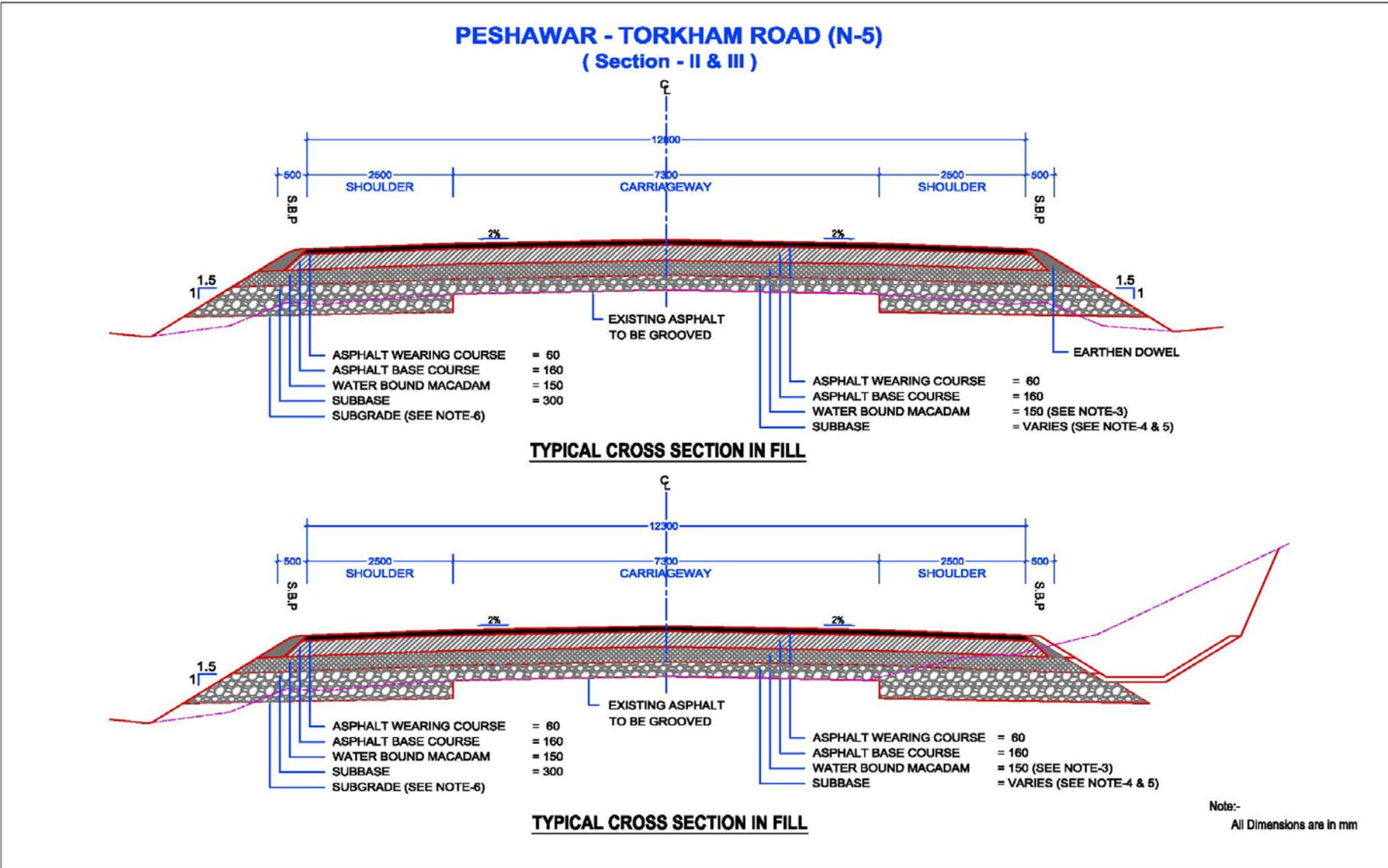


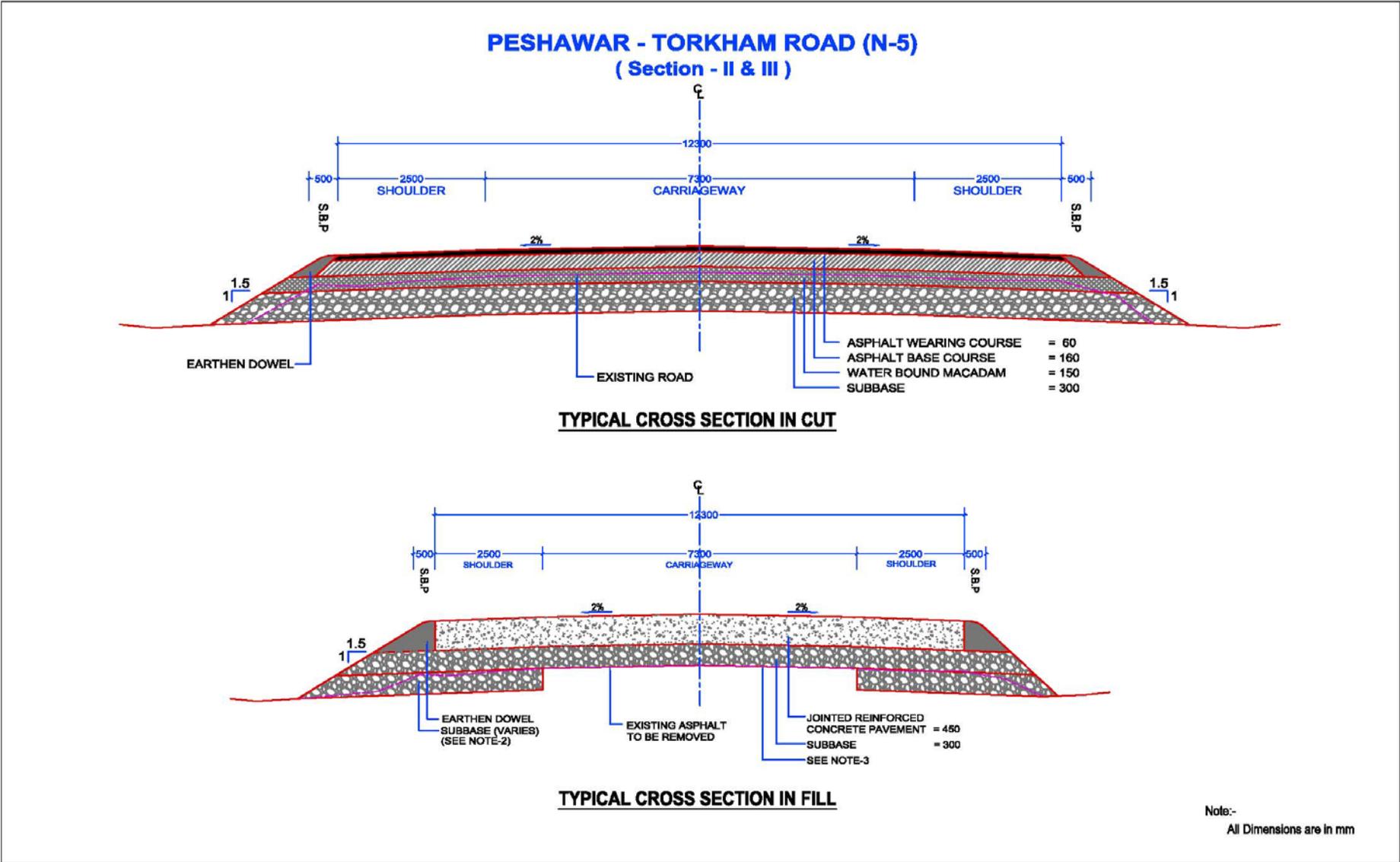




TYPICAL CROSS SECTIONS OF ROAD







M&E SERVICES & PROGRESS OF ACTIVITIES

M&E CONSULTANTS MAJOR ACTIVITIES DURING THE REPORTING MONTH-JULY'2014

- The M&E Consultants continued to monitor the ongoing construction activities and conducted requisite material sampling & testing.
- Actively participated in on-site discussions with FWO/NESPAK regarding ongoing construction activities.
- Work continued to finalize the detailed design & ground survey from KM: 24+000 To EoP.
- Attended joint co-ordination meeting at CRE office to address quality related issues of ongoing site activities.
- The M&E consultants continued to liaise with relevant stakeholders about environmental, planning 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.

MATTERS REQUIRING ATTENTION

SLOW PROCESS OF PC-1s APPROVAL

Since project commencement in Oct 2012, 05 No: PC-1s (04 for sec-I, II, III & IV from KM: 0+000 To 24+000, and one PC-1 for 02 bridges plus 02 Multi cell culverts), amounting in total to PKR 4,188 Million have been approved by FATA Development Working Party (FDWP). However, approval of the remaining PC-1s of PTR (Sec V to VII, and bridges etc.) may be delayed due to cessation of FDWP's special powers of sanctioning up to PKR 1000 Million for developmental projects. Although FATA Secretariat has reportedly taken up the matter with the concerned authorities, FDWP currently can sanction up to their original ceiling limit of PKR 200 Million, and approval of the remaining PC-1s shall have to be obtained from Central Development Working Party (CDWP) / Executive Committee of National Economic Council (ECNEC).

Seeking approval from such an higher forum at the federal level being a time consuming process will eventually delay finalization of PC-1's & PILS and subsequent payment to the contractor in case FDWP's sanction powers were not restored.

MONTHLY JOINT MEETINGS AND SITE VISITS

As per activity agreement, a steering committee is to be made responsible for developing its own monitoring, evaluation and reporting plan and to meet at least once a month and whenever necessary.

For the interest of the project, a monthly joint site visit of all the stakeholders including USAID and FATA Secretariat needs to be carried out regularly to monitor, evaluate and assess the status of ongoing activities.

COMPLEXITY IN MAINTAINING TRAFFIC ON DIVERSIONS

Diversion tracks have been provided at intervals b/w KM: 09+000 To 35+000. However, substandard 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.

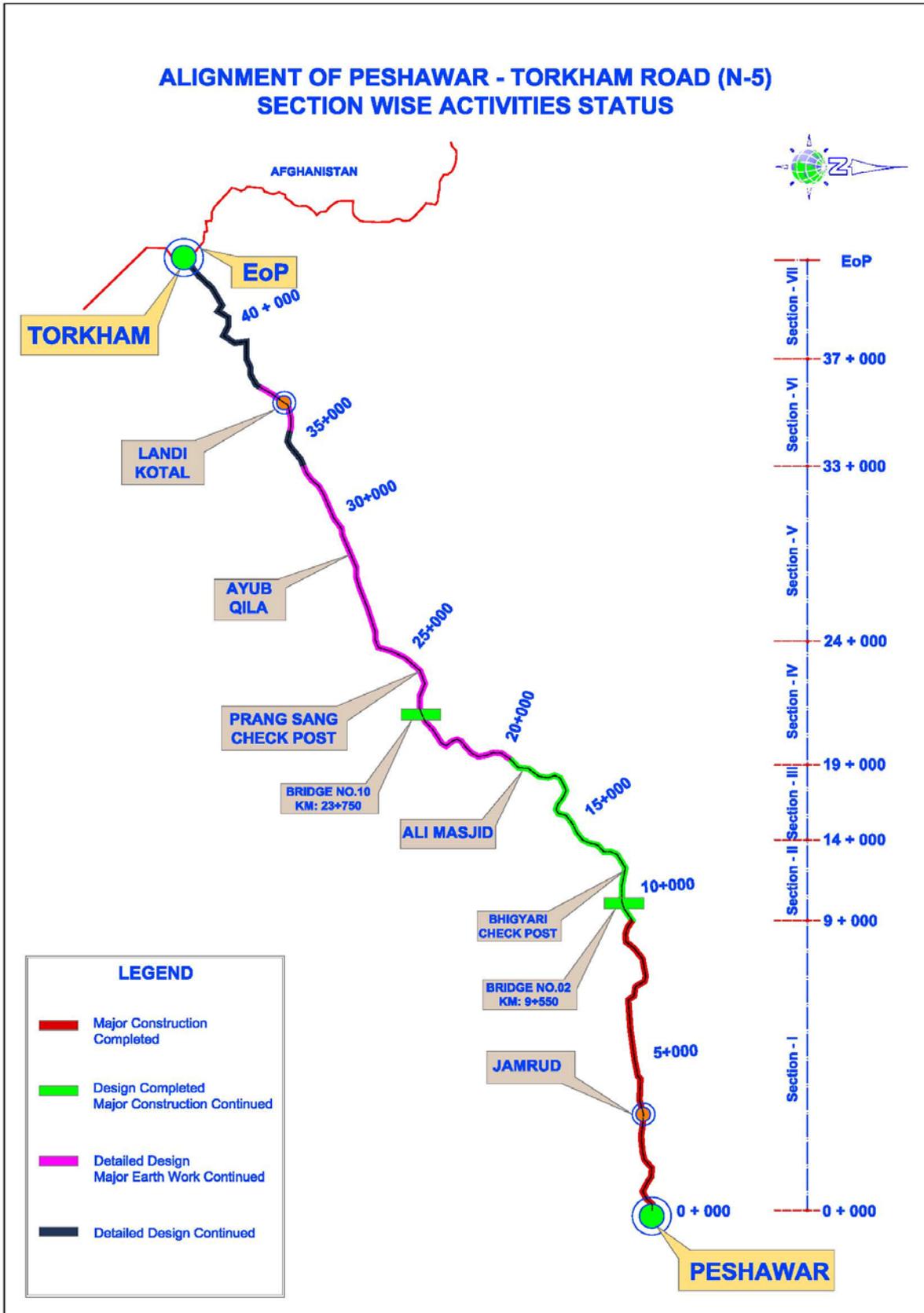
DELAY IN UTILITIES IDENTIFICATION / SHIFTING FROM CONSTRUCTION CORRIDOR

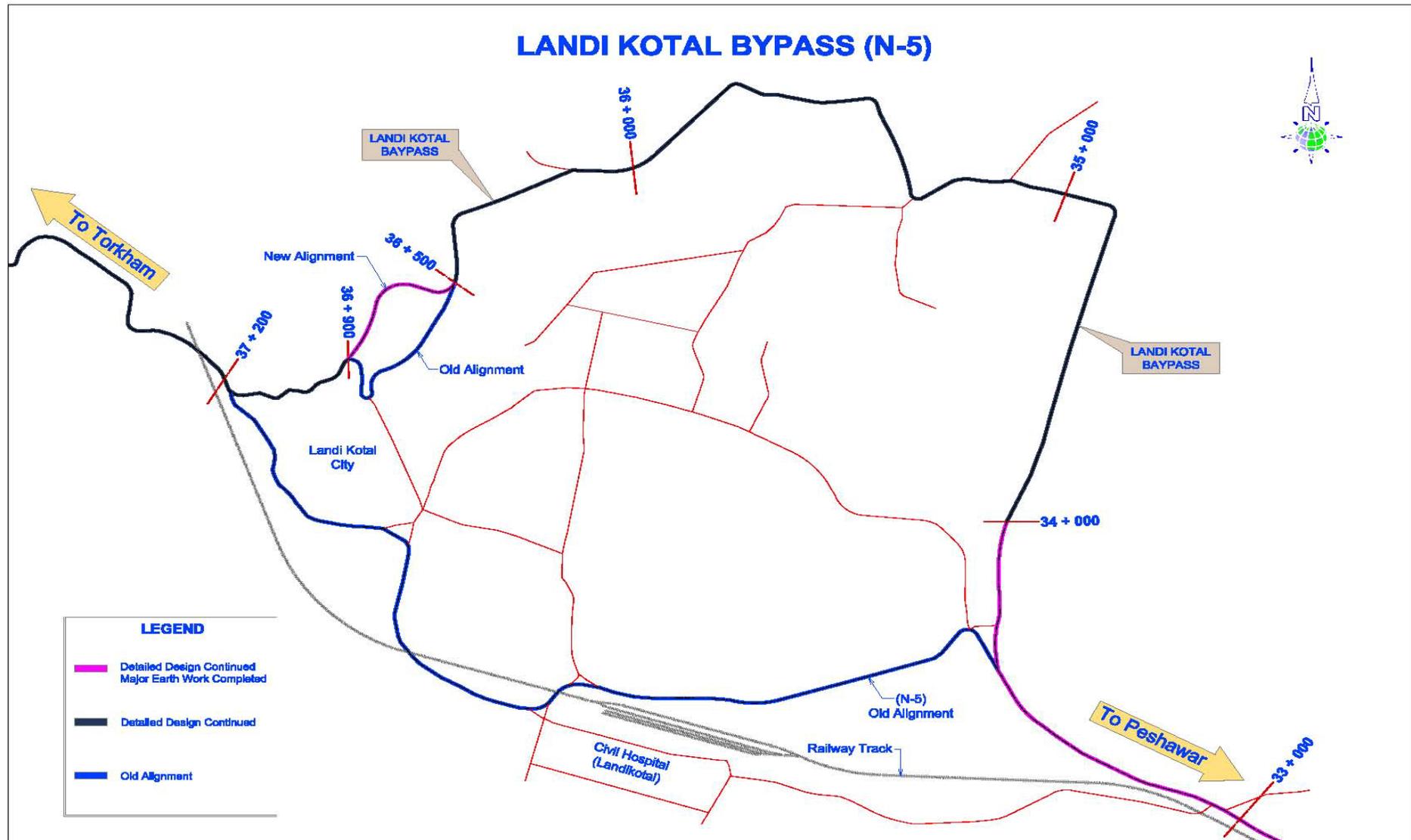
Since Peshawar Torkham road project traverses through the rolling / hilly terrain of Khyber agency, proper records of the underground utilities like water supply, sewerage lines and telephone cables etc. is hardly available. Utilities usually get identified during the construction activities. Similarly, shifting of overhead electric lines (including poles) got delayed due to nonpayment of relocation cost by FWO and cumbersome procedures involved for clearances / approvals / permissions from the concerned departments; thereby putting a constraint on the contractor's capacity to undertake construction work in an un-interrupted and continuous manner.

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.

SECTION WISE ACTIVITIES STATUS



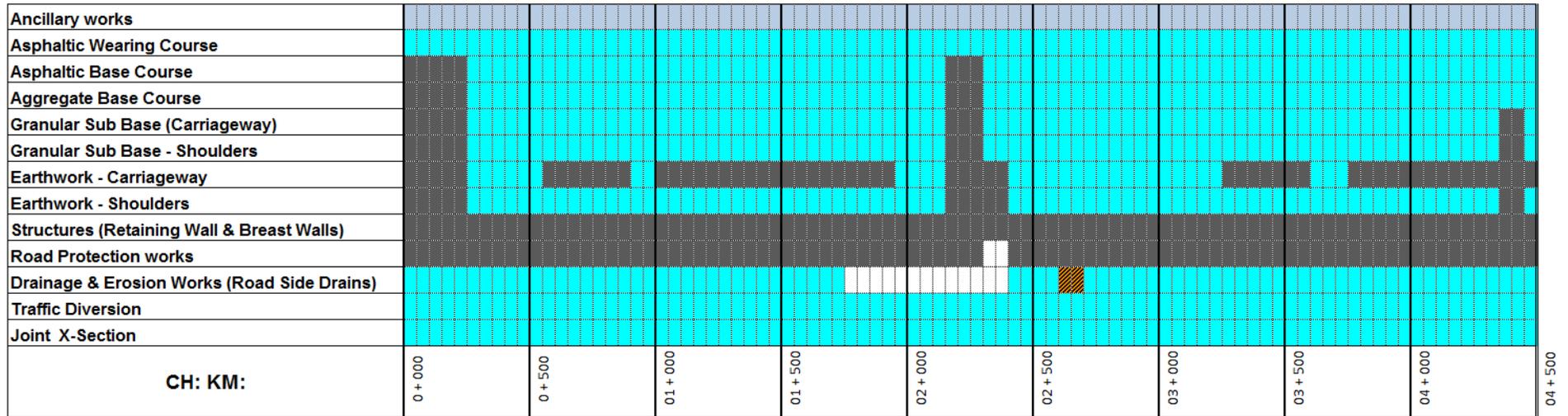


CIVIL WORKS PROGRESS STATUS

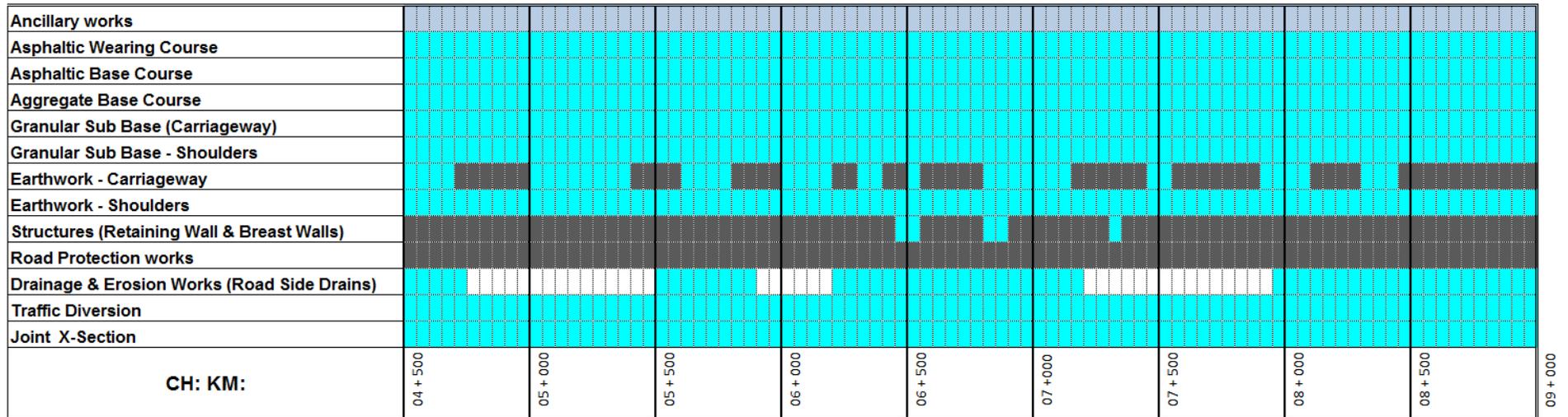
SECTION - I CUMULATIVE MILESTONE WISE PROGRESS STATUS

BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THE REPORTING MONTH			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK	KM	9	6,339.85	57,058.65	9.00	57,058.65	100.00	-	-	-	9.00	57,058.65	100.00
2	SUB BASE AND BASE COURSE													
i	GRANULAR SUB BASE	KM	9	111,763.61	1,005,872.49	9.00	1,005,872.49	100.00	-	-	-	9.00	1,005,872.49	100.00
ii	AGGREGATE BASE COURSE	KM	9	73,611.56	662,504.04	9.00	662,504.04	100.00	-	-	-	9.00	662,504.04	100.00
iii	ASPHALTIC BASE COURSE	KM	9	416,608.69	3,749,478.21	9.00	3,749,478.21	100.00	-	-	-	9.00	3,749,478.21	100.00
3	SURFACE COURSES AND PAVEMENT	KM	9	213,785.71	1,924,071.39	9.00	1,924,071.39	100.00	-	-	-	9.00	1,924,071.39	100.00
4a	STRUCTURES (RETAINING WALL/BREAST WALL)	JOB	1	38,812.31	38,812.31	1.00	38,812.31	100.00	-	-	-	1.00	38,812.31	100.00
4b	STRUCTURES (CULVERTS)													
I	WIDENING AND REPAIR OF EXISTING CULVERTS AT RD 1+290 & 5+692	NUMBER	2	10,657.55	21,315.10	-	-	-	-	-	-	-	-	-
II	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 1.5	NUMBER	7	19,268.30	134,878.10	7.00	134,878.10	100.00	-	-	-	7.00	134,878.10	100.00
	1 x 3 x 1.5	NUMBER	3	25,204.07	75,612.21	3.00	75,612.21	100.00	-	-	-	3.00	75,612.21	100.00
	2 x 3 x 1.5	NUMBER	2	40,950.75	81,901.50	2.00	81,901.50	100.00	-	-	-	2.00	81,901.50	100.00
	3 x 3 x 1.5	NUMBER	1	54,597.59	54,597.59	1.00	54,597.59	100.00	-	-	-	1.00	54,597.59	100.00
	5 x 3 x 1.5	NUMBER	1	75,007.57	75,007.57	1.00	75,007.57	100.00	-	-	-	1.00	75,007.57	100.00
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-1 & D-2 (COVERED)	KM	5.5	249,002.78	1,369,515.29	4.70	1,170,313.07	85.45	0.25	62,250.70	4.55	4.95	1,232,563.76	90.00
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	2.73	300,100.22	90.83	-	-	-	2.73	300,100.22	90.83
iii	DRAIN TYPE D-3 (Converted to D-2 type)	KM	1.5	135,439.74	203,159.61	1.50	203,159.61	100.00	0.00	-	-	1.50	203,159.61	100.00
5b	ROAD PROTECTION WORKS (100 M)	JOB	1	11,047.54	11,047.54	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECT	JOB	1	54,375.49	54,375.49	0.47	25,556.48	47.00	-	-	-	0.47	25,556.48	47.00
7	DIVERSION	KM	9	12,978.72	116,808.48	9.00	116,808.48	100.00	-	-	-	9.00	116,808.48	100.00
8	PLANTATION OF TREES (450 Nos)	KM	9	1,297.87	11,680.83	-	-	-	-	-	-	-	-	-
TOTAL PROJECT COST (SECTION-I)					9,978,082		9,675,732	96.97		62,250.70	0.62		9,737,983	97.59

SECTION - I PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS

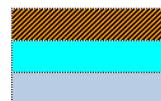


04 + 500



09 + 000

LEGEND



WORKS COMPLETED IN JULY 2014
 WORKS COMPLETED IN PREVIOUS MONTHS
 PARTIAL COMPLETION



SINGLE LANE TRAFFIC MAINTAINED
 ITEM NOT REQUIRED

SECTION - I CULVERTS PHYSICAL PROGRESS STATUS

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

 ACTIVITIES COMPLETED IN PREVIOUS MONTHS

 ACTIVITIES NOT REQUIRED

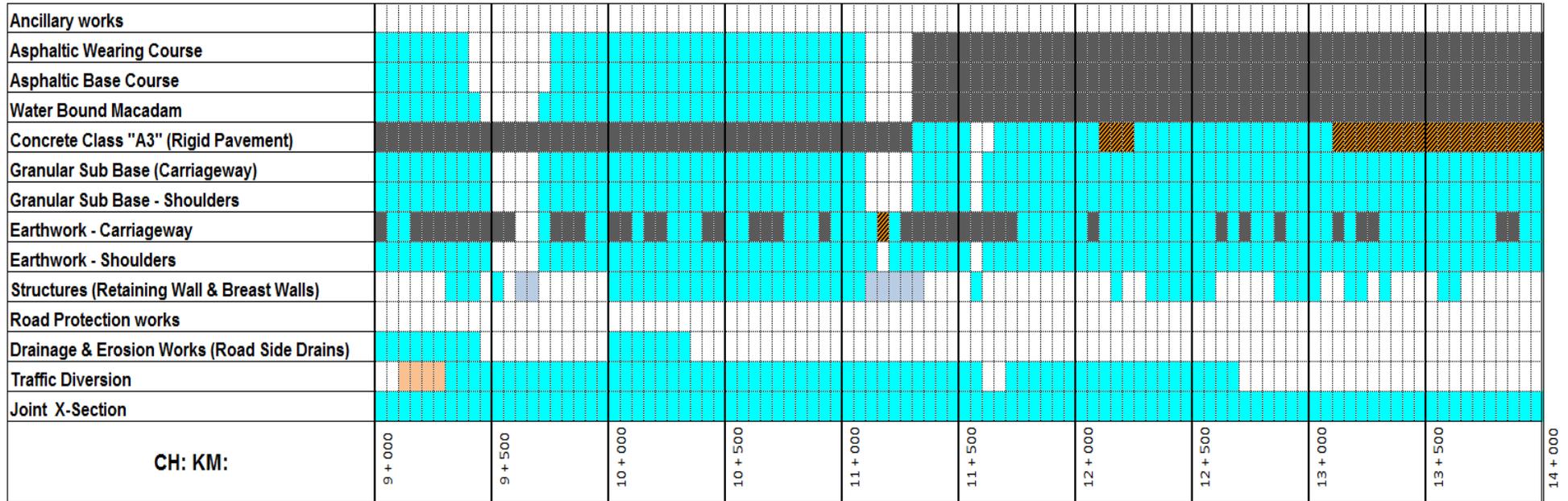
SECTION - II CUMULATIVE MILESTONE WISE PROGRESS STATUS

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THE REPORTING MONTH			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK (INCLUDING EARTHEN DOWELS)	500 m	10	101,245	1,012,450	9.40	951,703	94.00	0.10	10,125	1.00	9.50	961,828	95.00
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	9.00	243,657	90.00	0.00	-	-	9.00	243,657	90.00
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	3.70	106,197	80.43	0.00	-	-	3.70	106,197	80.43
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	3.50	774,088	76.09	0.00	-	-	3.50	774,088	76.09
3	SURFACE COURSES AND PAVEMENT													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500 m	4.6	104,708	481,657	3.50	366,478	76.09	0.00	-	-	3.50	366,478	76.09
b	RIGID PAVEMENT (6.15 m Width Lane of 500 m)	500 m	10.8	262,510	2,835,108	7.80	2,047,578	72.22	2.60	682,526	24.07	10.40	2,730,104	96.30
4a	STRUCTURES (RETAINING WALL /BREAST WALL)													
4a - i	RETAINING WALL - 1975 M	100 m	19.75	70,864	1,399,564	18.25	1,293,268	92.41	0.00	-	-	18.25	1,293,268	92.41
4a - ii	BREAST WALL - 325 M	100 m	3.25	28,169	91,549	3.00	84,506	92.31	0.00	-	-	3.00	84,506	92.31
4b	STRUCTURES (CULVERTS)													
	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (15 skew, Flexible Pavement)	No	2	33,373	66,746	1.996	66,613	99.80	0.00	-	-	1.996	66,613	99.80
	1 x 2 x 2.5 (22 m long, Flexible Pavement)	No	1	49,109	49,109	1.00	49,109	100.00	0.00	-	-	1.00	49,109	100.00
	1 x 2 x 3 (Flexible Pavement)	No	2	43,350	86,700	1.95	84,533	97.50	0.00	-	-	1.95	84,533	97.50
	1 x 2 x 3 (Rigid Pavement)	No	0	-	-	-	-	-	-	-	-	-	-	-
	1 x 2 x 3 (15° skew)	No	1	44,585	44,585	0.92	41,019	92.00	0.00	-	-	0.92	41,019	92.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	0.96	46,145	96.00	0.00	-	-	0.96	46,145	96.00

SECTION - II CUMULATIVE MILESTONE WISE PROGRESS STATUS

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THIS MONTH			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRES S %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
	CONSTRUCTION OF NEW CULVERTS (REPLACEMENT OF OLD) (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (Rigid Pavement)	No	3	33,083	99,249	2.81	92,963	93.67	0.00	-	-	2.81	92,963	93.67
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	0.94	34,193	94.00	0.00	-	-	0.94	34,193	94.00
	1 x 3 x 4.0	No	1	76,130	76,130	1.00	76,130	100.00	0.00	-	-	1.00	76,130	100.00
	1 x 2 x 4 (22 m length)	No	1	89,408	89,408	0.90	80,467	90.00	0.00	-	-	0.90	80,467	90.00
	1 x 2 x 4.5 (22 m length)	No	1	105,875	105,875	1.00	105,875	100.00	0.00	-	-	1.00	105,875	100.00
	1 x 2 x 4.5 (15° skew)	No	1	83,564	83,564	0.96	80,221	96.00	0.00	-	-	0.96	80,221	96.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	0.95	36,100	95.00	0.05	1,900.00	5.00	1.00	38,000	100.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	0.95	84,159	95.00	0.01	885.89	1.00	0.96	85,045	96.00
	Service Ducts	No	23	2,666	61,318	19.00	50,654	82.61	0.00	-	-	19.00	50,654	82.61
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-1 (COVERED) - (0.8 KM)	JOB	1	161,945	161,945	0.38	61,539	38.00	-0.01	(809.72)	(0.50)	0.38	60,729	37.50
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	0.66	153,507	66.00	0.00	(697.76)	(0.30)	0.66	152,809	65.70
iii	DRAIN TYPE D-3a (3.725 KM)	KM	3.725	34,924	130,092	-	-	-	-	-	-	-	-	-
5b	ROAD PROTECTION WORKS (75 M)	JOB	1	404,279	404,279	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECTS	JOB	1	70,050	70,050	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	30,579	152,895	1.70	51,984.30	34.00	0.00	-	-	1.70	51,984.30	34.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				9,383,484		7,062,687	75.27		693,929	7.40		7,756,616	82.66

SECTION - II PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS



LEGEND



WORKS COMPLETED IN JULY 2014
 WORKS COMPLETED IN PREVIOUS MONTHS
 PARTIAL COMPLETION



SINGLE LANE TRAFFIC MAINTAINED
 ITEM NOT REQUIRED

#

SECTION - II CULVERTS PHYSICAL PROGRESS STATUS

RCC Railing	U/S side																	
	D/S side																	
Roll Pointing	Abt No1																	
	Abt No2																	
Flooring/Cut-off wall/ Rip rap	B/W Abts																	
RCC Slab cast insitu	FW																	
Bed plate/Curtain wall	Abt No1																	
	Abt No2																	
Back filling	Abt No1																	
	Abt No2																	
	B/W Abts																	
Stone Masonry (Wing Walls)	U/S side																	
	D/S side																	
Stone Masonry (Abutments/ Pier)	Abt No1																	
	Abt No2																	
Lean Concrete	Abt No1																	
	Abt No2																	
Structural Excavation	Abt No1																	
	Abt No2																	
Dismantling of Existing Structure	Abt No1																	
	Abt No2																	
Pavement Type	Rigid/Flex	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid
Construction Sequence(FW / HW)	(FW/HW)	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW
Size of Culvert	Nos*width*Height	1*2*3	1*2*2.5 (22 M)	1*2*4.5 (22 M)	1*3*4 (22 M)	1*2*2.5	1*2*3	1*2*2.5	1*2*2.5	1*2*3	1*2*2.5	1*3*4.5	1*2*2.5	1*3*2.5	1*2*4.5	1*2*4	1*2*3	1*2*2.5
KM as per site	KM	10+050	10+500	10+572	10+602	10+788	10+850	10+961	11+372	11+691	11+841	12+178	12+337	12+460	12+975	13+212	13+333	13+565
KM as in Drawing	KM	10+025	10+500	10+571	10+615	10+790 (skew)	10+850	10+965 (skew)	11+375	11+690 (skew)	11+840	12+200 (skew)	12+336 (skew)	12+460 (skew)	12+975 (skew)	13+215 (skew)	13+325 (skew)	13+650



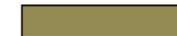
ACTIVITIES COMPLETED IN JULY 2014



ACTIVITIES NOT REQUIRED



ACTIVITIES COMPLETED IN PREVIOUS MONTHS



ACTIVITIES IN PROGRESS

SECTION - III CUMULATIVE MILESTONE WISE PROGRESS STATUS

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THE REPORTING MONTH			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK	500m	10	104,451.00	1,044,510.00	9	940,059.00	90	0.35	36,557.85	3.50	9.35	976,616.85	93.50
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500m	11.80	39,882.00	470,607.60	7.8	311,079.60	66.10	0	-	0.00	7.8	311,079.60	66.10
b	WATER BOUND MACADAM	500m	4.70	28,023.00	131,708.10	4.7	131,708.10	100.00	0.0	-	0.00	4.7	131,708.10	100.00
c	ASPHALTIC BASE COURSE	500m	4.70	212,362.00	998,101.40	4.4	934,392.80	93.62	0	-	0.00	4.4	934,392.80	93.62
d	EARTHEN DOWEL	JOB	1.00	24,249.00	24,249.00	-	-	-	-	-	-	-	-	-
3	SURFACE COURSES AND PAVEMENT													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500m	4.70	101,000.00	474,700.00	4.4	444,400.00	93.62	0	-	0.00	4.4	444,400.00	93.62
b	RIGID PAVEMENT (HALF PAVEMENT WIDTH)	500m	14.30	216,504.00	3,096,007.20	5.6	1,212,422.40	39.16	0.3	64,951.20	2.10	5.9	1,277,373.60	41.26
4a	STRUCTURES (RETAINING WALL /BREAST WALL)													
4a - i	RETAINING WALL (RW-2) - TOTAL L = 2780 M													
a	RETAINING WALL (RW-2) : H= 1.5 M ; L= 475 M	200M	2.38	18,706.00	44,426.75	0.5	9,353.00	21.05	0.00	-	0.00	0.50	9,353.00	21.05
b	RETAINING WALL (RW-2) : H= 2.0 M ; L= 100 M	JOB	1.00	13,980.00	13,980.00	-	-	0.00	0.00	-	0.00	-	-	0.00
c	RETAINING WALL (RW-2) : H= 2.5 M ; L= 1075 M	100M	10.75	19,044.00	204,723.00	10.00	190,440.00	93.02	0.50	9,522.00	4.65	10.5	199,962.00	97.67
d	RETAINING WALL (RW-2) : H= 3.0 M ; L= 150 M	JOB	1.00	37,862.00	37,862.00	0.83	31,425.46	83.00	0	-	0.00	0.83	31,425.46	83.00
e	RETAINING WALL (RW-2) : H= 4.0 M ; L= 105 M	JOB	1.00	44,200.00	44,200.00	0.48	21,039.20	47.60	0.00	-	0.00	0.48	21,039.20	47.60
f	RETAINING WALL (RW-2) : H= 6.0 M ; L= 600 M	100M	6.00	93,510.00	561,060.00	4.25	397,417.50	70.83	0.00	-	0.00	4.25	397,417.50	70.83
g	RETAINING WALL (RW-2) : H= 7.0 M ; L= 175 M	100M	1.75	124,511.00	217,894.25	-	-	-	-	-	-	-	-	-
h	RETAINING WALL (RW-2) : H= 8.0 M ; L= 100 M	100M	1.00	164,173.00	164,173.00	0.75	123,129.75	75.00	0.00	-	0.00	0.75	123,129.75	75.00
4a - ii	BREAST WALL - 225 M	100M	2.25	34,037.00	76,583.25	-	-	-	-	-	-	-	-	-

SECTION - III CUMULATIVE MILESTONE WISE PROGRESS STATUS

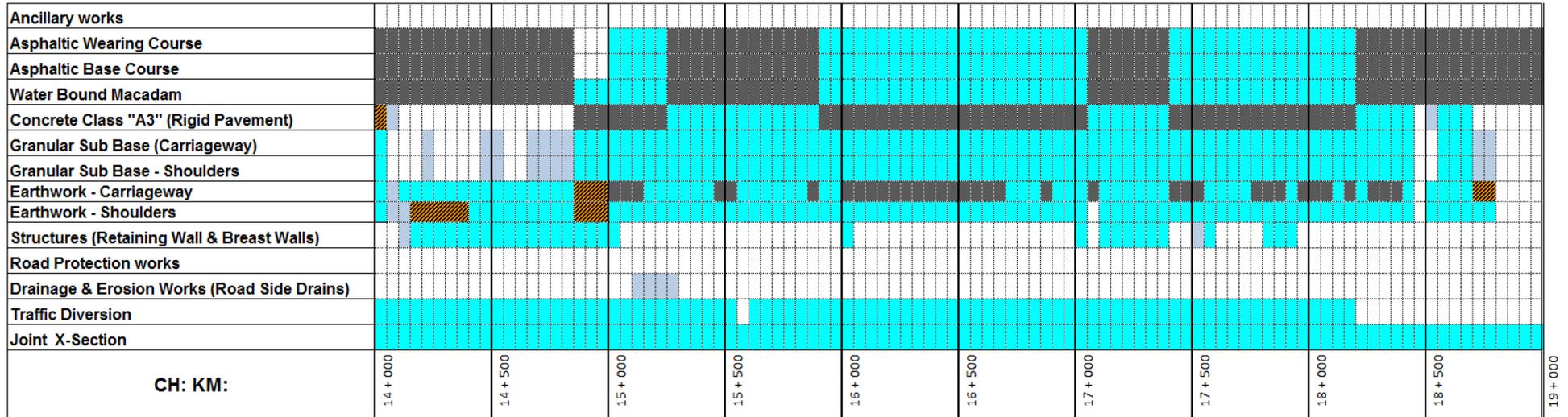
BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THIS MONTHS			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
4b	STRUCTURES (CULVERTS)													
NS	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (Flexible Pavement)	No	1	33,442.00	33,442.00	0.99	33,107.58	99.00	0	-	0.00	0.99	33,107.58	99.00
	1 x 2 x 3 (Flexible Pavement)	No	1	44,315.00	44,315.00	0.99	43,871.85	99.00	0	-	0.00	0.99	43,871.85	99.00
	1 x 2 x 4.5 (Flexible Pavement)	No	1	83,501.00	83,501.00	1.00	83,501.00	100.00	0	-	0.00	1.00	83,501.00	100.00
	1 x 2 x 3 (Loop-1 Rigid Pavement)	No	2	40,667.00	81,334.00	1.62	65,880.54	81.00	0.04	1,626.68	2.00	1.66	67,507.22	83.00
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479.00	52,479.00	0.744	39,044.38	74.40	0.19	10,180.93	19.40	0.94	49,225.30	93.80
NS	CONSTRUCTION OF NEW CULVERTS(REPLACEMENT OF OLD) (No. of Span x Span Width x Height)													
	1 x 2 x 2	No	1	27,031.00	27,031.00	1	27,031.00	100.00	0.00	-	0.00	1	27,031.00	100.00
	1 x 2 x 2.5	No	2	33,621.00	67,242.00	1.91	64,216.11	95.50	0.00	-	0.00	1.91	64,216.11	95.50
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818.00	67,636.00	1.97	66,621.46	98.50	0.00	-	0.00	1.97	66,621.46	98.50
	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	0.99	45,103.41	99.00	-	-	-	0.99	45,103.41	99.00
	1 x 2 x 3 (30° skew)	No	1	49,119.00	49,119.00	0.98	48,136.62	98.00	0.00	-	0.00	0.98	48,136.62	98.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901.00	92,703.00	2.87	88,685.87	95.67	0.00	-	0.00	2.87	88,685.87	95.67
	2 x 2 x 2.5	No	1	39,933.00	39,933.00	0.91	36,339.03	91.00	0.00	-	0.00	0.91	36,339.03	91.00
	Service Ducts	No	6	2,725.00	16,350.00	-	-	-	-	-	-	-	-	-
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-3a (7.0 KM)	500m	14	18,007.00	252,098.00	-	-	-	-	-	-	-	-	-
ii	DRAIN TYPE D-3b (0.225 KM)	JOB	1	16,610.00	16,610.00	-	-	-	-	-	-	-	-	-
5b	ROAD PROTECTION WORKS													
i	STONE PITCHING (100M)	JOB	1	5,416.00	5,416.00	-	-	-	-	-	-	-	-	-
ii	METAL GUARD RAIL (475M)	JOB	1	40,008.00	40,008.00	-	-	-	-	-	-	-	-	-
iii	BARRIER (150M)	JOB	1	45,775.00	45,775.00	-	-	-	-	-	-	-	-	-

SECTION - III CUMULATIVE MILESTONE WISE PROGRESS STATUS

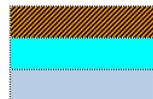
BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS MONTHS			PROGRESS IN THIS MONTH			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
6	ANCILLARY WORKS (TRAFFIC ROAD SIGNS, PAVEMENT MARKING / STUDS & KM POSTS)													
i	TRAFFIC SIGNS / KM POSTS	JOB	1	18,894.00	18,894.00	-	-	-	-	-	-	-	-	-
ii	PAVEMENT MARKINGS / STUDS	JOB	1	50,671.00	50,671.00	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	31,259.00	156,295.00	1.25	39,073.75	25.00	0.00	-	0.00	1.25	39,073.75	25.00
8	MISCELLANEOUS													
a	PLANTATION OF TREES (450 NOS)	JOB	1	10,514.00	10,514.00	-	-	-	-	-	-	-	-	-
b	SHIFTING OF UTILITIES (OPTIC FIBRE UPTO KM 19)					-	-	-	-	-	-	-	-	-
i	SHIFTING OF O.F.C FROM KM: 04 TO KM: 09	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
ii	SHIFTING OF O.F.C FROM KM: 09 TO KM: 14	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
iii	SHIFTING OF O.F.C FROM KM: 14 TO KM: 19	JOB	1	58,744.00	58,744.00	-	-	-	-	-	-	-	-	-
c	RELOCATION OF ELECTRIC POLES (UPTO KM 30)													
i	RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 09 TO KM:26)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 26 TO KM:32+325)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM:32+325 TO KM: 35+010)	JOB	1	57,708.00	57,708.00	-	-	-	-	-	-	-	-	-
d	RELOCATION OF FC CHECK POSTS & RELOCATION OF SHOP AT KM 14+100													
i	RELOCATION OF FC CHECK POSTS BLOCK - 1 (454 SQ-M)	JOB	1	80,620.00	80,620.00	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF FC CHECK POSTS BLOCK - 2 (298 SQ-M)	JOB	1	52,918.00	52,918.00	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF FC CHECK POSTS BLOCK - 3 (298 SQ-M)	JOB	1	52,918.00	52,918.00	-	-	-	-	-	-	-	-	-
iv	RELOCATION OF SHOP AT KM 14+100 (20 SQ-M)	JOB	1	3,552.00	3,552.00	-	-	-	-	-	-	-	-	-
	TOTAL				9,512,705.55		5,448,419	57.28		122,839	1.29		5,621,949	59.10

SECTION - III

PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS



LEGEND



WORKS COMPLETED IN JULY 2014
 WORKS COMPLETED IN PREVIOUS MONTHS
 PARTIAL COMPLETION

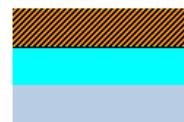


SINGLE LANE TRAFFIC MAINTAINED
 ITEM NOT REQUIRED

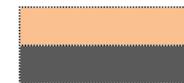
SECTION - III (LOOP NO. 1) PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS

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

LEGEND



WORKS COMPLETED IN JULY 2014
 WORKS COMPLETED IN PREVIOUS MONTHS
 PARTIAL COMPLETION



SINGLE LANE TRAFFIC MAINTAINED
 ITEM NOT REQUIRED

SECTION - III CULVERTS PHYSICAL PROGRESS STATUS

RCC Railing	U/S side																					
	D/S side																					
Roll Pointing	Abt No1																					
	Abt No2																					
Flooring/Cut-off wall/ Rip rap	B/W Abts																					
	US/DS Apr																					
RCC Slab cast insitu	FW																					
Bed plate/Curtain wall	Abt No1																					
	Abt No2																					
Back filling	Abt No1																					
	Abt No2																					
	B/W Abts																					
Stone Masonry (Wing Walls)	U/S side																					
	D/S side																					
Stone Masonry (Abutments/ Pier)	Abt No1																					
	Abt No2																					
Lean Concrete	Abt No1																					
	Abt No2																					
Structural Excavation	Abt No1																					
	Abt No2																					
Dismantling of Existing Structure	Abt No1																					
	Abt No2																					
Pavement Type	Rigid/Flex	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Flexible	Rigid	Rigid	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	shifted from Sec-I	Flexible	Flexible	Flexible	Flexible
Construction Sequence	(FW/HW)	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW	FW		FW	FW	FW	
size of Culvert	Nos*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*2	1*2*4.5	1*2*3	1*2*3	1*2*2.5	
KM as per site	KM	14+256	0+163	14+316	0+216	14+433	0+315	14+600	15+139	15+647	15+795	16+316	16+618	16+740	17+010	17+434	17+434	17+562	17+666	17+901	18+146	
KM as in Drawing	KM	14+250	14+250 Loop-1	14+300	14+300 Loop-1	14+431	14+431 Loop-1	14+600	15+138	15+640	15+795	16+313 skew 30	16+625	16+750 (skew)	16+996	17+400	17+400	17+561	17+665 skew 15	17+909 skew 30	18+142 skew 30	

BRIDGE (KM: 09+560) PHYSICAL PROGRESS STATUS

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



WORKS COMPLETED IN THE MONTH OF JULY 2014

WORKS COMPLETED IN PREVIOUS MONTHS

PARTIAL COMPLETION

BRIDGE (KM: 23+850) PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 23+850														
BRIDGE (KM:23+850)	Piles	30	30											
	Pile Caps	3	3											
	Abutments/ Piers	3	3											
	Transom/ Abutment Seats	3	1											
	Girder Casting	10	10											
	Girder Prestressing	10	10											
	Girder Launching	10												
	Deck Slab / Barrier	2												
	Expansion Joint	3												
	Approach Slab	2												



WORKS COMPLETED IN THE MONTH OF JULY 2014
WORKS COMPLETED IN PREVIOUS MONTHS
PARTIAL COMPLETION

MULTICELL CULVERT PHYSICAL PROGRESS STATUS

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

	ACTIVITIES COMPLETED IN JULY 2014
	ACTIVITIES COMPLETED IN PREVIOUS MONTHS
	ACTIVITIES NOT REQUIRED
	ACTIVITIES IN PROGRESS

QUALITY TEST REPORTS

SUMMARY OF FIELD DENSITY TESTS FOR THE MONTH OF MAY 2014

<u>Sub Grade Field Density Tests Report</u>										
S.No	Location (KM)	Description	Station (KM)	MMD (g/cc)	OMC (%)	Adj.MDD (g/cc)	M.C (%)	Achieved Compection	Required Compection	Remarks
1	14+175 ~ 14+200 Lope	Sube Grade 1st	14+182	2.261	7.0	2.267	4.5	97.4	95	Pass
<u>Sub Base Field Density Tests Report</u>										
S.No	Location (KM)	Description	Station (KM)	MMD (g/cc)	OMC (%)	Adj.MDD (g/cc)	M.C (%)	Achieved Compection	Required Compection	Remarks
1	21+850 ~ 21+900 F/W	Sube Base 1st	21+870 R/S	2.370	5.4	2.376	4.6	99.3	98	Pass
2	22+725 ~ 22+825 F/W	Sube Base 1st	22+815 R/S	2.370	5.4	2.376	4.1	98.9	98	Pass
3	33+000 ~ 33+050 F/W	Sube Base 2nd	33+040 C/L	2.364	5.3	2.373	4.4	99.8	98	Pass
4	33+050 ~ 33+100 F/W	Sube Base 2nd	33+070 R/S	2.364	5.3	2.361	4.2	98.9	98	Pass
5	21+750 ~ 21+850 F/W	Sube Base 2nd	21+825 R/S	2.370	5.4	2.373	4.5	96.6	98	Fail Note 01
6	22+725 ~ 22+825 F/W	Sube Base 2nd	22+790	2.370	5.4	2.37	4.0	98.3	98	Pass
<u>Water Bound Macadam Field Density Tests Report</u>										
S.No	Location (KM)	Description	Station (KM)	MMD (g/cc)	OMC (%)	Adj.MDD (g/cc)	M.C (%)	Achieved Compection	Required Compection	Remarks
1	24+750 ~ 24+850 F/W	WBM	24+795 R/S	2.392	4.8	2.512	3.1	99.9	100	Pass
2	24+950 ~ 25+050 F/W	WBM	24+965 R/S	2.392	4.8	2.504	3.4	100.6	100	Pass
3	24+650 ~ 24+750 F/W	WBM	24+710 R/S	2.392	4.8	2.448	3.2	100.4	100	Pass
Note 01		Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted								

ASPHALTIC COURSE QUALITY TESTS REPORT

ASPHALTIC BASE COURSE QUALITY TESTS																
Specific Gravity A.C (Gb) 1.030									Combined Specific Gravity of Aggregate (Gsb) 2.739							
Paving Date	% A.C By Wt of Mix Pb	Sieves analysis							Bulk Sp. Gr. (Gmb)	Maximum Sp.Gravity (G _{mm})	% Air Voids (V _a)	VMA (%)	VFA (%)	Stability (Kg)	Los of Stability (%)	Flow (0.01") (0.25mm)
		2"	1½"	¾"	#4	#8	#50	#200								
14-Jul-14	3.55	100	100	78.8	31.1	19.8	7.8	5.0	2.494	2.658	6.2	12.16	49.4	1119	20.6	11.5
21-Jul-14	3.26	100	100	67.7	29	20.1	9.2	5.8	2.511	2.62	4.2	11.31	63.3	1399	20.4	10.9
JMF LIMITS	3.1 ~ 3.7	100	93~100	59~73	24 ~ 38	19 ~ 27	3.8~11.8	3 ~ 5	-	-	4 ~ 8	13 % Min	55 ~ 75	1000 Kg Min	25% Max	8 ~ 14 at (0.01")

Sub Base Material Quality Tests for the Month of July 2014

S.No	Location (KM)	Description	Sieve Analysis							MDD (g/cc)	OMC %	LA %	Sand Equivalent	CBR% at		Specific gravity	Plastic Index	Remarks
			2"	1"	¾"	#4	#10	#40	#200					0.1"	0.2"			
1	10+700 ~ 11+150 F/W	Sub Base	100	73.6	45.5	33.2	23.1	14.4	9.3	2.370	5.4	27.9	21.3	-	-	2.734	5.5	
Specification Limits for Sub Base			100	55~85	40~70	30~60	20~50	10~30	5~15	-	-	50% Max	25% Min	50% Min		-	6 Max	
Total Nos.of Tests			1							1	1	1	1	-	-	1	1	

WATER BOUND MACADAM QUALITY TESTS REPORT

SUMMARY OF WATER BOUND MACADAM QUALITY TESTS FOR THE MONTH OF JULY 2014															
S.No	Location (KM)	Station	Sieve Analysis					MDD (g/cc)	OMC %	LA (%)	Flakiness Index	Elongation (%)	Soundness (%)	Specific gravity	Remarks
			3"	2½"	2"	1½"	¾"								
1	24+000 ~ 25+000 F/W	24+880	100	88.0	55.0	12.8	4.6	2.392	4.8	25.5	-	-	-	2.800	
Specification Limits for Sub Base			100	90~100	25~75	0~15	0~5	-	-	45% Max	15% Max	-	12% Max	-	
Total Nos.of Tests			1					1	1	1	-	-	-	1	

AGGREGATE QUALITY TESTS FOR ASPHALTIC BASE COURSE

S.No	Location	Description	Sieve Analysis													FM	LA %	Absorption (%)	Specific Gravity	Soundness	Remarks
			2"	1½"	1"	¾"	1/2"	3/8"	#4	#8	#16	#30	#50	#100	#200						
1	Asphalt Plant Stock Pile	Bin #1 , 29%	100	100	49.5	1.5	0.3	0.0	-	-	-	-	-	-	-	-	-	0.57	2.783	-	Local Material
2	Asphalt Plant Stock Pile	Bin #2 , 22%	-	-	100	84.4	4.0	0.7	0.2	0.0	-	-	-	-	-	-	-	0.800	2.763		
3	Asphalt Plant Stock Pile	Bin #3 , 21%	-	-	-	100	98.0	80.7	13.8	0.5	-	-	0.4	-	0	-	-	0.89	2.765		
4	Asphalt Plant Stock Pile	Bin #4 , 28%	-	-	-	-	100.0	100	99.6	77.1	-	-	22.6	-	0.9	-	-	1.63	2.660		
Combined Grading			100	100	85	68.0	49.5	45.1	30.8	21.7	-	-	6.4	-	2.5	-	-	-	-	-	
JMF Limits			100	93~100	-	59~73	-	-	24~38	19~27	-	-	3~11	-	3.2~5.2	-	-	-	-	-	

SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

Description	Casting date	Testing date	Age	Load in (KN)	Length (cm)	Dia (cm)	Area (cm ²)	Load in Kg	Strength (Kg/cm ²)			Remarks
									Achieved	Average	Required	
Concrete Class "A-3" Multicell Culvert Cutoff Wall 11+190	3/Jun/2014	1/Jul/2014	28 Days	504	30.48	15.24	182.4	51393	281.8	288.5	280	
				520	30.48			53024	290.7			
				524	30.48			53432	292.9			
Concrete Class "A-3" Rigid Pavement 12+987.2 ~ 13+010 L/S	5/Jun/2014	3/Jul/2014	28 Days	593	30.48	15.24	182.4	60468	331.5	338.4	280	
				614	30.48			62610	343.3			
				609	30.48			62100	340.5			
Concrete Class "A-1" Pile Cap Abutment #2 Bridge #10 (23+750)	9/Jun/2014	7/Jul/2014	28 Days	455	30.48	15.24	182.4	46396	254.4	254.6	210	
				451	30.48			45988	252.1			
				460	30.48			46906	257.2			
Concrete Class "A-3" Rigid Pavement 13+580 ~ 13+602 L/S 18+247.8 ~ 13+270.6	11/Jun/2014	9/Jul/2014	28 Days	780	30.48	15.24	182.4	79537	436.1	429.0	280	
				762	30.48			77701	426.0			
				760	30.48			77497	424.9			
Concrete Class "A-3" Pile #6 , Pier #1 Bridge #10 , 23+750	12/Jun/2014	10/Jul/2014	28 Days	661	30.48	15.24	182.4	67402	369.5	372.3	280	
				664	30.48			67708	371.2			
				673	30.48			68626	376.2			
Concrete Class "A-2" Dick Slab #2 Bridge #2 , 9+560	15/Jun/2014	13/Jul/2014	7 Days	552	30.48	15.24	182.4	56287	308.6	314.0	280	
				559	30.48			57001	312.5			
				574	30.48			58531	320.9			

SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

Description	Casting date	Testing date	Age	Load in (KN)	Length (cm)	Dia (cm)	Area (cm ²)	Load in Kg	Strength (Kg/cm ²)			Remarks
									Achieved	Average	Required	
Concrete Class "A-3" Rigid Pavement 18+386.6 ~18+407.4 L/S 18+544.2 ~ 18+567 L/S 18+588.8 ~ 18+613.6	17/Jun/2014	15/Jul/2014	28 Days	640	30.48	15.24	182.4	65261	357.8	361.1	280	
				632	30.48			64445	353.3			
				666	30.48			67912	372.3			
Concrete Class "A-1" Top Slab of Culverts 19+355 , 21+893 & 22+820	9/Jul/2014	16/Jul/2014	7 Days	340	30.48	15.24	182.4	34670	190.1	196.6	157.5	
				355	30.48			36199	198.5			
				360	30.48			36709	201.3			
Concrete Class "A-3" Bridge # , (27+350) Pile # 2 , Pier # 2	10/Jul/2014	17/Jul/2014	7 Days	418	30.48	15.24	182.4	42623	233.7	227.3	210	
				390	30.48			39768	218.0			
				412	30.48			42012	230.3			
Concrete Class "A-3" Multicell Culvert (11+190) Out let (Apron Slab)	22/Jun/2014	20/Jul/2014	28 Days	562	30.48	15.24	182.4	57307	314.2	317.5	280	
				570	30.48			58123	318.7			
				572	30.48			58327	319.8			
Concrete Class "A-2" Deck Slab Concrete of Bridge #2 (9+560) Slab #1	23/Jun/2014	21/Jul/2014	28 Days	544	30.48	15.24	182.4	55472	304.1	306.0	280	
				556	30.48			56695	310.8			
				542	30.48			55268	303.0			
Concrete Class "A-1" Top Slab of Culverts 23+100	14/Jul/2014	21/Jul/2014	7 Days	320	30.48	15.24	182.4	32630	178.9	182.4	157.5	
				331	30.48			33752	185.0			
				328	30.48			33446	183.4			
Concrete Class "A-3" Multicell Culvert Top Slab (11+190)	21/Jul/2014	28/Jul/2014	7 Days	399	30.48	15.24	182.4	40686	223.1	226.8	210	
				413	30.48			42114	230.9			
				405	30.48			41298	226.4			

ENVIRONMENTAL COMPLIANCE MONITORING

Environmental Compliance Officer: Shabir Ahmad Khan

Field Monitor (Social):

Jamil Khan

Road Section under Construction:

Section-I KM: 0+000 to KM: 9+000

Section-II KM: 9+000 to KM: 14+000

Section-III KM: 14+000 to KM: 19+000

Section-IV KM: 19+000 to KM: 24+000

Section-V KM: 24+000 to KM: 34+000

Persons Consulted at Site:

1. Mr Faisal Khan, Site Supervisor, FWO
2. Mr Mazhar, Surveyor, FWO
3. Mr. Mohammad Irfan, Surveyor , FWO
4. Mr. Rana Asif, Surveyor, FWO
5. Mr. Sarwat Din, Surveyor , FWO

Work Status:

- Work in progress.
- Work Stopped
- Work Completed

Quality of Environment Compliance:

- Good
- Satisfactory
- Poor

Issues at site:

- Proper traffic sign boards were found missing along the road.
- Though water sprinkled on road to control dust pollution but the problem still remains at few work places along the road.
- FWO staff was found hesitant while sharing their EHS plan with AGES Socio-Environmental team at FWO Labor camp.
- Record concerning workers illness and treatment was found missing both at FWO labor camp and work places at site.
- While working at sites workers were found without using PPE's (Personal protective equipments).
- Risk assessment report not present at work site.
- Work sites are devoid of the EHS arrangements, such as first aid boxes and ambulance services are still not provided to the workers at site.
- Though promised in the previous meeting with FWO at their Labor camp, the EHS inspectors or Environmental Specialist still not deployed at site.

Environmental Monitoring Check List for the Site

S. #	Activity	Mitigation Measures	Monitoring indicators	Observations
Construction Phase				
1	Use of heavy equipments	<ul style="list-style-type: none"> a. Set protocols for vehicle Maintenance. b. Check fuel level, deliveries, and use. c. Check pipes and joints for leaks. d. Tight & check generators cables and fuel lines. e. Prevent over filling of main storage and vehicles tanks. f. Avoid parking of heavy equipments under trees to prevent soil compaction and damage to the roots of the trees. 	Soil contaminations, stability and erosion	During site visit, there was observed an overall compliance on the use and maintenance of both the heavy and light machinery at FWO camp. For further compliance on such activities, both the light and heavy equipments were found parked properly at work places. Therefore, there was seen no damage to the trees roots which prevented soil compaction at site area. Health and safety plan is needed for further safety protocols compliance on vehicles maintenance and use at FWO camp (Please refer to photos # 01).
2	Flood protection	<ul style="list-style-type: none"> a. Culverts construction to control flood damages and provide safety to embankments. b. Take measures to protect road along the river side. c. Construction of retaining walls. d. Provide new causeways for smooth flow to flood water during rainy seasons. 	Road protection and Safety	Road protection from flood water, and for providing a smooth flow to sewerage disposal, safety measures, such as culverts and retaining walls construction in section -II and III are in progress. (Please refer to photos # 4, 5, 9 and 10).
3	Handling and transportation of hazardous waste	<ul style="list-style-type: none"> a. Prevent dumping of hazardous materials near villages and water bodies. b. Burn waste oil which is not reusable. c. Recyclable material should not contain heavy metals that are inflammable, investigate and use less toxic alternative products. d. Prohibit use of waste oil for cooking purposes. 	Soil Contamination and Safety	During site visit, there was found no hazardous material along the road site; therefore, no action further as such is required.

4	Handling of solid Waste	<ul style="list-style-type: none"> a. Site manager should feel responsible for collection and disposal of solid waste. b. Provide Training to the site personnel in waste management and its handling procedures. c. Separation of chemical waste for special handling. d. Record the amount of waste, generated recycled and reused. e. Proper storage and well managed site practices will minimize the damage to potentially contaminate construction materials. f. Store general refuse in enclosed bins to control its further mixing with construction materials. g. Engage a reputable waste collection firm for waste collection and removal of general refuse at site. 	Toxicity, Soil Contamination and Pollution	<p>During site visit, it was observed that there was missing a solid waste segregation plan for waste handling and disposal at site area. Further, FWO staff was suggested that they should strictly comply with solid waste management plan to avoid contamination of construction materials. So far arrangements, to handle construction materials at main storage were enough, but found insufficient at project site. It was also advised to the FWO subcontractors to follow health and safety protocols compliance about environment related issues. However, it was strongly advised to the subcontractors to provide bins for solid waste handling, especially during retaining walls culverts construction at sites (Please refer to photos #4, 05, 09 and 10).</p>
5	Construction crews, camps & Accommodation	<ul style="list-style-type: none"> a. Check quality and maintenance of accommodations for site crew. b. Avoid cutting of vegetation as much as possible. c. Provide sanitation, such as pit latrines to the site crew on temporary basis. d. Use of local labor. e. Screening test for potentially affected HIV and tuberculosis viruses' site crews. f. Provide education and enforced guidelines to local inhabitants. g. Set guidelines to prohibit poaching and plants collection. h. Provide an adequate and good quality of food to the work force. i. Drinking water should meet WHO standards, and clearly demarcated from water for construction purposes. 	Ground water pollution and conflicts with locals.	<p>During site visit , it was found that the FWO camp was properly renovated in order to provide basic facilities to the construction crew, such as washrooms, kitchen, TV lounge, café shop etc., The quality of food provided to the FWO labor force was good and found sufficiently enough. Other facilities, such as health hygiene were also found satisfactory. Further, guidelines for communication with local inhabitants given to FWO labor force were also found complied at camp.</p>

		<p>j. Prohibit domestic pets / livestock to enter into the site.</p>		
<p>6</p>	<p>Material handling, use, and storage</p>	<p>a. Securing of construction materials will ensure a safe passage between destinations for transport system. Loaded vehicles shall be properly covered to prevent spillage, and contractor should be held responsible to clear them off.</p> <p>b. Transfer and deposit construction materials directly to the site for use. Avoid stockpiles to create less visual impacts. Leftover of any foreign materials at site should clearly be off, and the project area should also be properly reinstated affected by any construction activity.</p> <p>c. Avoid spray of any bitumen products on vegetation outside the road area.</p> <p>d. Avoid concrete mixing on ground.</p> <p>e. Use of wet gravel at site.</p> <p>f. Avoid direct fall of drainage water into sensitive areas.</p> <p>g. Control all runoff from batching plants so that cement do not contaminate water, and if any, it should be collected, stored and disposed of at a designated site.</p> <p>h. Collect and deliver empty cement bags to recycling plants.</p> <p>i. Storage of contaminated water should not allow to over flow, and will be protected from rain water.</p>	<p>Dust pollution</p>	<p>FWO staff was also advised to provide a safe passage to dumpers for carrying construction materials from main storage to the work places. Further also, suggested that appropriate measures, such as securing of properly loaded material will prevent spillage and create less visual impacts. Among the FWO subcontractors, Protocols compliance on proper handling of building materials was found missing, especially during culvert construction at site (Please refer to photos # 05 & 10)</p>

<p>7</p>	<p>Materials extraction, Quarrying & logging</p>	<ul style="list-style-type: none"> a. Identify environment friendly materials within budget. b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments. c. Project area should be properly restored and treated with erosion control measures once materials removed at site. d. Develop logging, quarrying and borrowing plans, and also take into account its accumulative effects. e. Take photos at site before the start of excavation, so that restoration can match the original site as much as possible. Also make sure that site quarries and gravel pits are invisible to travelers on road. f. Adhere and monitor the plans to minimize side impacts due to extraction activities. Try to modify the plans as much as required. g. Restore and sustain the site area once the extraction activity is over. h. Install drainage structures to direct the water away from pits. i. Implement safety protocols to minimize the risks occurring due to collapse of quarry walls, rocks falling, debris, or any other accidental falls from clefts. j. Discuss the use of retaining walls pits and water ponds with local community as an option used for crops, grazing of cattle, or similar use. 	<p>Change in landscape & Creation of water ponds.</p>	<p>During construction activities, there was found a general negligence about the safety protocols compliance on environment related issues at project area. FWO construction crew was found reluctant to share their health and safety plans with AGES Socio-environmental compliance monitoring team. Therefore, it is strictly advised to the FWO labor force to comply with H& S protocols to avoid risk, if found during construction activities at site. Moreover, proper maintenance of building materials at quarry areas is also required once the activities accomplished (Please refer to photos # 07 & 12).</p>
<p>8</p>	<p>Site clearing & leveling</p>	<ul style="list-style-type: none"> a. Minimize disturbance to local flora during construction activities as much as possible. b. Minimize the amount of clearance of small areas for active work once at a time. c. Avoid use of herbicides. Any such use should follow health and safety procedures 	<p>Loss of vegetation, soil erosion, stability, water pollution, health of workers and</p>	<p>During site visit, there was seen no impact on vegetation as the project area is mostly rugged, and of hilly nature. However, excavation activities continued at the shoulders of road. Moreover, plantation on emergency basis is also required along Peshawar-Torkham road. In the</p>

		<p>to protect people and the environment.</p> <ul style="list-style-type: none"> d. Limit for herbicides use should specified by the manufacturers. e. Clear the project area without destroying plants and turfs, and take measures to preserve and replant where ever is possible. f. Remove Vegetation during dry periods only, and preserve soil top surface if required re spreading. While if it is removed during wet periods, don't disturb soil just before the actual start of construction. g. Use of erosion control measures such as hay bales. h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from site. 	<p>local community.</p>	<p>areas of the project some plants species, in this regard, needs to be identified as per provisions in the Environment Management Plan. Therefore, it is strongly recommended, that FWO contractor should coordinate with Forest department in this regard on immediate basis. Use of herbicides was found missing at site and measures taken about soil conservation were found enough and appropriate due to the soil nature being rocky and hilly consisting of sand, silt and gravels.</p>
<p>9</p>	<p>Excavation , cutting , and filling</p>	<ul style="list-style-type: none"> a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures. b. Fencing around excavation activities. c. Investigate shallow over excavation and alternatives. d. Construction crews and supervisors must aware of the historic burials, socio-cultural and religious objects. And, if recovered should properly be guarded to avoid any destruction. e. Ensure that excavation is accompanied by a well-engineered drainage system. f. Don't fill the flow line of a watershed. In arid areas, even the occasional rains may create a strong flow of water in channels. g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it. h. Balance cuts and fills, wherever is possible to minimize the earth work movement. i. Water sprinkling to avoid dust solution on 	<p>Soil erosion, stability and surface water contamination</p>	<p>The excavation process in section II and III for road widening, culverts and retaining walls construction needs H&S protocols. Protocols compliance with regard to construction activities in the above sections are generally missing. At KM.18+500,19+000 and 24+300 Rocks and structural excavation activities continued for structural works while safety protocols compliance & personal protective measures about such activities were found missing. During rocks excavation, traffic control was poorly managed further putting the life of people at danger. During site visit, it was also recommended to the subcontractors that they should properly cover and fence all culverts construction at work places. There is also needed a proper drainage system for smooth flow of water fall during excavation activities at site. Sprinkling of Water and proper dumping of excavated materials are also required to avoid dust pollution at site (Please refer to photos # 06, 08 & 11).</p>

		road temporarily used for traffic.		
10	Traffic Control and management	<ul style="list-style-type: none"> a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as possible. b. Provide sign boards in order to give directions, and guide drivers about diversions. c. Provide proper traffic management training to the contractor staff at the site before the construction activities take place. d. Avoid as much as possible temporary by passes during land clearing at site. e. Maximum speed limit at project site for heavy machinery should not exceed 20Km/hr. f. Try to keep the road partly closed to provide all time maximum safe passage to the vehicles/pedestrians g. Try to conduct work when traffic volume is low h. Organize a proper schedule in order to deliver sand trucks at the time of less traffic. 	Health and Safety of workers & local population	<p>Traffic flows with diversions along the same road. Despite arrangements for diversions, proper traffic signboards are missing which have further put the traffic control at risk. Therefore, FWO contractors are strongly suggested:</p> <p>Install temporary traffic sign boards having reflective materials to maximize drivers' visibility at night.</p> <p>Construction of speed breakers to ensure maximum speed limit for heavy machinery at site, which should not exceed 20Km/hr.</p>
11	Blasting	<ul style="list-style-type: none"> a. Allow minimum blasting as much as possible at site. b. Take Safety measures to provide protection to workers and locals from injuries due to falling of rocks and avalanches. c. Provide protective equipments to the workforce on individual basis. 	Noise pollution and occupational safety	<p>Currently, rock excavation in section-II and III for road widening is in progress. Safety protocols compliance regarding such activities is generally missing at site. Therefore, FWO is advised to provide protective equipments to workers to ensure their safety further at site.</p>
12	Sources of building materials	<ul style="list-style-type: none"> a. Develop logging, quarrying and borrowing plans for providing cumulative effects. b. Adherence to plans and monitoring over impacts of extraction activities at site. Try to modify these plans as much as required. c. Fill in quarries and pits before the abandoning of the construction activity. d. Control runoff into pits. 	Damages to the aquatic, terrestrial ecosystems erosion, siltation, and vector-borne diseases	<p>Health & Safety plan compliance or other monitoring measures about extraction activities were found missing at quarry sites. Therefore, FWO is required to develop logging, quarrying and borrowing plans for providing cumulative effects in this regard.</p>

13	Dust Pollution	<ul style="list-style-type: none"> a. Water spraying. b. Covering of Trucks with tarpaulins. 	Nuisance to the public, undermining the quality of air and water due to contamination	At this site visit, vehicles sprinkling water on road were observed, while problem of dust pollution still continues at some places (Please refer to photo # 06, 08 and 11).
14	Borrow Areas	These impacts of borrow areas can be reversed if a diligent restoration process is placed by the contractor as well as approved by the Highway Division.	Rugged landscape, its interference with the local aesthetics; posing of danger to livestock and local community children; holding of stagnant water and taking up of agricultural land.	No activities were seen about borrow areas at site. Moreover, borrow areas still needs to be identified, if required.
15	Damages to the existing infrastructure	<ul style="list-style-type: none"> a. Locate different locations of existing infrastructure on both sides of road. b. Avoid damages to locations of water pipes and electricity pylons etc. 	Facilities to the locals	During site visit, it was advised to the FWO authorities to take care of the existing infrastructure, and avoid damages to water pipes and electricity pylons etc. especially during culverts construction at site. It was also suggested to the workers that they should inform FWO/ NESPAK / WAPDA/PTCL departments before the excavation activities started at site.
16	Health & Safety of the workers	<ul style="list-style-type: none"> a. Prepare and implement a Health and Safety Plan at site. b. Exclude public from site area. c. Ensure that workers use Personal Protective Equipments. d. Provide Health & Safety Training (including 	Workers and public at risk due to accidents at site	Generally, Health and Safety protocols compliance are followed at camp while remains neglected at site. In this regard, FWO officials are advised to observe safety protocols, prepare H&S plan and take measures for keeping records of accidents and illness as well as treatments of workers etc. Moreover, training about H&S protocols is also very important in order to ensure workers safety and good

		HIV/AIDS transmission process) to all personnel; e. Follow documented procedures for all activities at site; f. Keep reports and records of accidents.		health at site. Health facilities, such as ambulance facilities and first aid etc. should also be provided to the workers at site. Personal protective equipments were also found missing at project area. Activities, such as retaining walls and culverts constructions as well as construction materials extracted at quarry areas should comply the above mentioned guidelines (Please refer to Photos # 04, 05, 09 and 10).
17	Local Employment	Contractor should hire at least 50% of local workforce at project site.	Economic benefits to the local people	Majority of the workforce are FWO regular employees. Local labor force is hired before the start of subcontract at site.
18	Others concerns like Resettlement etc.	a. Resettlement, if any. b. Provide pedestrians and road access to local people. c. Avoid social disturbances over Infrastructure damages, such as telephone cables, sewerage, water supply schemes etc. d. Avoid Social Conflicts with locals.	Resettlement & Social management	Issues of Relocation and Resettlement due to construction activities were found missing at site area because the road was constructed on corridor which was already existed. Infrastructure facilities, such as sewerage, telephone cables and electricity lines etc. at project area should properly be cared, protected, and remain undisturbed. During site visit, there were noticed social conflicts with locals over infrastructure damages at site.
Operation and Maintenance of newly constructed road				
19	Road maintenance	a. Monitor and Maintain cleanliness of drainage structures, channels, ditches and culverts. b. Fill mud and pot holes with a good quality of gravels, and also remove trees and wooden limbs lying down on road. c. Use water from retention ponds and basins settled for road maintenance.	Road Maintenance	Majority of the construction work in section -I of the Peshawar-Torkham road has already been completed, while side drains construction for water disposal along the newly constructed road are in progress.
20	Use and maintenance	Install concrete pads, drains and oil/water for vehicles maintenance.	Water and soil pollution	No compliance was shown at site. The required protocol may properly be addressed.

	of equipments	Areas separation, where equipments, vehicles are maintained and fueled on regular basis.		
21	Accidents due to hazardous materials	<ul style="list-style-type: none"> a. In case of a spill, concerned department should be consulted on emergency basis. b. Need for establishing of an administrative department which will administer and monitor the road accidents occurring due to hazardous substances 	Cases of accidents	No compliance was shown at site. The required protocol may properly be addressed.
22	Vehicles management	<ul style="list-style-type: none"> a. Prohibit vehicles to travel on road which promote noise pollution. b. Proper education about noise and air pollution to locals, and how to keep the road clean. 	Visual inspection	No compliance was shown at site. The required protocol may properly be addressed.

APPENDICES

IPC'S SUMMARY TABLE

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

CONTRACTOR IPC's (SECTION-I)

IPC No:	TOTAL PIL AMOUNT		AMOUNT CLAIMED		DATE OF SUBMISSION BY CONTRACTOR TO FATA	DATE OF SUBMISSION BY FATA TO USAID	DATE OF CERTIFICATION BY M&E CONSULTANTS	AMOUNT CERTIFIED BY M&E CONSULTANTS	
	US \$	EQUIVALENT PKR	US \$	EQUIVALENT PKR				US \$	EQUIVALENT PKR
1	9,978,081	937,939,614	1,444,442	135,777,548	23-May-13	28-May-13	28-Jun-13	597,641	56,178,279
2			2,494,227	234,453,311	28-Jun-13	2-Jul-13	26-Jul-13	2,494,227	234,453,311
3			2,382,898	223,992,366	26-Jul-13	31-Jul-13	29-Aug-13	2,268,345	213,224,394
4			1,738,259	163,396,356	3-Sep-13	11-Sep-13	25-Sep-13	1,096,902	103,108,788
5			699,562	65,758,791	30-Sep-13	3-Oct-13	23-Oct-13	680,293	63,947,570
6			1,287,568	121,031,406	2-Dec-13	2-Dec-13	17-Dec-13	886,305	83,312,672
7			467,684	43,962,288	26-Dec-13	26-Dec-13	30-Dec-13	19,268	1,811,220
8			1,055,814	99,246,516	4-Mar-13	7-Mar-14	3-Apr-14	168,209	15,811,646
9			1,316,284	123,730,696	12-May-14	14-May-14	30-May-14	1,113,124	104,633,656
UP-TO DATE CERTIFIED AMOUNT								9,324,314	771,847,880

Conversion Rate 1 US \$ = 94 PKR

CONTRACTOR IPC's (SECTION-II)

IPC No:	TOTAL PIL AMOUNT		AMOUNT CLAIMED		DATE OF SUBMISSION BY CONTRACTOR TO FATA	DATE OF SUBMISSION BY FATA TO USAID	DATE OF CERTIFICATION BY M&E CONSULTANTS	AMOUNT CERTIFIED BY M&E CONSULTANTS	
	US \$	EQUIVALENT PKR	US \$	EQUIVALENT PKR				US \$	EQUIVALENT PKR
1	9,383,484	985,265,820	1,159,388	121,735,792	26-Dec-13	26-Dec-13	31-Dec-13	661,911	69,500,655
2			1,791,571	188,114,955	18-Mar-14	20-Mar-14	3-Apr-14	666,175	69,948,375
3			2,541,722	266,880,810	12-May-14	14-May-14	30-May-14	2,541,722	266,880,810
				-					
UP-TO DATE CERTIFIED AMOUNT								3,869,808	406,329,840

Conversion Rate 1 US \$ = 105 PKR

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
UP-TO DATE CERTIFIED AMOUNT								4,048,299	421,023,096

Conversion Rate 1 US \$ = 104 PKR

RECORD OF COORDINATION MEETINGS / JOINT SITE VISITS

Date	Meeting	Participants	Venue
10 July' 14	Co-ordination Meeting	M&E Consultants, FWO, NESPAK	CRE office, Jamrud, Khyber Agency

MOBILIZATION OF M&E STAFF

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

PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

S. No	Name	Designation	
1	Aziz-ul-Haq	Project Manager	ROAD COMPONENT
2	Nasir-ul-Mulk	Project Advisor	
3	Abdul Hakim	Senior Technical Specialist	
4	Shabir Ahmad Khan	Environmental Compliance Officer	
5	Muhammad Khurshid	Mid-Level Specialist	
6	Amjad Saeed	Mid-Level Specialist	
7	Irfanullah K.Khattak	Reporting Specialist	
8	Saqib Maqbool	Junior Engineer	
9	Arshad Khan	CAD Operator	
10	Sohail Anjum	Senior Surveyor	
11	Abdul Waheed	Manager Admin/Finance	
12	Amir Habib	IT Officer	
13	Muhammad Bilal	Assistant Accountant	
14	Faizan Khan	Computer Operator	
15	Jamil Khan	Field Monitor Social	OTHER CONSTRUCTION COMPONENT
16	Anwar Dad	Quantity Surveyor	
17	Waqar ul Mulk	Junior Architect	
18	Naeem Jan	Senior Surveyor	
19	Muhammad Waqas	Survey Assistant	
20	Muhammad Ayaz	Survey Assistant	
21	Muhammad Zeeshan Atta	Survey Assistant	
22	Sana ullah	Accountant	

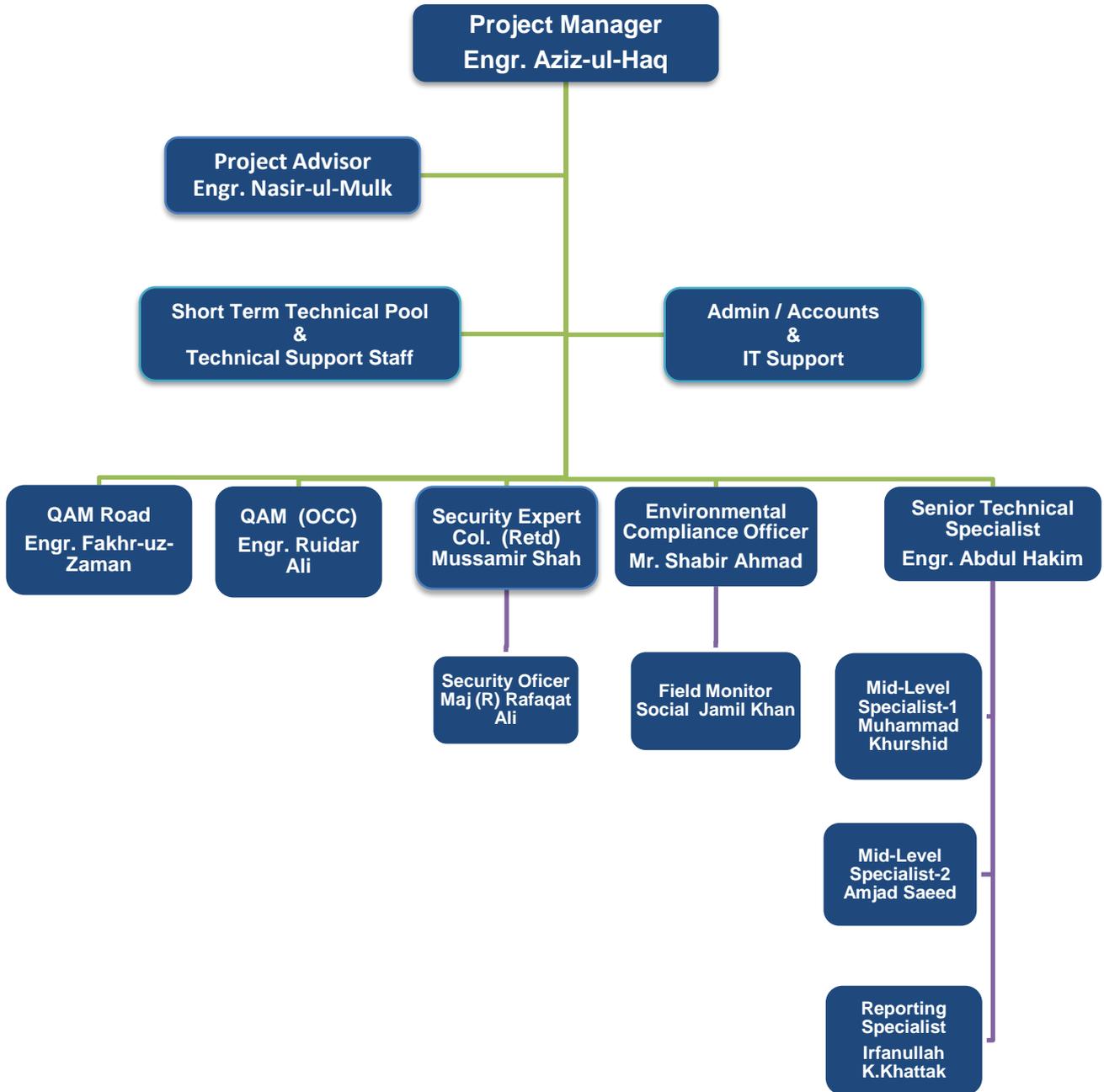
QAM OFFICE (ROAD COMPONENT)

S. No.	Name	Designation
1	Fakhr-uz-Zaman	Quality Assurance Manager (Road)
2	Col (Red) Zafar Alam Khan	M&E Specialist Road
3	Muhammad Ilyas	Field Manager M&E
4	Muhammad Ibrar	Office Engineer
5	Rasheed Khan	Field Monitor Road
6	Muhammad Sher	Field Monitor Road
7	Ghulam Qasim	Field Monitor Road
8	Tariq Ibrahim Khan	Quantity Surveyor
9	Asad Khan	CAD Operator
10	Ihsan Ullah	Accountant
11	Hafiz ur Rehman	Assistant Accountant
12	Nasir Alam	Admin Officer
13	Umar Shah	Assistant Office Admin
14	Hamid Ali	Computer Operator

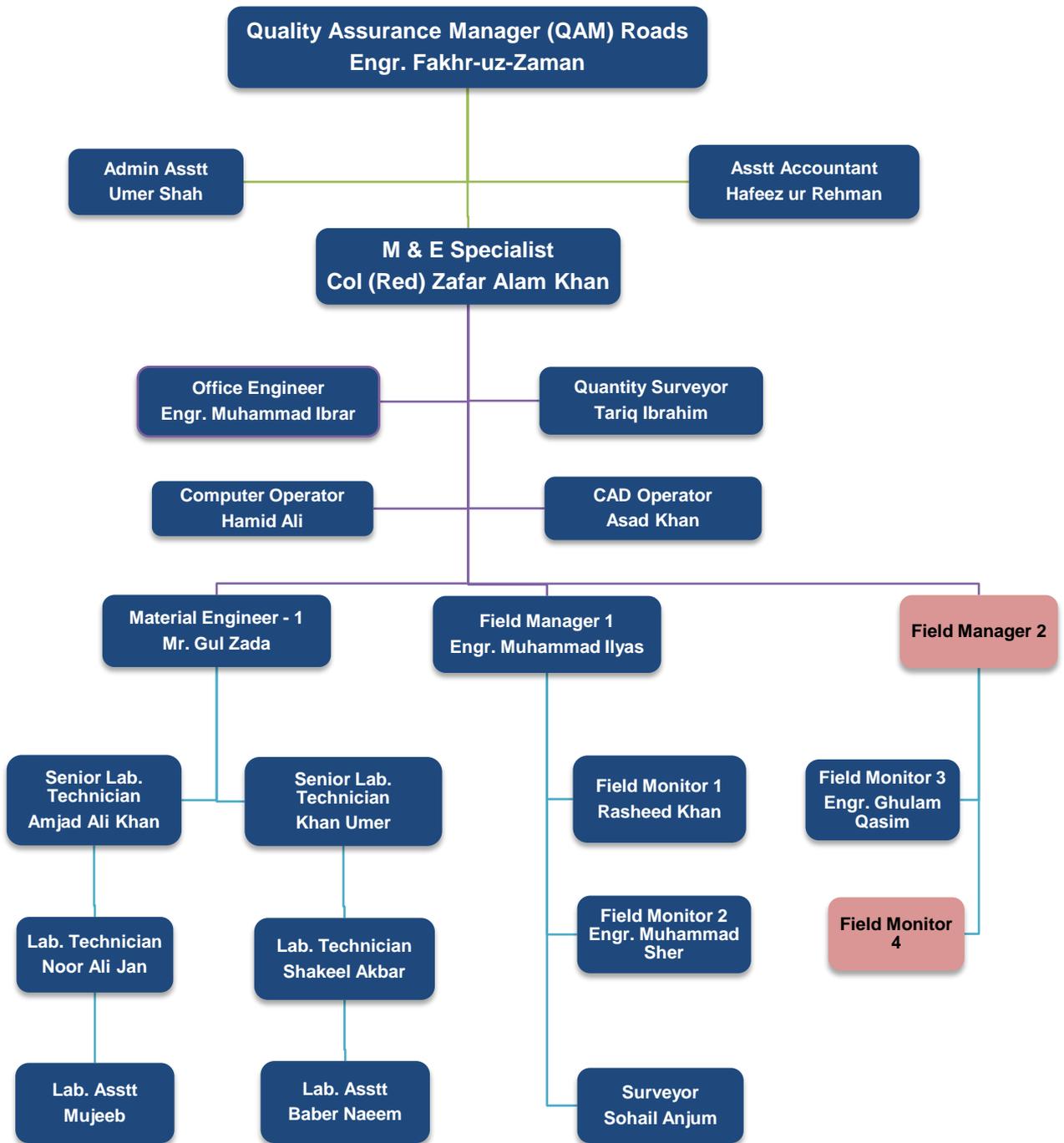
LABORATORY STAFF (ROAD COMPONENT)

S. No.	Name	Designation
1	Gul Zada	Material Engineer
2	Amjad Ali Khan	Senior Lab. Technician
3	Khan Umar	Senior Lab. Technician
4	Shakeel Akbar	Lab. Technician
5	Noor Ali Jan	Lab. Technician
6	To be replaced soon	Assistant Lab. Technician
7	Babar Naeem	Assistant Lab. Technician

ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



LEGEND:



Mobilized



To be mobilized with expansion of work

PROJECT PHOTOGRAPHS

PAVEMENT



KM: 0+210~0+400 Loop-II RHS roadway excavation is in progress.



KM: 0+550~0+700 Loop-I FW sub base top leveling & grading in progress



KM: 12+120.8~12+143.6 HW RHS concrete placing of rigid pavement in progress



KM: 12+234.8~12+257.6 RHS formwork of NJ Barrier is ready for Concreting.



KM: 13+215.2~13+238

HW RHS Concrete placing of rigid pavement is in progress



KM: 13+260.8~13+283.6

HW RHS concrete surface leveling & texturing is in progress



KM: 13+625.6~13+648.4

HW RHS concrete placing for rigid pavement is in progress.



KM 13+830~13+853.8

HW RHS concrete placing of rigid pavement is in progress.



KM 13+889.2~13+922 HW RHS curing compound application on rigid pavement in progress.



KM 13+922~13+944 HW RHS concrete placing of rigid pavement is in progress



KM 13+990.4~14+013.2 HW LHS concrete surface leveling grading & texturing in progress



KM 18+225~18+425 Cleaning of joint with air compressor in progress



KM 18+225~18+425

Placing PVC membrane in longitudinal joints underneath sealant in progress



KM 18+225~18+425

Sealant High seal F1 filling in longitudinal joint of rigid pavement in progress

STRUCTURES



Culvert 11+190

HW Far end curing for top slab in good condition



Culvert 14+250 Loop-I

Concrete for top slab casted



Culvert 14+250 Loop-I

Curing of top slab in progress



Culvert 14+300 Loop-I

Concrete for curtain wall in progress



Culvert 14+431 Loop-I

Curing for top slab in progress



Culvert 21+411

Backfill material watering & its compaction along Abutment walls of culvert in progress



Culvert 21+411

Curing for top slab in progress.



Culvert 21+853

Curing for top slab in progress.



Culvert 22+820

Curing for top slab in progress.



Culvert 22+925 HW

Far-end concrete placing for top slab in progress.



Culvert 22+925

U/s apron Cutoff wall concrete placing & compaction in progress



Culvert 23+100

Curing for top slab in progress



Culvert 23+386

Form work for top slab in progress



Culvert 27+511

RCC Pipe has been placed over lean concrete



Culvert 27+772

Stone masonry wing walls U/s side in progress



Culvert 31+170

Stone masonry Abutment wall-2 is in progress

BRIDGES



Bridge at KM 9+560 Concrete pouring for NJ barrier and deck slab span-3 in progress



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



Bridge at KM 9+560

Ret wall stone masonry in progress at Abt-2 DS side



Bridge at KM 9+560

Ret wall stone masonry in progress at Abutment-2 U/s side



Bridge at KM 18+475

Concrete Bottom slab casted



Bridge at KM 23+850

Abutment seat-2 steel reinforcement & formwork ready for concrete.



Bridge at KM 23+850

No curing for 03 Nos Pier shafts Pier P1



Bridge at KM 27+250

Concrete placing for Pile P2 Abt-2 in progress.



Bridge at KM 27+250

Pile boring work Abt-1, Pier P2 & P3 is in progress..



Bridge at KM 27+250

Pile boring works at Abt-1 , Pier P1, Pier P3 & Abt-2 in progress

RETAINING WALLS



KM 9+600~9+650

LHS Ret wall bed preparation in progress



KM 9+600~9+650

RHS Ret wall stone masonry in progress



KM 9+650~9+700

LHS Ret wall stone masonry in progress



KM 10+500~10+575

RHS Breast wall stone masonry in progress



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



KM 11+100~11+175 LHS Ret wall stone masonry in progress.



KM 11+175

U/s side protection wall bed prepared for lean concrete



KM 11+250~11+300

LHS Ret wall curing in progress



KM 11+250~11+350

LHS Ret wall stone masonry in progress



KM 14+100~14+150

RHS Ret wall stone masonry in progress



KM 14+750~14+800

RHS Ret wall stone masonry in progress



KM 14+775~14+825

RHS Ret wall stone masonry in progress



KM 19+100~19+175

LHS Ret wall stone masonry in progress



KM 19+355~19+365

LHS Ret wall excavation has been carried out



KM 19+355~19+400

LHS Ret wall concrete pad casted

FIELD / LAB TESTING



Monitoring Concrete Coring at Km; 11+190



Coring of Concrete at Km; 11+190



Coring of concrete at 11+190



Monitoring of Asphaltic Base Course at Km; 26+000



Sampling of Asphaltic Base Course at Km; 25+980



Sampling from Hot Bins for Aggregate Quality Testing



Calibration of Asphalt Plant



Calibration of Asphalt Plant



Casting of Class A-1 Concrete cylinders for Culvert Slab at concrete plant



Casting of concrete cylinders of Multicell culvert Slab at Km;11+190

ENVIRONMENTAL MONITORING



(Photo #1) View of a properly maintained Ambulance at vehicles stand of FWO Labor Camp.



(Photo # 2) KM: 1+800 Dumped excavated material needs removal from the existing road site.



(Photo # 3) KM: 11+190 Multi cell culvert construction needs Health and Safety measures.



(Photo # 4) KM: 11+300 Retaining walls construction needs H&S protocols compliance, protective measures, and proper placement of building materials.



(Photo #5) KM: 14+300 culvert construction needs H&S protocols compliance.



(Photo #6) KM: 14+250 Dry powdered clay layers on the existing road, needs sprinkling of water to control dust pollution.



(Photo #7) KM: 16+100 Crushing plant near Shagai Fort needs proper quarry area and H&S protocols compliance on construction materials.



(Photo # 8) KM: 18+500 water sprayed to control dust pollution.



(Photo # 9) KM: 19+150 Labor during retaining walls construction needs safety protocols and proper labor safeguards.



(Photo # 10) KM: 19+565 Labor during culverts construction needs safety protocols and proper labor safeguards.



(Photo # 11) KM: 0+250 Loop-II Dust pollution; needs sprinkling of water.



(Photo # 12) KM: 24+ 300 Quarry area needs H&S protocols compliance and proper placement of construction materials.



(Photo # 13) KM: 27+ 250 River bridge construction needs Health and Safety measures.