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

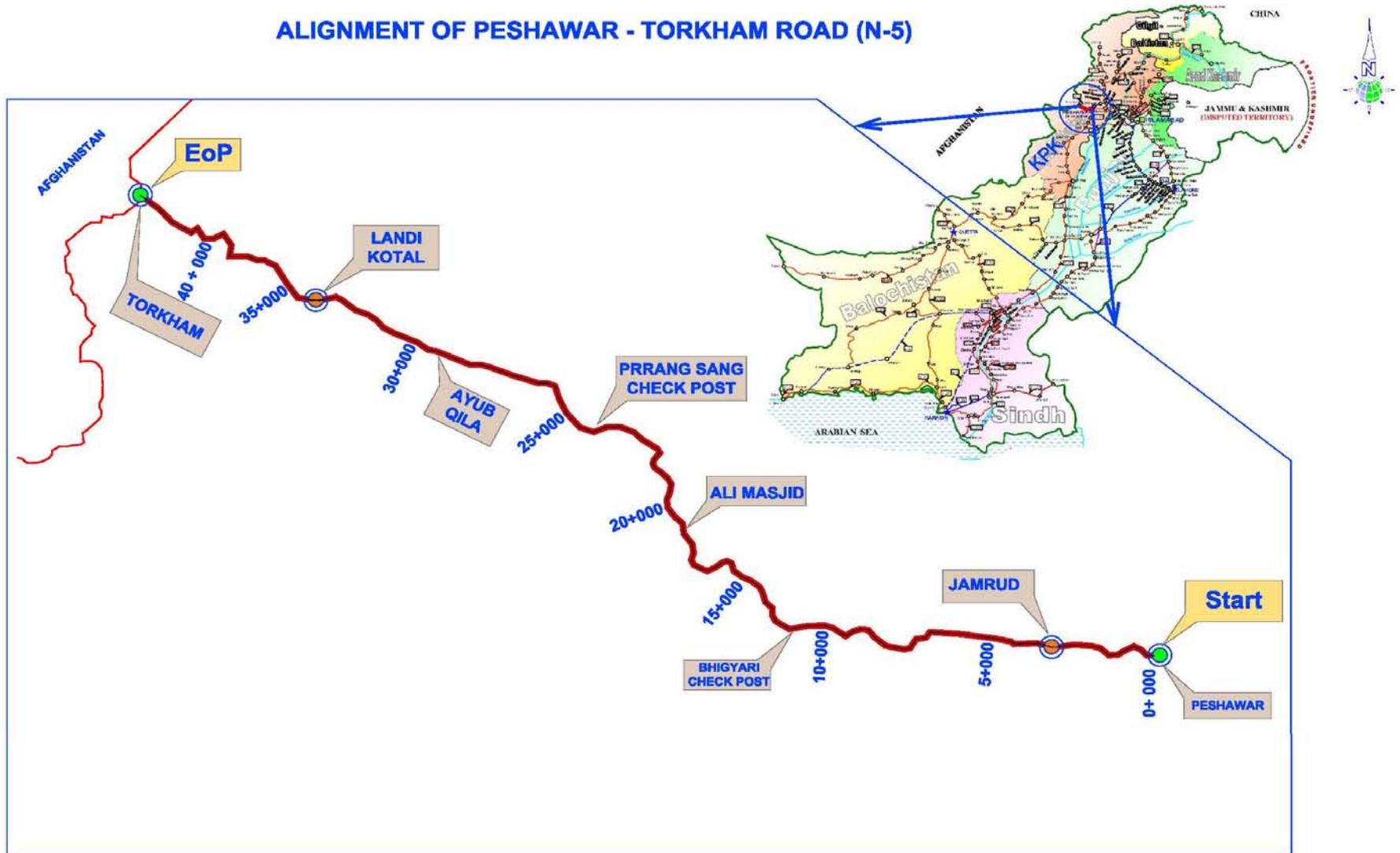
**MONTHLY PROGRESS REPORT # 20
AUGUST 2014**

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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 and about 18 KM in different stretches is now open for traffic.

The total percent time elapsed up-to 31st August, 2014 is about 85% while the overall certified amount is USD 19,896,100. As per Article 4 of the Activity Agreement No. AID-015-DOD, the works needs to be completed by December 31, 2014. Under the circumstances and ground conditions, the Activity Completion Date needs to be extended and agreed to in writing by USAID. During the reporting month, the Contractor team utilized 25 working days. 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, 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 almost completed.

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: 98.00 %
- Work on 2,254 M (cumulative) retaining/breast walls is in progress.
- Traffic continually plying on remaining 500 m diversion / detour.

SECTION – III (KM: 14+000 To 19+000)

<u>WORK ITEM</u>	<u>SEC – III</u>
○ Earthwork:	95.00 %
○ Sub Base (Rigid Pavement):	86.11 %
○ Sub Base (Flexible):	100.00 %
○ Water Bound Macadam:	100.00 %
○ Asphaltic Base Course:	93.62 %
○ Asphaltic Wearing Course	93.62 %
○ Rigid Pavement:	56.64 %
○ Culverts:	76.18 %
○ Retaining Walls/Breast Walls:	57.39 %

- Construction continued on 19 No's cross drainage structures & 2,000 M (cumulative) retaining walls/Breast walls in section – III.
- Traffic continually plying on remaining 500 m diversion / detour.

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

- Milestone breakup for section-IV under process with FWO/ NESPAK.
- Design and BoQ finalized for sections V to EoP.
- Sub-base paving work in section – IV & V continued.
- Laying of water bound macadam 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

- Bridge at KM 9+560 is about 93% completed; Torkham side retaining wall is in progress.
- At bridge (KM 18+475) bottom slab completed while rebar's fabrication / fixing for abutment in progress.
- Bridge at KM 23+850 is about 49% completed. Work on Abutment walls and wing walls are in progress.

- At bridge (KM 27+000) dismantling of existing bridge already completed. No activity during the reporting month.
- At bridge (KM 27+250) 18 working piles completed.
- Multicell culvert at KM 11+190 is about 80% complete; rebar's fabrication/fixing in top slab of the remaining 08/15 cells is in progress.
- At multicell culvert (KM: 22+925) top slab concreting completed with overall physical progress of about 65%.
- BoQ of six bridges at KMs 18+475,,27+000,27+250,2+200,11+560 & 21+320 finalized

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	Section – VIII	Section – IX
Kilometers	0+000 to 9+000	9+000 to 14+000	14+000 to 19+000	19+000 to 21+000 22+400 to 24+400	21+100 to 22+400 24+400 to 29+000	29+000 to 33+000	33+000 to 37+000	37+000 to 41+000	41+000 to 43+041 & Loop 3
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.

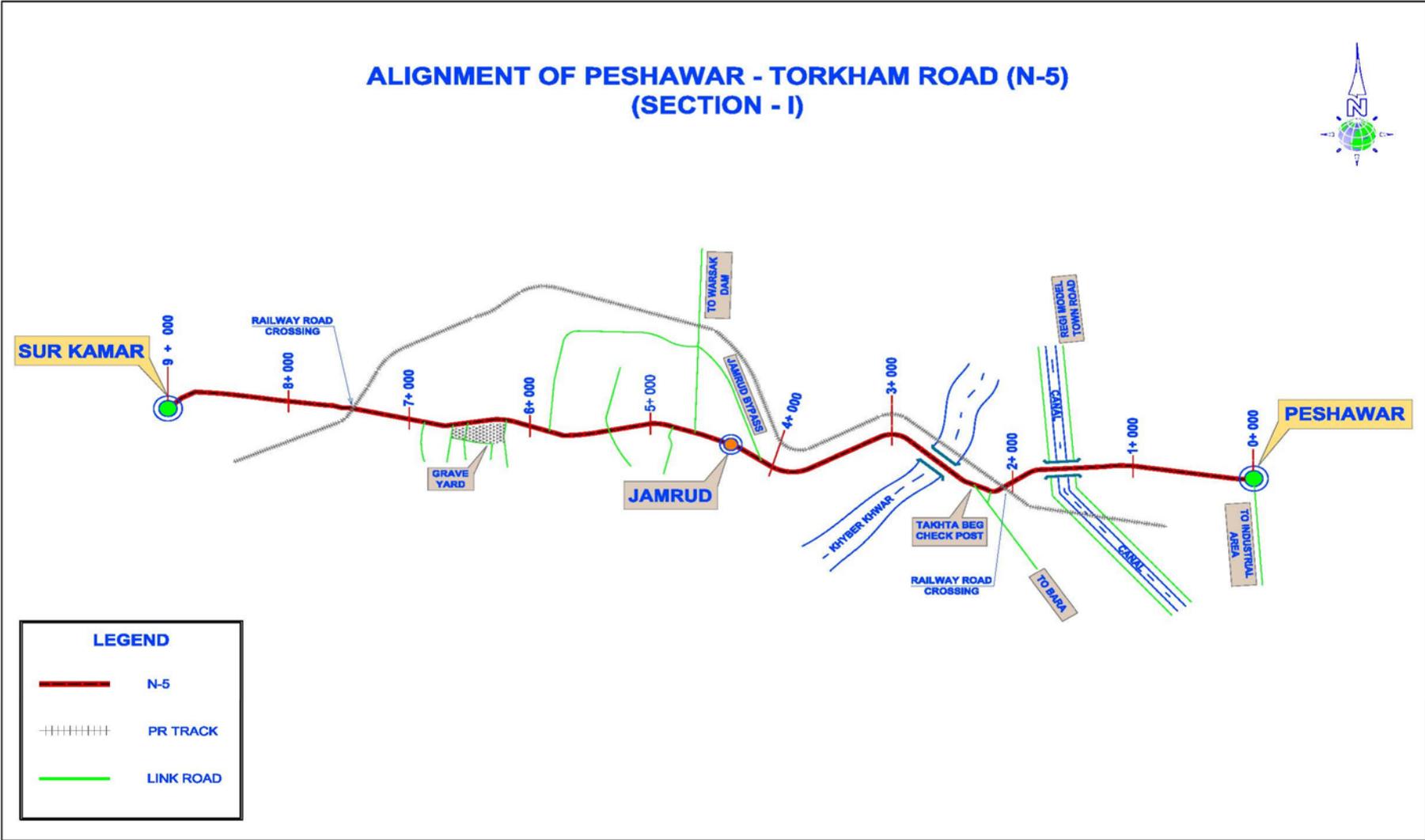
GENERAL CONTRACT DATA

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

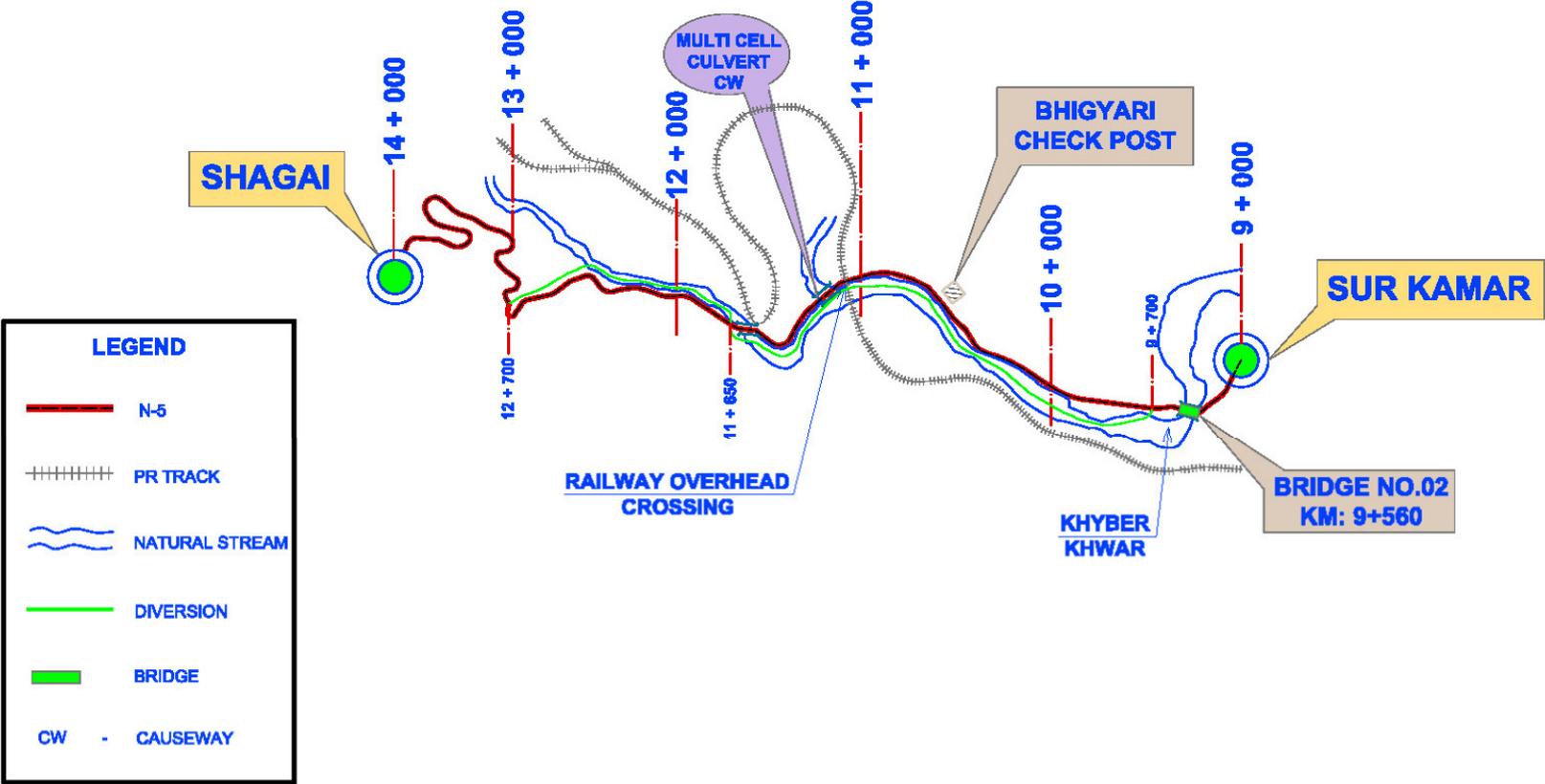
SECTIONS DATA

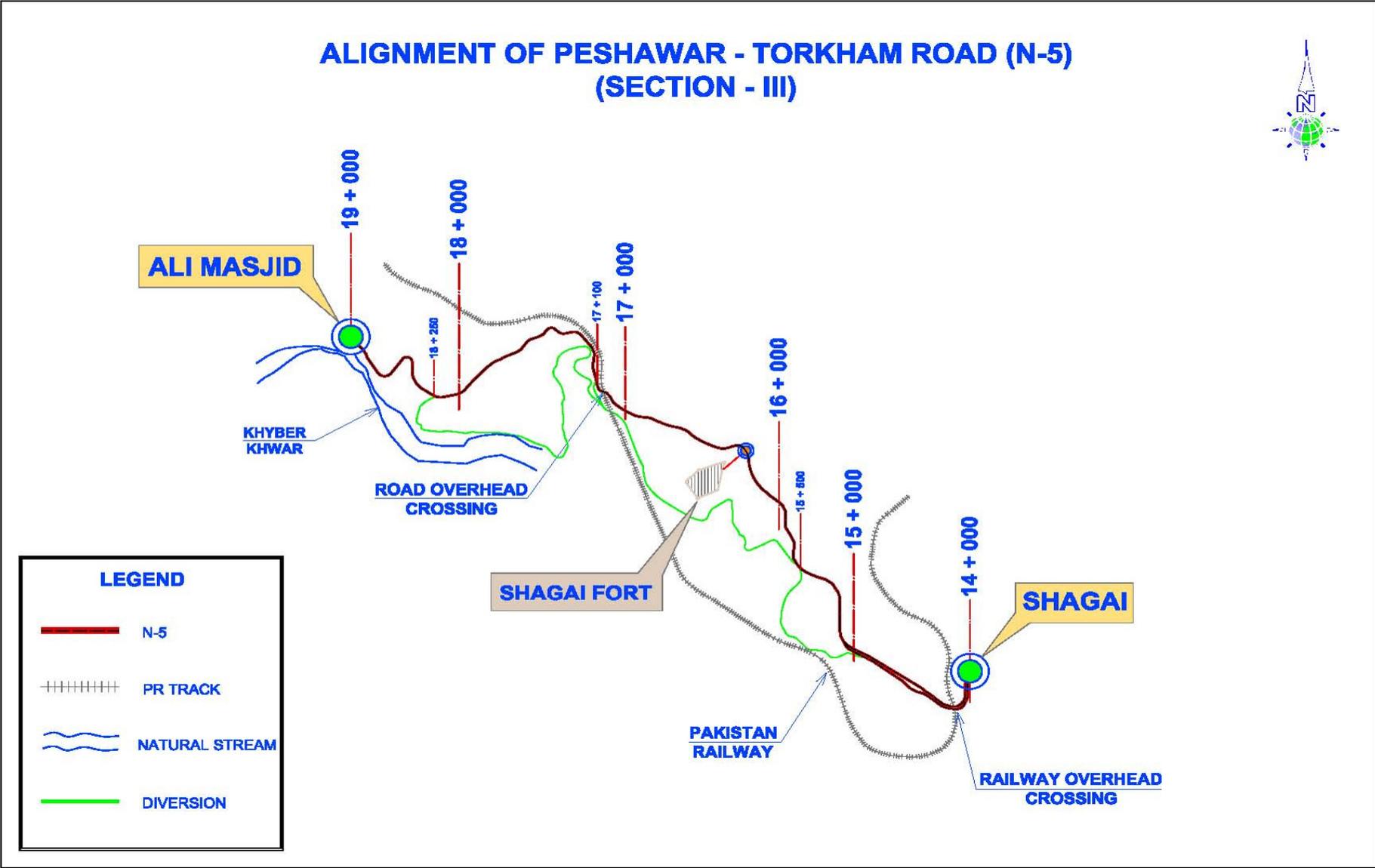
1. Name of Package	Section – I (CH: KM: 0+000 to CH: KM: 9+000)
2. PIL Cost (Section – I)	Rs. 937.939 Million (US \$ 9.978 M)
3. Approval of PIL (Section – I)	Jan 10, 2013
1. Name of Package	Section – II (CH: KM: 9+000 to CH: KM: 14+000)
2. PIL Cost (Section – II)	Rs. 985.266 Million (US \$ 9.383 M)
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

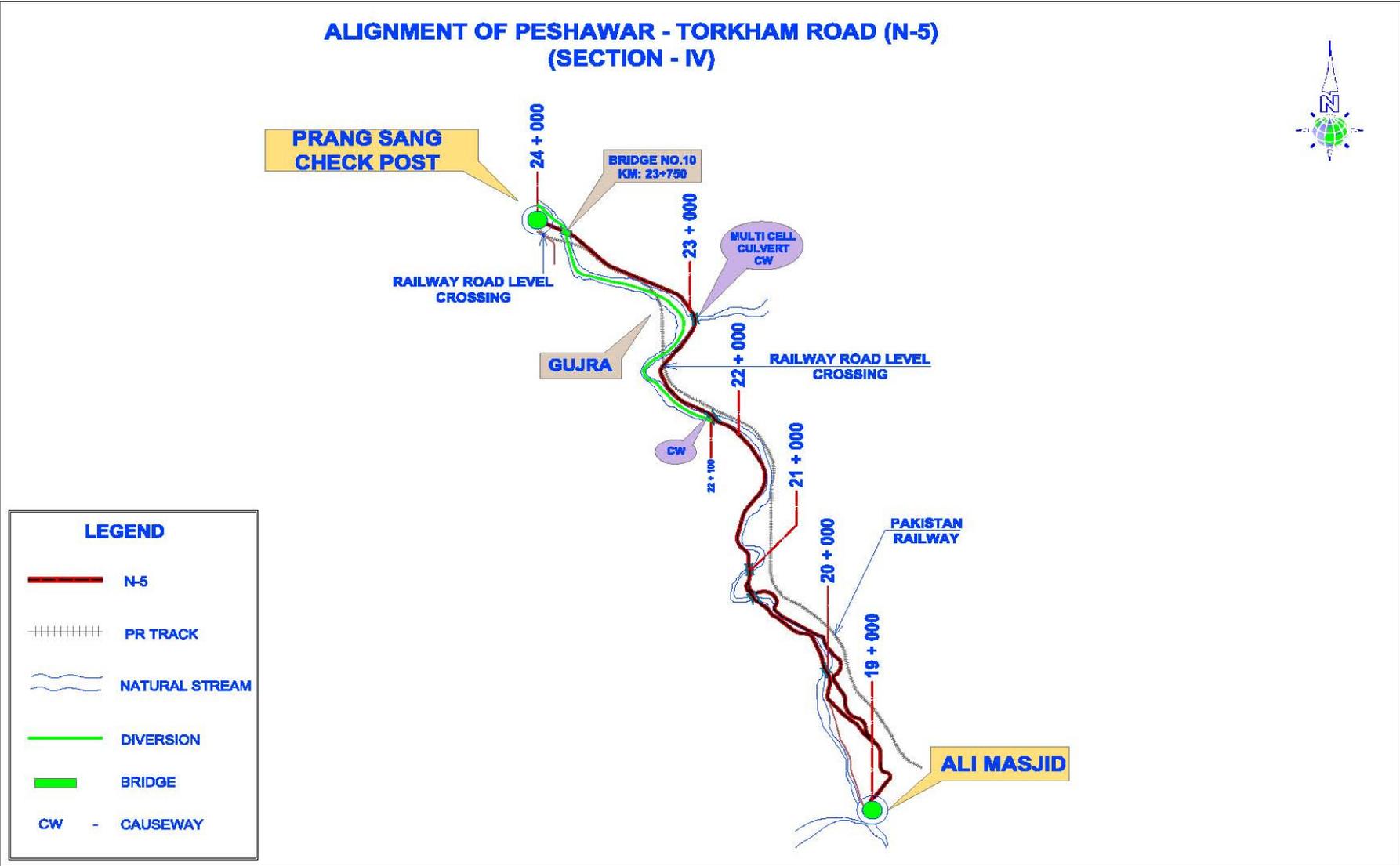
ALIGNMENT SKETCHES

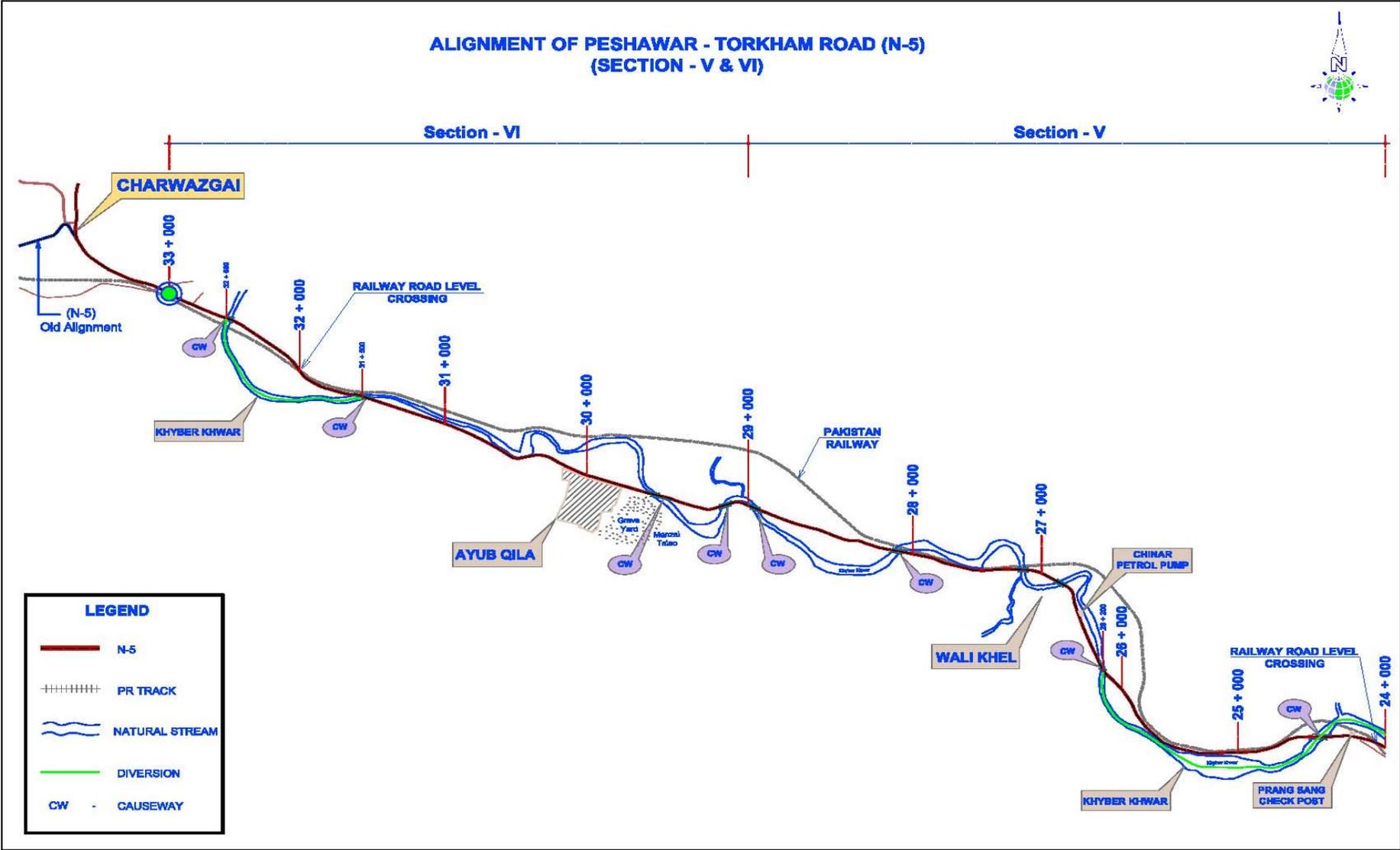


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

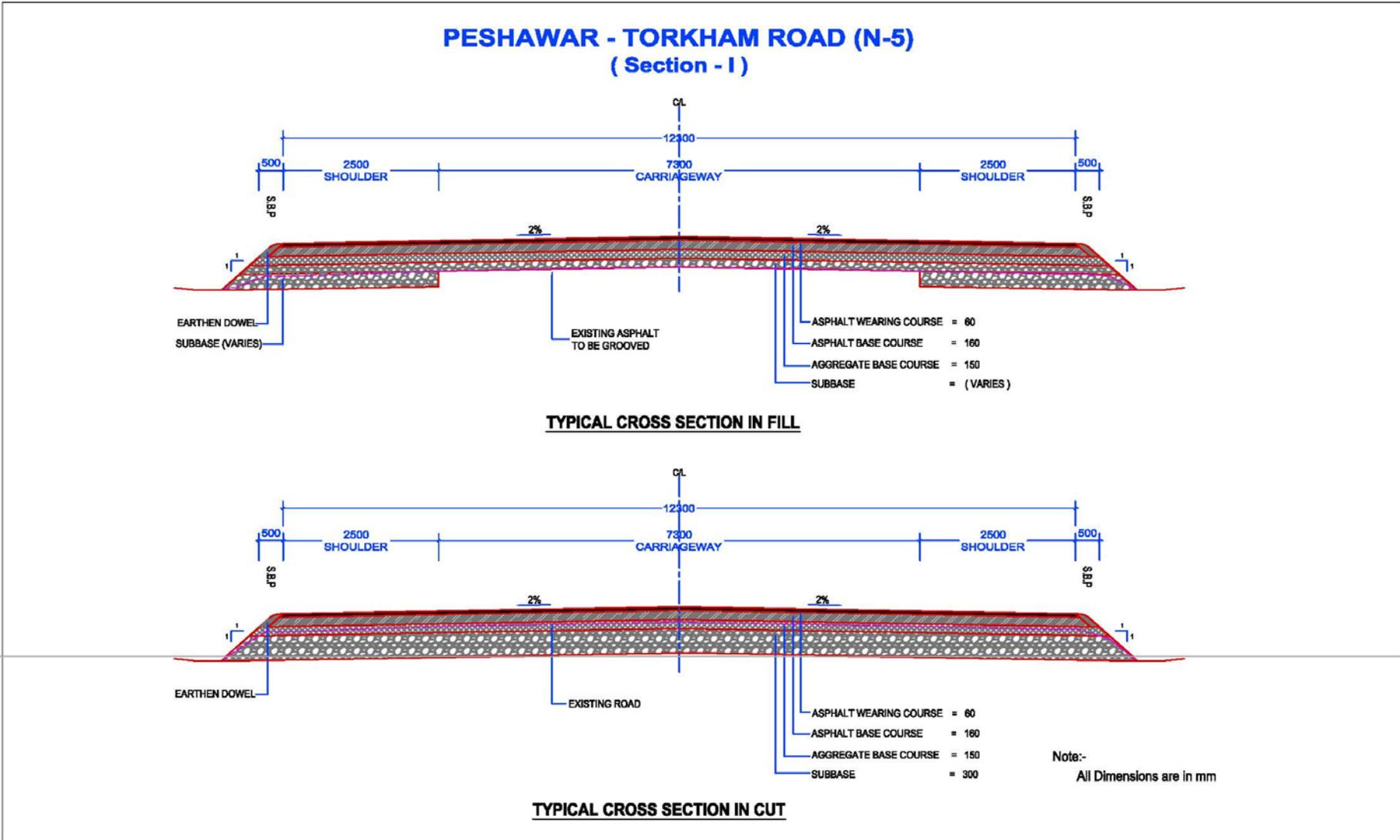


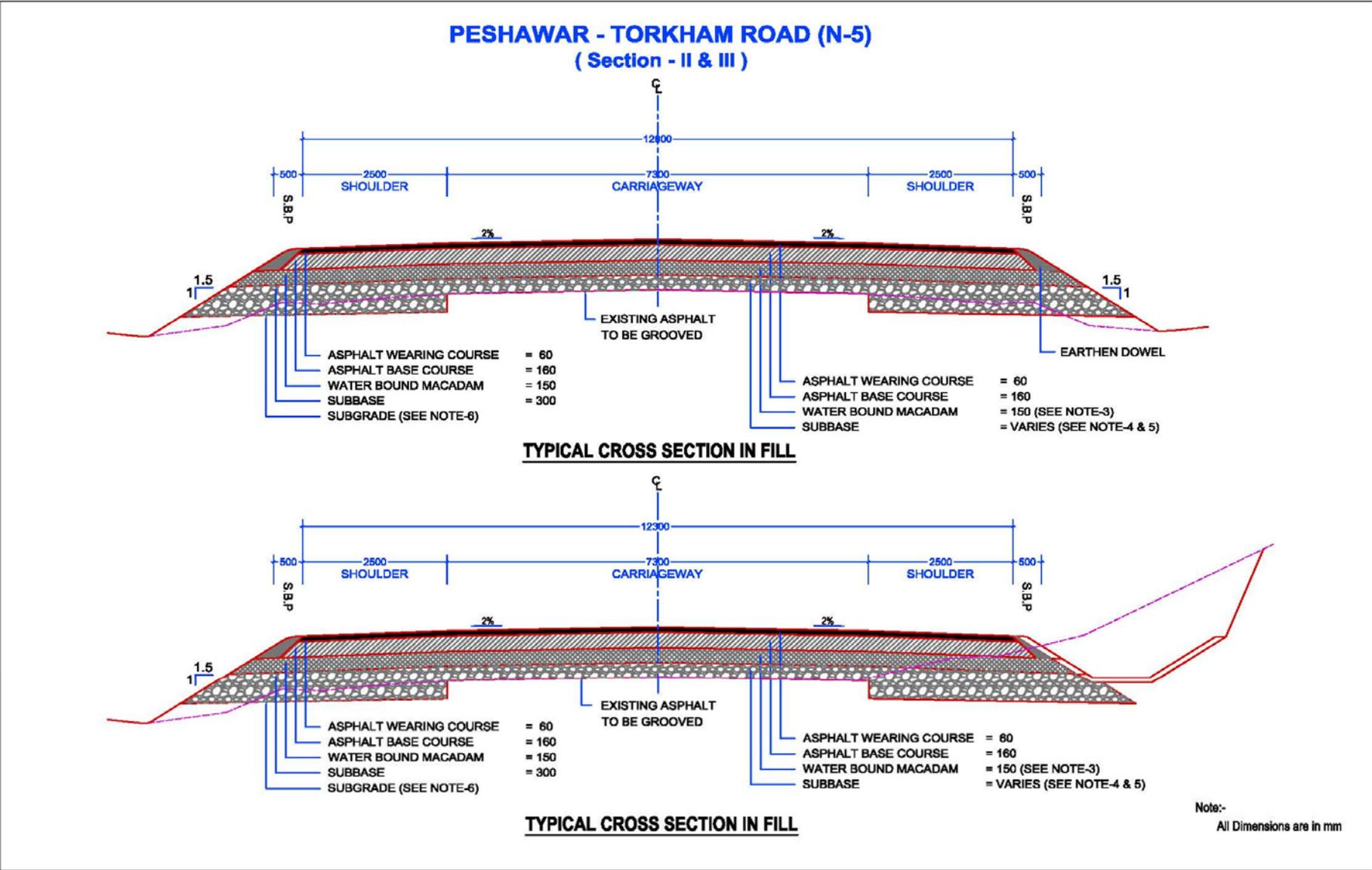


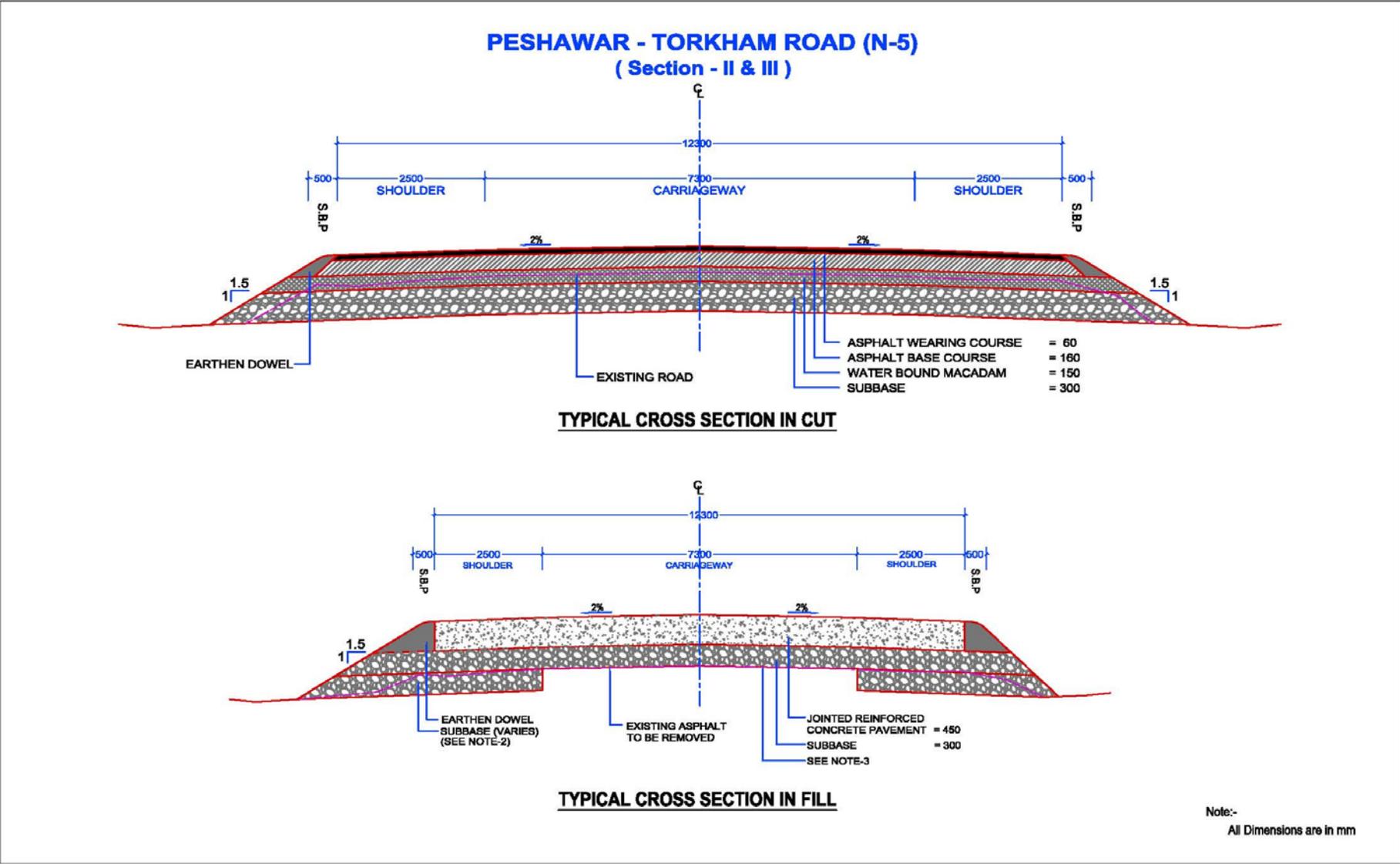




TYPICAL CROSS SECTIONS OF ROAD







M&E SERVICES & PROGRESS OF ACTIVITIES

M&E CONSULTANTS MAJOR ACTIVITIES DURING THE REPORTING MONTH-AUG'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.
- Attended three joint co-ordination meetings at CRE / FWO office to finalize BoQ of Sec-V to EoP and 06 bridges.
- Attended joint coordination meeting in office of Project Director, Head Quarter 495 Engineer Group, Peshawar.
- 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 compliance with the construction environmental management plan.

MATTERS REQUIRING ATTENTION

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

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

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

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 IX, and 06 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 may 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 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.

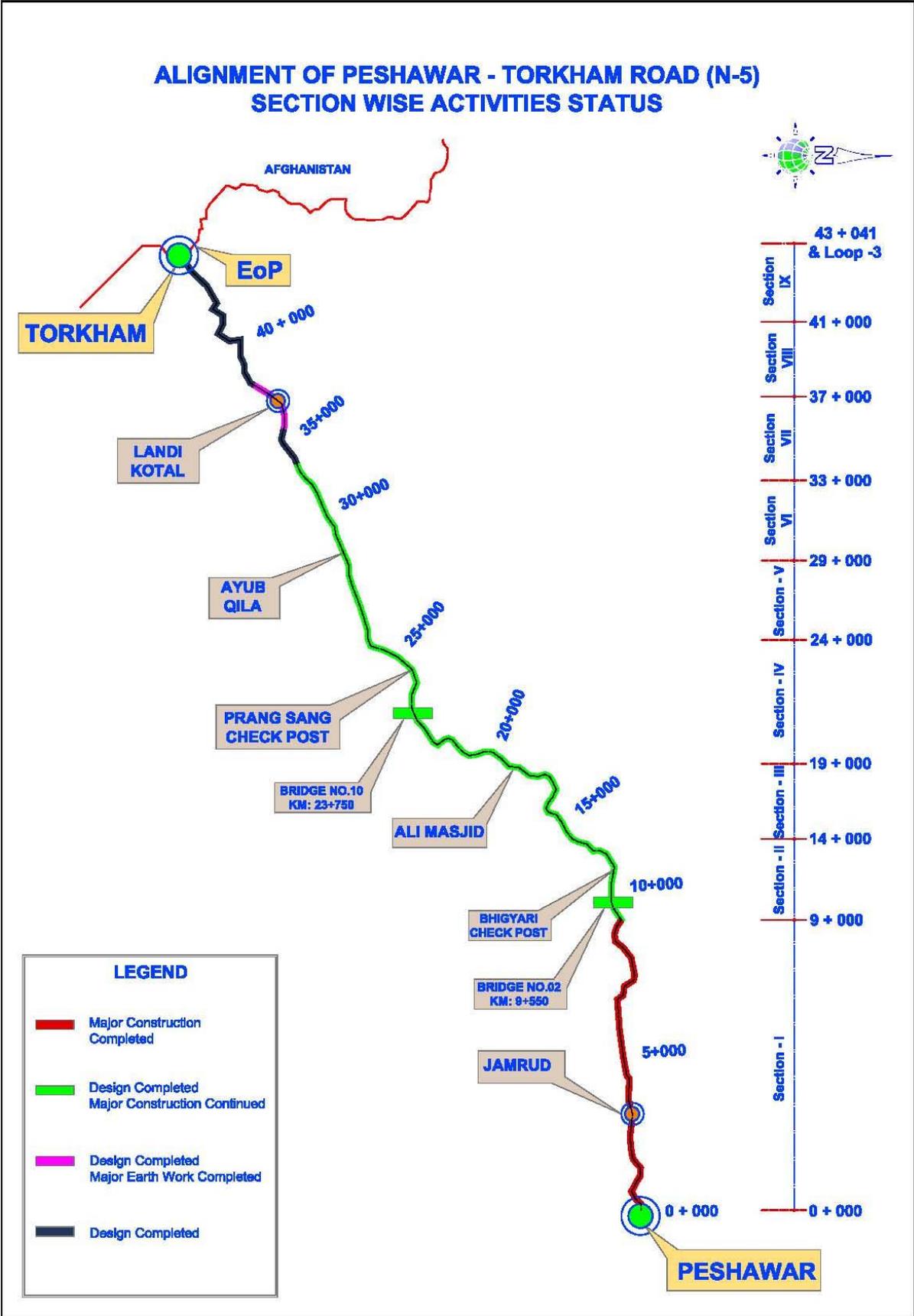
DELAY IN UTILITIES IDENTIFICATION / SHIFTING FROM CONSTRUCTION CORRIDOR

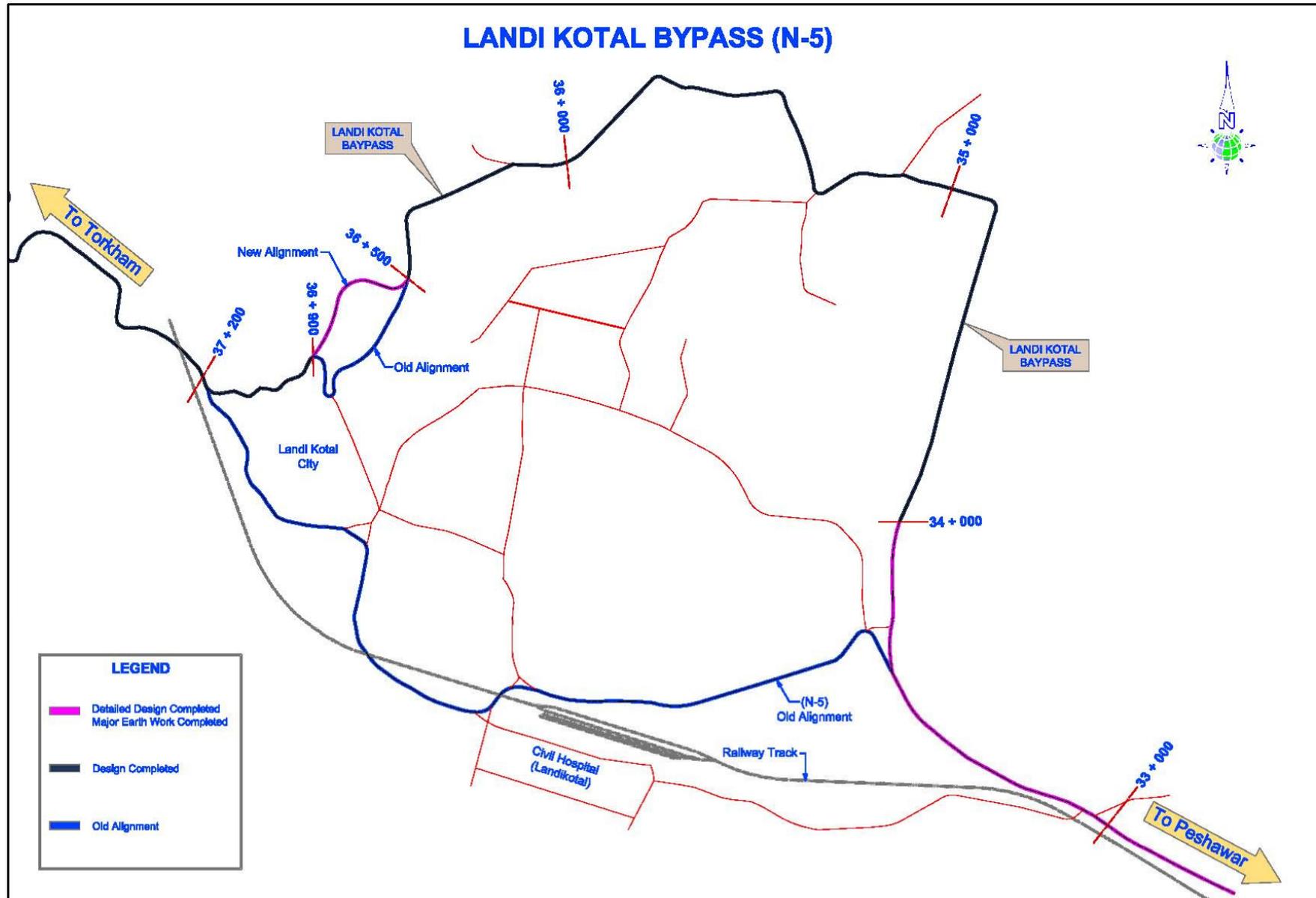
Since Peshawar Torkham road project traverses through the rolling / hilly terrain of Khyber agency, proper records of the underground utilities like water supply, sewerage lines and telephone cables etc. is hardly available. Utilities usually get identified during the construction activities. Similarly, 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



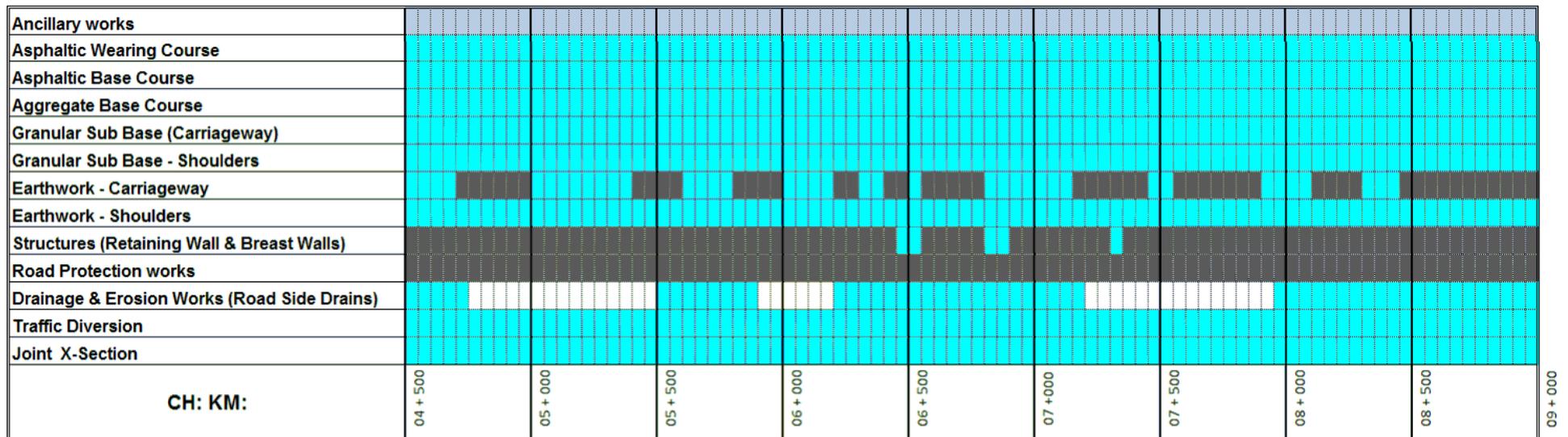
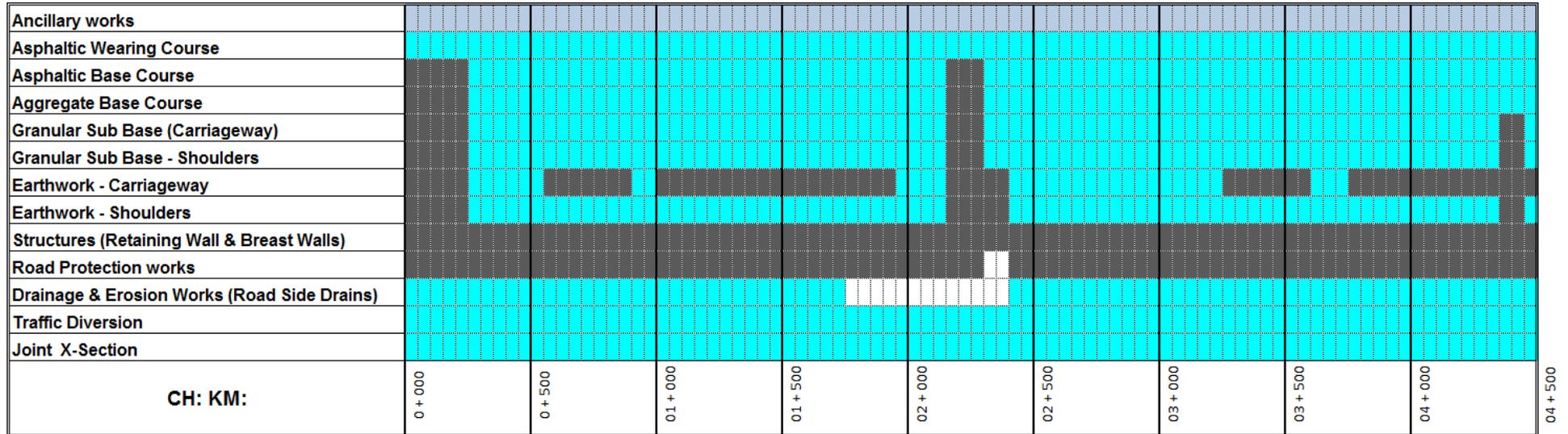


CIVIL WORKS PROGRESS STATUS

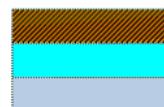
SECTION - I CUMULATIVE MILESTONE WISE PROGRESS STATUS

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 Cumulative Progress		
						Milestone Achieved	Amount (US \$)	Progress %	Milestone Achieved	Amount (US \$)	Progress %	Milestone Achieved	Amount (Us \$)	Progress %
1	Earth Work	KM	9	6,340	57,059	9.00	57,059	100	-	-	-	9.00	57,059	100
2	Sub Base and Base Course													
i	Granular Sub Base	KM	9	111,764	1,005,872	9.00	1,005,872	100	-	-	-	9.00	1,005,872	100
ii	Aggregate Base Course	KM	9	73,612	662,504	9.00	662,504	100	-	-	-	9.00	662,504	100
iii	Asphaltic Base Course	KM	9	416,609	3,749,478	9.00	3,749,478	100	-	-	-	9.00	3,749,478	100
3	Surface Courses And Pavement	KM	9	213,786	1,924,071	9.00	1,924,071	100	-	-	-	9.00	1,924,071	100
4a	Structures (Retaining Wall/Breast Wall)	JOB	1	38,812	38,812	1.00	38,812	100	-	-	-	1.00	38,812	100
4b	Structures (Culverts)													
I	Widening and Repair of Existing Culverts at RD 1+290 & 5+692	Number	2	10,658	21,315	-	-	-	-	-	-	-	-	-
II	Construction Of New Culverts (No. Of Span X Span Width X Height)													
	1 x 2 x 1.5	Number	7	19,268	134,878	7.00	134,878	100	-	-	-	7.00	134,878	100
	1 x 3 x 1.5	Number	3	25,204	75,612	3.00	75,612	100	-	-	-	3.00	75,612	100
	2 x 3 x 1.5	Number	2	40,951	81,902	2.00	81,902	100	-	-	-	2.00	81,902	100
	3 x 3 x 1.5	Number	1	54,598	54,598	1.00	54,598	100	-	-	-	1.00	54,598	100
	5 x 3 x 1.5	Number	1	75,008	75,008	1.00	75,008	100	-	-	-	1.00	75,008	100
5a	Drainage & Erosion Works (Road Side Drain)													
i	Drain Type D-1 & D-2 (Covered)	KM	5.5	249,003	1,369,515	4.95	1,232,564	90.00	-	-	-	4.95	1,232,564	90.00
ii	Drain Type D-1a & D-2a (Uncovered)	KM	3	110,129	330,386	2.73	300,100	90.83	-	-	-	2.73	300,100	90.83
iii	Drain Type D-3 (Converted To D-2 Type)	KM	1.5	135,440	203,160	1.50	203,160	100	-	-	-	1.50	203,160	100
5b	Road Protection Works (100 M)	JOB	1	11,048	11,048	-	-	-	-	-	-	-	-	-
6	Ancillary Works Complete In All Respects	JOB	1	54,375	54,375	0.47	25,556	47.00	-	-	-	0.47	25,556	47.00
7	Diversion	KM	9	12,979	116,808	9.00	116,808	100	-	-	-	9.00	116,808	100
8	Plantation Of Trees (450 Nos)	KM	9	1,298	11,681	-						-	-	-
	TOTAL PROJECT COST (SECTION-I)				9,978,082		9,737,983	97.59		-	0.00		9,737,983	97.59

SECTION - I PAVEMENT CONSTRUCTION PHYSICAL PROGRESS STATUS



LEGEND



WORKS COMPLETED IN AUGUST 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
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 Cumulative Progress		
						Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (US \$)	Progress %
1	Earth Work (Including Earthen Dowels)	500 m	10	101,245	1,012,450	9.50	961,828	95.00	-	-	-	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	-	-	-	9.00	243,657	90.00
b	Water Bound Macadam	500 m	4.6	28,702	132,029	3.70	106,197	80.43	-	-	-	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	-	-	-	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	-	-	-	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	10.40	2,730,104	96.30	-	-	-	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	1.11	78,305	7.59	19.36	1,371,573	98.00
4a - ii	Breast Wall - 325 M	100 M	3.25	28,169	91,549	3.00	84,506	92.31	0.19	5,211	7.69	3.19	89718	98.00
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	-	-	-	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	-	-	-	1.00	49,109	100
	1 x 2 x 3 (Flexible Pavement)	No	2	43,350	86,700	1.95	84,533	97.50	-	-	-	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	-	-	-	0.92	41,019	92.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	0.96	46,145	96.00	-	-	-	0.96	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 Cumulative Progress		
						Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (Us \$)	Progress %
	Construction of New Culverts (Replacement of Old) (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (Rigid Pavement)	No	3	33,083	99,249	2.81	92,963	93.67	-	-	-	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	-	-	-	0.94	34,193	94.00
	1 x 3 x 4.0	No	1	76,130	76,130	1.00	76,130	100	-	-	-	1.00	76,130	100
	1 x 2 x 4 (22 m length)	No	1	89,408	89,408	0.90	80,467	90.00	-	-	-	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	-	-	-	1.00	105,875	100
	1 x 2 x 4.5 (15° skew)	No	1	83,564	83,564	0.96	80,221	96.00	-	-	-	0.96	80,221	96.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	1.00	38,000	100	-	-	-	1.00	38,000	100
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	0.96	85,045	96.00	-	-	-	0.96	85,045	96.00
	Service Ducts	No	23	2,666	61,318	19.00	50,654	82.61	-	-	-	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	60,729	37.50	-	-	-	0.38	60,729	37.50
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	0.66	152,809	65.70	-	-	-	0.66	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	34.00	0.25	7,644	5.00	1.95	59,629	39.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				9,383,484		7,756,616	82.66		91,161	0.97		7,847,777	83.63

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	13+325 (skew)	13+650



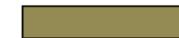
ACTIVITIES COMPLETED IN AUGUST 2014



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 Cumulative Progress		
						Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (Us \$)	Progress %	Milestone Achieved	Amount (US \$)	Progress %
1	Earth Work	500m	10	104,451	1,044,510	9.35	976,617	93.5	0.15	15,668	1.50	9.50	992,285	95.00
2	Sub Base And Base Course													
a	Granular Sub Base	500m	11.80	39,882	470,608	7.8	311,080	66.10	3.00	119,646	25.42	10.80	430,726	91.53
b	Water Bound Macadam	500m	4.70	28,023	131,708	4.7	131,708	100	-	-	0.00	4.70	131,708	100
c	Asphaltic Base Course	500m	4.70	212,362	998,101	4.4	934,393	93.62	-	-	0.00	4.40	934,393	93.62
d	Earthen Dowel	Job	1.00	24,249	24,249	-	-	-	-	-	-	-	-	-
3	Surface Courses and Pavement													
a	Asphaltic Concrete for Wearing Course and Allied Activities	500m	4.70	101,000	474,700	4.4	444,400	93.62	-	-	0.00	4.40	444,400	93.62
b	Rigid Pavement (Half Pavement Width)	500m	14.30	216,504	3,096,007	5.9	1,277,374	41.26	2.20	476,309	15.38	8.10	1,753,682	56.64
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	44,427	0.5	9,353.0	21.05	-	-	-	0.50	9,353	21.05
b	RETAINING WALL (RW-2) : H= 2.0 M ; L= 100 M	JOB	1.00	13,980	13,980	-	-	-	-	-	-	-	-	0.00
c	RETAINING WALL (RW-2) : H= 2.5 M ; L= 1075 M	100M	10.75	19,044	204,723	10.50	199,962	98	0.05	952	0.47	10.55	200,914	98.14
d	RETAINING WALL (RW-2) : H= 3.0 M ; L= 150 M	JOB	1.00	37,862	37,862	0.83	31,425	83	-	-	-	0.83	31,425	83.00
e	RETAINING WALL (RW-2) : H= 4.0 M ; L= 105 M	JOB	1.00	44,200	44,200	0.48	21,039	48	-	-	-	0.48	21,039	47.60
f	RETAINING WALL (RW-2) : H= 6.0 M ; L= 600 M	100M	6.00	93,510	561,060	4.25	397,418	71	-	-	-	4.25	397,418	70.83
g	RETAINING WALL (RW-2) : H= 7.0 M ; L= 175 M	100M	1.75	124,511	217,894	-	-	-	-	-	-	-	-	-
h	RETAINING WALL (RW-2) : H= 8.0 M ; L= 100 M	100M	1.00	164,173	164,173	0.75	123,130	75	-	-	-	0.75	123,130	75.00
4a - ii	BREAST WALL - 225 M	100M	2.25	34,037	76,583	-	-	-	-	-	-	-	-	-

SECTION - III

CUMULATIVE MILESTONE WISE PROGRESS STATUS

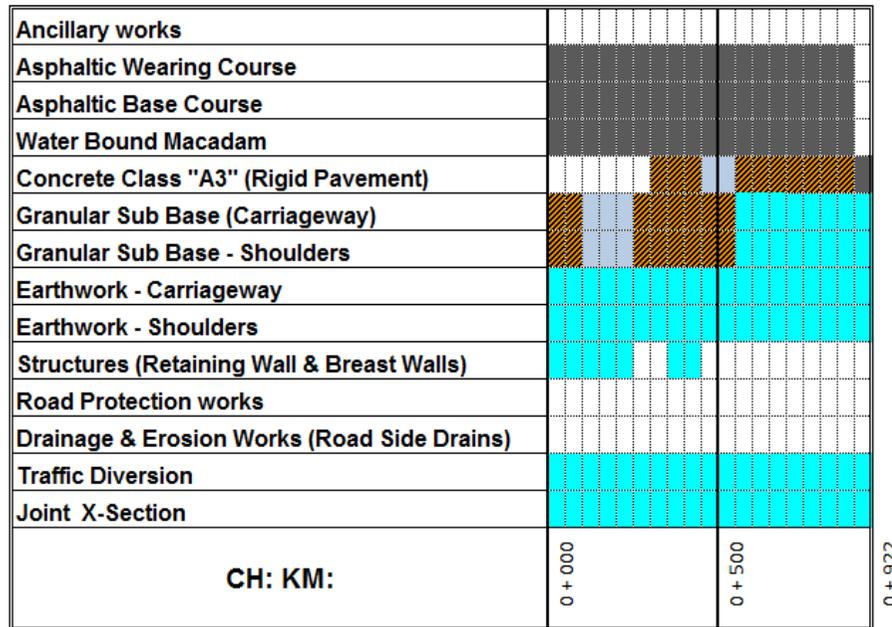
Bill No.	Description Of Bill	Milestone Unit	Number Of Milestones	Amount As Per Milestone (US \$)	Total Amount (US \$)	Progress upto Previous Months			Progress In This Months			Milestone Wise Cumulative Progress		
						Milestone Achieved	Amount (US \$)	Progress %	Milestone Achieved	Amount (US \$)	Progress %	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	33,442	0.99	33,107	99.00	-	-	-	0.99	33,107	99.00
	1 x 2 x 3 (Flexible Pavement)	No	1	44,315	44,315	0.99	43,871	99.00	-	-	-	0.99	43,871	99.00
	1 x 2 x 4.5 (Flexible Pavement)	No	1	83,501	83,501	1.00	83,501	100	-	-	-	1.00	83,501	100
	1 x 2 x 3 (Loop-1 Rigid Pavement)	No	2	40,667	81,334	1.66	67,507	83.00	0.03	1,220.01	1.50	1.69	68,727	84.50
	2 x 2 x 3 (Loop-1 Rigid Pavement)	No	1	52,479	52,479	0.938	49,225	93.80	-	-	-	0.94	49,225	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	27,031	1	27,031	100	-	-	-	1	27,031	100
	1 x 2 x 2.5	No	2	33,621	67,242	1.91	64,216	95.50	-	-	-	1.91	64,216	95.50
	1 x 2 x 2.5 (Rigid Pavement)	No	2	33,818	67,636	1.97	66,621	98.50	-	-	-	1.97	66,621	98.50
	1 x 2 x 2.5(15° skew)	No	1	34,445	34,445	1	34,445	100	-	-	-	1	34,445	100
	1 x 2 x 2.5(30° skew)	No	1	37,186	37,186	1	37,186	100	-	-	-	1	37,186	100
	1 x 2 x 3 (15° skew)	No	1	45,559	45,559	0.99	45,103	99.00	-	-	-	0.99	45,103	99.00
	1 x 2 x 3 (30° skew)	No	1	49,119	49,119	0.98	48,136	98.00	-	-	-	0.98	48,136	98.00
	1 x 2 x 2.5 (Loop-1)	No	3	30,901	92,703	2.87	88,685	95.67	-	-	-	2.87	88,685	95.67
	2 x 2 x 2.5	No	1	39,933	39,933	0.91	36,339	91.00	-	-	-	0.91	36,339	91.00
	Service Ducts	No	6	2,725	16,350	-	-	-	-	-	-	-	-	-
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-3a (7.0 KM)	500m	14	18,007	252,098	-	-	-	-	-	-	-	-	-
ii	DRAIN TYPE D-3b (0.225 KM)	JOB	1	16,610	16,610	-	-	-	-	-	-	-	-	-
5b	ROAD PROTECTION WORKS													
i	STONE PITCHING (100M)	JOB	1	5,416	5,416	-	-	-	-	-	-	-	-	-
ii	METAL GUARD RAIL (475M)	JOB	1	40,008	40,008	-	-	-	-	-	-	-	-	-
iii	BARRIER (150M)	JOB	1	45,775	45,775	-	-	-	-	-	-	-	-	-

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 Cumulative 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	18,894	-	-	-	-	-	-	-	-	-
ii	PAVEMENT MARKINGS / STUDS	JOB	1	50,671	50,671	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	31,259	156,295	1.25	39,074	25.00	0.25	7,815	5.00	1.50	46,889	30.00
8	MISCELLANEOUS													
a	PLANTATION OF TREES (450 NOS)	JOB	1	10,514	10,514	-	-	-	-	-	-	-	-	-
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	58,744	-	-	-	-	-	-	-	-	-
ii	SHIFTING OF O.F.C FROM KM: 09 TO KM: 14	JOB	1	58,744	58,744	-	-	-	-	-	-	-	-	-
iii	SHIFTING OF O.F.C FROM KM: 14 TO KM: 19	JOB	1	58,744	58,744	-	-	-	-	-	-	-	-	-
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	57,708	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM: 26 TO KM:32+325)	JOB	1	57,708	57,708	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF 45 NO OF ELECTRIC POLES (KM:32+325 TO KM: 35+010)	JOB	1	57,708	57,708	-	-	-	-	-	-	-	-	-
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	80,620	-	-	-	-	-	-	-	-	-
ii	RELOCATION OF FC CHECK POSTS BLOCK - 2 (298 SQ-M)	JOB	1	52,918	52,918	-	-	-	-	-	-	-	-	-
iii	RELOCATION OF FC CHECK POSTS BLOCK - 3 (298 SQ-M)	JOB	1	52,918	52,918	-	-	-	-	-	-	-	-	-
iv	RELOCATION OF SHOP AT KM 14+100 (20 SQ-M)	JOB	1	3,552	3,552	-	-	-	-	-	-	-	-	-
	TOTAL				9,512,706		5,621,949	59.10		621,609	6.53		6,243,558	65.63

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



LEGEND



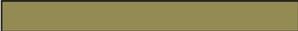
WORKS COMPLETED IN AUGUST 2014
 WORKS COMPLETED IN PREVIOUS MONTHS
 PARTIAL COMPLETION



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	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 15

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

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

S No	Description	Unit Cost (\$)	Progress upto Previous Month			Progress in this Month			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Pile Load Test	19,330	1	19,330	100	-	-	-	1	19,330	100
	Construction of Piles	290,674	1	290,674	100	-	-	-	1	290,674	100
2	Pile Caps	108,538	1	108,538	100	-	-	-	1	108,538	100
	Abut walls, wing walls, pier shafts & transoms	169,925	1	169,925	100	-	-	-	1	169,925	100
3	Girders	242,915	1	242,915	100	-	-	-	1	242,915	100
	Launching of Girders	15,169	1	15,169	100	-	-	-	1	15,169	100
4	Deck Slabs ,Diaphragms, Barrier & Railing	277,403	0.95	263,533	95	-	-	-	0.95	263,533	95.00
5	Surface course & Pavement	14,400		-	-	-	-	-		-	-
	Structural Excavation and Backfill	19,361	0.30	5,808	30	-	-	-	0.3	5,808	30.00
	Approach Slabs	14,152		-	-	-	-	-		-	-
	Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works	52,425	0.50	26,213	50	-	-	-	0.5	26,213	50.00
	Ancillary Works including (i) 02 Number Road Sign Category -3a. (ii) 195M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 26 number Reflectorized pavement Studs Raised Profile Type - (Double)	1,673		-	-	-	-	-		-	-
		1,225,965		1,142,105	93.16		-	-		1,142,105	93.16

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											
	Pile Caps	4	4											
	Abutments/ Piers	4	4											
	Transom/ Abutment Seats	4	4											
	Girder Casting	15	15											
	Girder Prestressing	15	15											
	Girder Launching	15	15											
	Deck Slab / Barrier	3	3											
	Expansion Joint	4												
	Approach Slab	2												



WORKS COMPLETED IN THE MONTH OF AUGUST 2014

WORKS COMPLETED IN PREVIOUS MONTHS

PARTIAL COMPLETION

BRIDGE (KM: 23+850) CUMULATIVE MILESTONE WISE PROGRESS STATUS

S/ No	Description	Unit Cost (\$)	Progress upto Previous Month			Progress in this Month			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Pile Load Test	19,330	1	19,330	100	-	-	-	1	19,330	100
	Construction of Piles	309,308	1	309,308	100	-	-	-	1	309,308	100
2	Pile Caps	106,579	1	106,579	100	-	-	-	1	106,579	100
	Abut walls, wing walls, pier shafts & transoms	90,180	0.33	29,759	33	0.34	30,661	34	0.67	60,421	67
3	Girders	187,363	1	187,363	100	-	-	-	1	187,363	100
	Launching of Girders	11,914		-	-	-	-	-		-	-
4	Deck Slabs ,Diaphragms, Barrier & Railing	254,785	-	-	-	-	-	-	-	-	-
5	Surface course & Pavement	13,125		-	-	-	-	-		-	-
	Structural Excavation and Backfill	57,939		-	-	-	-	-		-	-
	Approach Slabs	17,235		-	-	-	-	-		-	-
	Drainage & Erosion works including 45.30M Stone Masonry Retaining Walls & Gabion protection works	322,224		-	-	-	-	-		-	-
	Ancillary Works including (i) 02 Number Road Sign Category -3a. (ii) 195M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 26 number Reflectorized pavement Studs Raised Profile Type - (Double)	2,320		-	-	-	-	-		-	-
		1,392,302		652,339	46.85		30,661	2.20		683,001	49.06

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	2											
	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 AUGUST 2014

WORKS COMPLETED IN PREVIOUS MONTHS

PARTIAL COMPLETION

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

S No	Description	Unit Cost (\$)	Progress upto Previous Month			Progress in this Month			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
2	Bottom Slab & Cutt-off wall	131,970	1	131,970	100.00	-	-	-	1	131,970	100.00
	Box Walls	86,096	1	86,096	100.00	-	-	-	1	86,096	100.00
3	Top Slab	150,422	0.5	75,211	50.00	-	-	-	0.5	75,211	50.00
	Wing Walls & Aprpron	149,336	1	149,336	100.00	-	-	-	1	149,336	100.00
4	Approach Slabs	14,537	-	-	-	-	-	-	-	-	-
	Stone Pitching 60 meter length	6,671	-	-	-	-	-	-	-	-	-
6	Surface course & Pavement	11,293	-	-	-	-	-	-	-	-	-
	Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works	52,803	0.95	50,163	95.00	-	-	-	0.95	50,163	95.00
	Ancillary Works including (i) 02 Number Road Sign Category - 3a. (ii) 142M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 12 Number Reflectorized pavement Stud Raised Profile Type - (Double)	1,423	-	-	-	-	-	-	-	-	-
		604,551		492,776	81.51		-	-		492,776	81.51

MCC (KM: 22+925)**CUMULATIVE MILESTONE WISE PROGRESS STATUS**

S No	Units	Unit Cost (\$)	Progress upto Previous Month			Progress in this Month			Cumulative Progress		
			Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %	Milestone Value	Milestone Cost (\$)	Progress %
1	Bottom Slab & Cutt-off wall	113,545	1	113,545	100.00	-	-	-	1	113,545	100.00
	Box Walls	79,827	1	79,827	100.00	-	-	-	1	79,827	100.00
2	Top Slab	97,807	0.5	48,904	50.00	0.50	48,904	50.00	1	97,807	100.00
	Wing Walls & Apron	96,200		-	-		-	-		-	-
3	Approach Slabs	15,008		-	-		-	-		-	-
	Stone Pitching 32.80 meter length	8,231		-	-		-	-		-	-
4	Surface course & Pavement	8,628		-	-		-	-		-	-
	Drainage & Erosion works including 51.0M stone masonry R/Walls including Gabion protection works	25,166		-	-		-	-		-	-
	Ancillary Works including (i) 02 Number Road Sign Category - 3a. (ii) 142M Pavement marking in Reflective TP Paint for Lines of 15 cm width (iii) 12 Number Reflectorized pavement Stud Raised Profile Type - (Double)	1,303		-	-		-	-		-	-
		445,715		242,276	54.36		48,904	10.97		291,179	65.33

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*H eight	15*3*3 15-cell	10*3*3 10-cell			
KM as per site	KM	11+190	22+925			
KM as in Drawing	KM	11+190	22+926			



ACTIVITIES COMPLETED IN AUG 2014



ACTIVITIES COMPLETED IN PREVIOUS MONTHS



ACTIVITIES NOT REQUIRED



ACTIVITIES IN PROGRESS

QUALITY TEST REPORTS

SUMMARY OF FIELD DENSITY TESTS FOR THE MONTH OF AUGUST 2014

Sub Base Field Density Tests Report.

S.No	Date	Location (KM)	Description	Station (KM)	MMD (g/cc)	OMC (%)	Adj.MDD (g/cc)	M.C (%)	Achieved Compection	Required Compection	Remarks
1	9-Aug-2014	29+000 ~ 29+025 F/W	Sube Base 2nd	29+015 R/S	2.346	5.3	2.352	4.3	98.8	98	Pass
2	11-Aug-2014	29+125 ~ 29+175 F/W	Sube Base 2nd	29+150 L/S	2.346	5.3	2.346	4	99.5	98	Pass
3	12-Aug-2014	28+825 ~ 28+850 F/W	Sube Base 2nd	28+840 R/S	2.346	5.3	2.346	4.7	100.1	98	Pass
4	12-Aug-2014	0+275 ~ 0+375 Lope	Sube Base 2nd	0+340 L/S	2.352	5	2.367	4.2	98.1	98	Pass
5	13-Aug-2014	29+100 ~ 29+125 F/W	Sube Base 1st	29+115 R/S	2.346	5.3	2.343	4	99.1	98	Pass
6	13-Aug-2014	0+000 ~ 0+125 Lope	Sube Base 1st	0+070 L/S	2.352	5	2.364	4.8	98.8	98	Pass
7				0+110 R/S	2.352	5	2.367	4.6	99.3	98	Pass
8	18-Aug-2014	29+175 ~ 29+200 F/W	Sube Base 2nd	29+190	2.346	5.3	2.346	4.6	99.4	98	Pass

Water Bound Macadam Field Density Tests Report.

S.No	Date	Location (KM)	Description	Station (KM)	MMD (g/cc)	OMC (%)	Adj.MDD (g/cc)	M.C (%)	Achieved Compection	Required Compection	Remarks
1	5-Aug-2014	28+575 ~ 28+675 F/W	WBM	28+630	2.392	4.8	2.524	3.1	84.1	100	Note-1
2	12-Aug-2014	28+850 ~ 28+950 F/W	WBM	28+890 L/S	2.379	5.3	2.496	2.9	100.3	100	Pass
3	12-Aug-2014	28+950 ~ 29+000 F/W	WBM	28+988	2.379	5.3	2.485	5	100.7	100	Pass
4	13-Aug-2014	28+825 ~ 28+850	WBM	28+840 R/S	2.379	5.3	2.48	2.9	100.7	100	Pass

Note-1: Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted

WATER BOUND MACADAM QUALITY TEST REPORTS

SUMMARY OF WATER BOUND MACADAM QUALITY TESTS FOR THE MONTH OF AUGUST 2014															
S.No	Location (KM)	Station	Sieve Analysis					MDD (g/cc)	OMC %	L.A (%)	Flakiness Index	Elongation (%)	Soundness (%)	Specific gravity	Remarks
			3"	2½"	2"	1½"	3/4"								
1	28+000 ~ 29+000	28+860	100	87.1	49.0	11.3	4.5	2.394	5.2	29.8	-	-	-	2.797	
Specification Limits for Water Bound			100	90~100	25~75	0~15	0~5	-	-	45% Max	15% Max	-	12% Max	-	
Total Nos.of Tests			1					1	1	1	-	-	-	1	

STONE DUST							
Location (KM)	Sieves Analysis				Sane Equavelent	Plastic Index	Remarks
	3/8"	#4	#8	#100			
28+000 ~ 29+000	100	96.2	67.1	16.9	59	Non Plastic	
Specification Limits	100	85 ~ 100	-	10 ~ 30	45%	6 Max	

ASPHALTIC BASE 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"	3/4"	#4	#8	#50	#200								
5-Aug-14	3.47	100	100	73.1	30.6	20	8.4	5.7	2.521	2.651	4.9	11.15	56	1217	22.2	11.1
7-Aug-14	3.51	100	100	77.4	31.8	20.8	9	5.7	2.538	2.645	4.0	10.59	61.8	1427	18.7	10.8
20-Aug-14	3.23	100	100	78.7	40.2	22.5	5.9	3.1	2.477	2.658	6.8	12.49	45.5	1339	17.8	12.0
27-Aug-14	3.13	100	100	71.3	34	20	5.5	2.8	2.505	2.664	6.0	11.4	47.7	1268	18.8	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

Sub Base Material Quality Tests																		
S.No	Location (KM)	Description	Sieve Analysis							MDD (g/cc)	OMC %	LA %	Sand Equivalent	CBR% at		Specific gravity	Plastic Index	Remarks
			2"	1"	3/8"	#4	#10	#40	#200					0.1"	0.2"			
1	23+000 ~ 24+000	Sub Base	100	71.4	51.7	38.3	26.8	15.9	9.8	2.364	5.5	29.8	22.3	-	-	2.718	4.9	
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	

AGGREGATE QUALITY TESTS FOR ASPHALTIC BASE COURSE

Aggregates Quality Tests for Asphaltic Base course																					
S.No	Location	Description	Sieve Analysis													FM	LA %	Absorption (%)	Specifi Gravity	Soundness	Remarks
			2"	1½"	1"	¾"	½"	3/8"	#4	#8	#16	#30	#50	#100	#200						
1	Asphalt Plant Stock Pile	Bin #1 , 29%	100	100	47.5	3.1	1.1	0.8	-	-	-	-	-	-	-	-	-	0.53	2.792	-	Local
2	Asphalt Plant Stock Pile	Bin #2 , 22%	-	-	98	83.5	6.3	0.9	0.5	0.0	-	-	-	-	-	-	-	0.580	2.788		
3	Asphalt Plant Stock Pile	Bin #3 , 21%	-	-	-	100	97.8	81.8	16.2	1.3	-	-	0.4	-	0	-	-	0.64	2.776		
4	Asphalt Plant Stock Pile	Bin #4 , 28%	-	-	-	-	100.0	100	99.7	75.3	-	-	22.0	-	10.8	-	-	-	-		
Combined Grading			100	100	84	68.3	50.2	45.6	31.4	21.4	-	-	6.2	-	3.0	-	-	-	-	-	-
JMF Limits			100	93~100	-	59~73	-	-	24~38	19~27	-	-	3~11	-	3.2~5.2	-	-	-	-	-	-

AGGREGATES QUALITY TESTS FOR CONCRETE

Aggregate Quality Tests for Concrete																							
S.No	Location	Description	Agg. Size	Sieve Analysis													FM	L.A %	Sand Equivalent	Specifi Gravity	Soundness	Remarks	
				2"	1½"	1"	¾"	½"	3/8"	#4	#8	#16	#30	#50	#100	#200							
1	Stock Pile	For "A-3" Concrete	38mm Agg	100	100	36.6	5.9	2.1	1.1	0.0	-	-	-	-	-	-	-	-	-	2.78	-		
			25mm Agg	-	-	100	73.9	5.8	2.2	0.9	-	-	-	-	-	-	-	-	-	-	2.777		-
			19mm Agg	-	-	-	100.0	90.9	55.1	7.8	-	-	-	-	-	-	-	-	-	-	2.739		-
	Combined Grading		48,30 & 22 %	100	100	69.6	47.0	22.7	13.3	2.0	-	-	-	-	-	-	-	-	-	-	-		-
	Specification Limits			100	95~100	-	35~70	-	10~30	0~5	-	-	-	-	-	-	-	-	-	-	-		-
	Stock Pile	"A-3" Con.	Sand	-	-	-	-	-	100	99.3	96.3	85.5	63.9	30.4	7.0	2.8	2.2	-	-	-	-		-
Specification Limits			-	-	-	-	-	100	95~100	-	45~80	-	10~30	2~10	0~3	2.3~3.1	-	-	-	-	-		
2	Stock Pile	For "D-1" Concrete	25mm Agg	-	-	100.0	73.9	5.8	2.2	0.9	-	-	-	-	-	-	-	-	-	2.777	-		
			19mm Agg	-	-	-	100.0	90.9	55.1	7.7	-	-	-	-	-	-	-	-	-	2.739	-		
			Combined Grading		62 & 38 %	-	100	100.0	84.3	39.8	23.4	3.7	-	-	-	-	-	-	-	-	-		-
	Specification Limits			-	100	95~100		25~60		0~5	-	-	-	-	-	-	-	-	-	-	-		-
	Stock Pile	"D-1" Con.	Sand	-	-	-	-	-	100	99.3	96.3	85.5	63.9	30.4	7.0	2.8	2.2	-	-	-	-		Natural Sand
	Specification Limits			-	-	-	-	-	100	95~100	-	45~80	-	10~30	2~10	0~3	2.3~3.1	-	-	-	-		-
3	Stock Pile	For "A-1" Concrete	25mm Agg	-	-	100.0	73.9	5.8	2.2	0.9	-	-	-	-	-	-	-	-	-	2.777	-		
			19mm Agg	-	-	-	100.0	90.9	55.1	7.4	-	-	-	-	-	-	-	-	-	2.739	-		
			Combined Grading		45 & 55 %	-	-	100.0	92.2	65.4	39.2	5.5	-	-	-	-	-	-	-	-	-		-
	Specification Limits			-	-	100	90~100	-	20~55	0 ~ 10	-	-	-	-	-	-	-	-	-	-	-		-
	Stock Pile	"A-1" Con.	Sand	-	-	-	-	-	100	99.3	96.3	85.5	63.9	30.4	7.0	2.8	2.2	-	-	-	-		Natural Sand
	Specification Limits			-	-	-	-	-	100	95~100	-	45~80	-	10~30	2~10	0~3	2.3~3.1	-	-	-	-		-

SUMMARY OF CONCRETE COMPRESSIVE STRENGTH

Description	Casting date	Testing date	Age/Days	Load in (KN)	Length (cm)	Dia (cm)	Area (cm ²)	Load in Kg	Strength (Kg/cm ²)			Remarks
									Achieved	Average	Required	
Concrete Class "A-1" Top Slab of Culverts 19+355 , 21+893 & 22+820	9/Jul/2014	6/Aug/2014	28 Days	434	30.48	15.24	182.4	44255	242.6	252.5	210	
				462	30.48			47110	258.3			
				459	30.48			46804	256.6			
Concrete Class "A-3" Bridge # ,(27+350) Pile # 2 ,Abutment # 2	10/Jul/2014	7/Aug/2014	28 Days	565	30.48	15.24	182.4	57613	315.9	305.8	280	
				537	30.48			54758	300.2			
				539	30.48			54962	301.3			
Concrete Class "A-1" Top Slab of Culverts 23+100	14/Jul/2014	11/Aug/2014	28 Days	426	30.48	15.24	182.4	43439	238.2	232.7	210	
				412	30.48			42012	230.3			
				411	30.48			41910	229.8			
Concrete Class "A-3" Multicell Culvert Top Slab (11+190)	21/Jul/2014	18/Aug/2014	28 Days	526	30.48	15.24	182.4	53636	294.1	292.9	280	
				560	30.48			57103	313.1			
				486	30.48			49557	271.7			
Concrete Class "A-3" Rigid Pavement , Lope 0+883.5 ~ 0+900.0 L/S 0+685.5 ~ 0+702 L/S	12/Aug/2014	19/Aug/2014	7 Days	486	30.48	15.24	182.4	49557	271.7	262.4	210	
				471	30.48			48028	263.3			
				451	30.48			45988	252.1			
Concrete Class "A-3" Bridge # ,(27+350) Pile # 1 ,Pier # 1	13/Aug/2014	20/Aug/2014	7 Days	365	30.48	15.24	182.4	37219	204.1	212.1	210	
				385	30.48			39258	215.2			
				388	30.48			39564	216.9			
Concrete Class "A-3" Bridge # ,(27+350) Pile # 5, Abutment #1 & Pile # 6 , Abutment # 2	19/Aug/2014	26/Aug/2014	7 Days	430	30.48	15.24	182.4	43847	240.4	249.9	210	
				450	30.48			45887	251.6			
				461	30.48			47008	257.7			
Concrete Class "A-3" Rigid Pavement , Lope 0+355.5 ~ 0+339 L/S 0+306 ~ 0+289 L/S	19/Aug/2014	26/Aug/2014	7 Days	431	30.48	15.24	182.4	43949	240.9	251.8	210	
				476	30.48			48538	266.1			
				444	30.48			45275	248.2			
Concrete Class "A-3" Rigid Pavement , Lope 0+801 ~ 0+784.5 R/S 0+388.5 ~ 0+372 L/S	21/Aug/2014	28/Aug/2014	7 Days	414	30.48	15.24	182.4	42216	231.4	222.5	210	
				410	30.48			41808	229.2			
				370	30.48			37729	206.8			

SUMMARY OF ASPHALTIC BASE COURSE CORE COMPACTION 1ST LAYER

Summary of Asphaltic Base Course, Cores Compaction 1st Layer														
S. No	CORE NO.	DATE	COVERED AREA	STATION	OFFSET FROM C/L	WT. IN AIR (g)	WT. IN WATER(g)	SSD. WT (g)	VOLUME (cc)	DENSITY (g/cc)	LAB.DENSITY (GMB)	ACHIEVED COMPACTION	REQUIRED COMPACTION	REMARKS
1	C-1	13-Aug-2014	26+175 ~ 16+075	26+150	5.4m R/S	1229.9	739	1235.5	496.5	2.477	2.494	99.3	97	OK
2	C-2			26+100	5.0m L/S	1391.2	836.8	1402.4	565.6	2.460	2.494	98.6	97	OK
3	C-3		26+075 ~ 25+975	26+055	5.4m R/S	1164.1	700.4	1172.5	472.1	2.466	2.494	98.9	97	OK
4	C-4			26+015	5.0m L/S	1520.6	913.1	1527	613.9	2.477	2.494	99.3	97	OK
5	C-5		25+975 ~ 25+875	25+950	1.5m R/S	1305.6	782.9	1310.3	527.4	2.476	2.511	98.6	97	OK
6	C-6			25+900	4.6m L/S	1397.6	837.5	1400.9	563.4	2.481	2.511	98.8	97	OK
7	C-7		25+875 ~ 25+775	25+850	0.8m R/S	1545.5	933.7	1554.7	621	2.489	2.511	99.1	97	OK
8	C-8			25+805	4.2m L/S	1231.8	740.2	1237.5	497.3	2.477	2.511	98.6	97	OK
9	C-9		25+775 ~ 25+675	25+745	2.0m R/S	1403.7	845.5	1410.9	565.4	2.483	2.511	98.9	97	OK
10	C-10			25+690	4.8m L/S	1261.2	755.4	1264.1	508.7	2.479	2.511	98.7	97	OK
11	C-11		25+675 ~ 25+575	25+615	1.0m R/S	1326	797.6	1332	534.4	2.481	2.511	98.8	97	OK
12	C-12			25+575	5.0m L/S	1252.8	756.2	1259	502.8	2.492	2.511	99.2	97	OK
13	C-13		25+575 ~ 25+475	25+525	0.5m R/S	1378.6	828.8	1385.8	557	2.475	2.511	98.6	97	OK
14	C-14			25+495	5.0m L/S	1435.1	862.1	1442.5	580.4	2.473	2.511	98.5	97	OK
15	C-15		25+475 ~ 25+375	25+440	2.3m R/S	1523	916	1531.2	615.2	2.476	2.511	98.6	97	OK
16	C-16			25+390	4.8m L/S	1274.9	768.9	1281.6	512.7	2.487	2.511	99.0	97	OK
17	C-17		25+375 ~ 25+275	25+335	2.0m R/S	1331.9	801.4	1339.8	538.4	2.474	2.511	98.5	97	OK
18	C-18			25+295	4.7m L/S	1272.9	765.1	1280.4	515.3	2.470	2.511	98.4	97	OK
19	C-19		25+275 ~ 25+225	25+250	3.0m R/S	1488.2	888.9	1494.8	605.9	2.456	2.511	97.8	97	OK

SUMMARY OF ASPHALTIC BASE COURSE CORE COMPACTION 1ST LAYER

Summary of Asphaltic Base Course, Cores Compaction 1st Layer														
S. No	CORE NO.	DATE	COVERED AREA	STATION	OFFSET FROM C/L	WT. IN AIR (g)	WT. IN WATER(g)	SSD. WT (g)	VOLUME (cc)	DENSITY (g/cc)	LAB.DENSITY (GMB)	ACHIEVED COMPACTION	REQUIRED COMPACTION	REMARKS
1	C-1	17-Aug-2014	24+525 ~ 24+625	24+535	1.7m L/S	1177.1	698.8	1182.3	483.5	2.435	2.511	97.0	97	OK
2	C-2			24+580	4.8m R/S	1008.1	608.3	1014.2	405.9	2.484	2.511	98.9	97	OK
3	C-3		24+625 ~ 24+725	24+630	2.0m L/S	1183.5	713	1194	481	2.460	2.511	98.0	97	OK
4	C-4			24+700	5.7m R/S	1299.9	776.4	1305.5	529.1	2.457	2.511	97.8	97	OK
5	C-5		24+725 ~ 24+825	24+775	3.8m L/S	1444.8	871.8	1453.9	582.1	2.482	2.511	98.8	97	OK
6	C-6			24+810	5.9m R/S	1463.7	881.5	1472.9	591.4	2.475	2.511	98.6	97	OK
7	C-7		24+825 ~ 24+925	24+860	2.1m L/S	1098	662.3	1104.4	442.1	2.484	2.511	98.9	97	OK
8	C-8			24+920	5.1m R/S	1272.5	767.3	1279.9	512.6	2.482	2.511	98.9	97	OK
9	C-9		24+925 ~ 25+025	24+965	1.9m L/S	1086.1	651.5	1089.5	438	2.480	2.511	98.8	97	OK
10	C-10			25+015	5.0m R/S	1201	723.2	1207.8	484.6	2.478	2.511	98.7	97	OK
11	C-11		25+025 ~ 25+125	25+055	2.5m L/S	1270.6	760	1274.3	514.3	2.471	2.511	98.4	97	OK
12	C-12			25+110	5.6m R/S	1197.4	723.7	1204.6	480.9	2.490	2.511	99.2	97	OK
13	C-13		25+125 ~ 25+225	25+150	4.m L/S	980	586	982.4	396.4	2.472	2.511	98.5	97	OK
14	C-14			25+198	3.3m R/S	1288.2	771.6	1294.7	523.1	2.463	2.511	98.1	97	OK

SUMMARY OF ASPHALTIC BASE COURSE CORE COMPACTION 2ND LAYER

Summary of Asphaltic Base Course Cores Compaction 2nd Layer														
S. No	CORE NO.	DATE	COVERED AREA	STATION	OFFSET FROM C/L	WT. IN AIR (g)	WT. IN WATER(g)	SSD. WT (g)	VOLUME (cc)	DENSITY (g/cc)	LAB.DENSITY (GMB)	ACHIEVED COMPACTION	REQUIRED COMPACTION	REMARKS
1	C-1	13-Aug-2014	26+175 ~ 16+075	26+150	5.4m R/S	1114.1	674	1122.4	448.4	2.485	2.521	98.6	97	OK
2	C-2			26+100	5.0m L/S	1310	784.9	1313.3	528.4	2.479	2.521	98.3	97	OK
3	C-3		26+075 ~ 25+975	26+055	5.4m R/S	1094.5	652.7	1098.3	445.6	2.456	2.521	97.4	97	OK
4	C-4			26+015	5.0m L/S	1311.7	791.1	1316.7	525.6	2.496	2.521	99.0	97	OK
5	C-5		25+975 ~ 25+875	25+950	1.5m R/S	1210.4	727.7	1215.8	488.1	2.480	2.521	98.4	97	OK
6	C-6			25+900	4.6m L/S	1179.3	707	1181.6	474.6	2.485	2.521	98.6	97	OK
7	C-7		25+875 ~ 25+775	25+850	0.8m R/S	1156.5	693.5	1160.4	466.9	2.477	2.521	98.3	97	OK
8	C-8			25+805	4.2m L/S	1165.9	702.8	1168.2	465.4	2.505	2.521	99.4	97	OK
9	C-9		25+775 ~ 25+675	25+745	2.0m R/S	1168.1	704.4	1173.9	469.5	2.488	2.521	98.7	97	OK
10	C-10			25+690	4.8m L/S	1062.6	638.4	1067.5	429.1	2.476	2.521	98.2	97	OK
11	C-11		25+675 ~ 25+575	25+615	1.0m R/S	1318.2	793.6	1324.6	531	2.482	2.521	98.5	97	OK
12	C-12			25+575	5.0m L/S	1144.8	692.2	1152.2	460	2.489	2.521	98.7	97	OK
13	C-13		25+575 ~ 25+475	25+525	0.5m R/S	1406.2	845.5	1413	567.5	2.478	2.521	98.3	97	OK
14	C-14			25+495	5.0m L/S	1161.2	701.5	1168.5	467	2.487	2.521	98.6	97	OK
15	C-15		25+475 ~ 25+375	25+440	2.3m R/S	1347.1	817.8	1356.5	538.7	2.501	2.521	99.2	97	OK
16	C-16			25+390	4.8m L/S	1239.2	744	1241	497	2.493	2.538	98.2	97	OK
17	C-17		25+375 ~ 25+275	25+335	2.0m R/S	1295.9	773	1299.6	526.6	2.461	2.538	97.0	97	OK
18	C-18			25+295	4.7m L/S	1515	916.6	1520.5	603.9	2.509	2.538	98.8	97	OK
19	C-19		25+275 ~ 25+225	25+250	3.0m R/S	1164.4	701.4	1167	465.6	2.501	2.538	98.5	97	OK

SUMMARY OF ASPHALTIC BASE COURSE CORE COMPACTION 2ND LAYER

Summary of Asphaltic Base Course Cores Compaction 2nd Layer														
S. No	CORE NO.	DATE	COVERED AREA	STATION	OFFSET FROM C/L	WT. IN AIR (g)	WT. IN WATER(g)	SSD. WT (g)	VOLUME (cc)	DENSITY (g/cc)	LAB.DENSITY (GMB)	ACHIEVED COMPACTION	REQUIRED COMPACTION	REMARKS
1	C-1	17-Aug-2014	24+525 ~ 24+625	24+535	1.7m L/S	1283.2	761.3	1286	524.7	2.446	2.521	97.0	97	OK
2	C-2			24+580	4.8m R/S	1274.5	765.8	1276.5	510.7	2.496	2.521	99.0	97	OK
3	C-3		24+625 ~ 24+725	24+630	2.0m L/S	1427.2	855.4	1431.9	576.5	2.476	2.521	98.2	97	OK
4	C-4			24+700	5.7m R/S	1287.7	766.9	1289.4	522.5	2.464	2.521	97.8	97	OK
5	C-5		24+725 ~ 24+825	24+775	3.8m L/S	1004	604.6	1008.1	403.5	2.488	2.521	98.7	97	OK
6	C-6			24+810	5.9m R/S	1257.8	746.5	1261.4	514.9	2.443	2.521	96.9	97	OK
7	C-7		24+825 ~ 24+925	24+860	2.1m L/S	1237.2	737.8	1242.7	504.9	2.450	2.521	97.2	97	OK
8	C-8			24+920	5.1m R/S	1484.7	890.5	1491.5	601	2.470	2.521	98.0	97	OK
9	C-9		24+925 ~ 25+025	24+965	1.9m L/S	1123	673.4	1125.5	452.1	2.484	2.538	97.9	97	OK
10	C-10			25+015	5.0m R/S	1198.7	716	1202.2	486.2	2.465	2.538	97.1	97	OK
11	C-11		25+025 ~ 25+125	25+055	2.5m L/S	1271.6	766.8	1275.4	508.6	2.500	2.538	98.5	97	OK
12	C-12			25+110	5.6m R/S	1262.4	761	1266.9	505.9	2.495	2.538	98.3	97	OK
13	C-13		25+125 ~ 25+225	25+150	4.m L/S	1258.6	760	1260.5	500.5	2.515	2.538	99.1	97	OK
14	C-14			25+198	3.3m R/S	1308.5	786.6	1312.9	526.3	2.486	2.538	98.0	97	OK

SUMMARY OF CORE THICKNESS OF ASPHALTIC BASE COURSE 1ST LAYER

Summary of Cores Thickness of Asphaltic Base Course 1st Layer (August 2014)												
S.No	CORE NO.	TESTING DATE	COVER AREA	STATION	OFF SET FROM C/L	CORES THICKNESS (cm)				Average Thickness (cm)	Required Thickness (cm)	REMARKS
						1	2	3	4			
1	T-1	13-Aug-14	26+175 ~ 16+075	26+150	0.5m R/S	15.2	15.9	15.4	15.4	15.5	16.0	OK
2	T-2			26+100	1.8m L/S	16.9	16.4	16.6	16.8	16.7	16.0	OK
3	T-3		26+075 ~ 25+975	26+055	2.3m R/S	15.5	15.2	15.5	15.6	15.5	16.0	OK
4	T-4			26+015	1.7m L/S	17	17.2	17.2	16.6	17.0	16.0	OK
5	T-5		25+975 ~ 25+875	25+950	4.9m R/S	15.7	16.4	16.2	16.4	16.2	16.0	OK
6	T-6			25+900	2.0m L/S	16.2	16.7	16.7	16.2	16.5	16.0	OK
7	T-7		25+875 ~ 25+775	25+850	5.2m R/S	16.6	16.6	16.3	16.3	16.5	16.0	OK
8	T-8			25+805	2.3m L/S	15.4	15.6	15.4	15.6	15.5	16.0	OK
9	T-9		25+775 ~ 25+675	25+745	5.0m R/S	15.2	15.7	15.8	15.3	15.5	16.0	OK
10	T-10			25+690	3.0m L/S	15.2	15.5	14.6	14.6	15.0	16.0	OK
11	T-11		25+675 ~ 25+575	25+615	5.1m R/S	16.3	15.9	15.8	15.9	16.0	16.0	OK
12	T-12			25+575	2.9m L/S	15.8	15.8	15	15.6	15.6	16.0	OK
13	T-13		25+575 ~ 25+475	25+525	3.7m R/S	17.2	17.1	16.4	17.1	17.0	16.0	OK
14	T-14			25+495	1.5m L/S	16.5	16.5	16.1	16.3	16.4	16.0	OK
15	T-15		25+475 ~ 25+375	25+440	4.6m R/S	16.9	16.9	16.8	16.4	16.8	16.0	OK
16	T-16			25+390	1.0m L/S	16	16.2	16.5	16.1	16.2	16.0	OK
17	T-17		25+375 ~ 25+275	25+335	5.2m R/S	16.5	16.4	16	16.5	16.4	16.0	OK
18	T-18			25+295	1.7m L/S	16.9	16.9	16.4	17.2	16.9	16.0	OK
19	19		25+275 ~ 25+225	25+250	5.0m R/S	16.6	16.7	16.4	16.4	16.5	16.0	OK

Summary of Cores Thickness of Asphaltic Base Course 2nd Layer (August 2014)												
S.No	CORE NO.		COVER AREA	STATION	OFF SET FROM C/L	CORES THICKNESS (cm)				Average Thickness (cm)	Required Thickness (cm)	REMARKS
						1	2	3	4			
1	T-1	17-Aug-2014	24+525 ~ 24+625	24+535	4.5m L/S	16.3	15.7	15.9	15.9	16.0	16.0	OK
2	T-2			24+580	1.7m R/S	15.7	15.3	15.5	15.5	15.5	16.0	OK
3	T-3		24+625 ~ 24+725	24+630	6.0m L/S	16.8	17.4	17.4	17.2	17.2	16.0	OK
4	T-4			24+700	2.7m R/S	17	17	16.4	17.3	16.9	16.0	OK
5	T-5		24+725 ~ 24+825	24+775	5.2m L/S	16	15.9	15.8	16.3	16.0	16.0	OK
6	T-6			24+810	3.0m R/S	17.3	17.1	17.1	16.5	17.0	16.0	OK
7	T-7		24+825 ~ 24+925	24+860	4.9m L/S	16	16.4	16	15.7	16.0	16.0	OK
8	T-8			24+920	2.8m R/S	16.8	16.8	17.3	17.4	17.1	16.0	OK
9	T-9		24+925 ~ 25+025	24+965	4.0m L/S	15.8	15.7	15.2	15.4	15.5	16.0	OK
10	T-10			25+015	2.0m R/S	15.6	16.0	15.5	15.2	15.6	16.0	OK
11	T-11		25+025 ~ 25+125	25+055	4.9m L/S	13.8	13.5	13.4	13.4	13.5	16.0	Note-1
12	T-12			25+110	3.2m R/S	16.2	16.4	16.1	16.1	16.2	16.0	OK
13	T-13		25+125 ~ 25+225	25+150	2.0m L/S	14.4	14.1	14.7	14.9	14.5	16.0	Note-1
14	14			25+198	5.4m R/S	15.9	16.4	16.4	16.7	16.4	16.0	OK

Note-1: Deficient layer to be adjusted by additional ACWC as per specification requirements

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, Site Supervisor, FWO
2. Mr. Idrees, Site Supervisor, FWO
3. Mr. Nawar, Site Supervisor, FWO
4. Mr. Sikandar Ayaz, Site Supervisor, NESPAK
5. Mr. Saqib, Site Supervisor, 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 sit

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 photo # 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 # 07, 09 and 11).
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 environmentrelated issues. However, it was strongly advised to the subcontractors to provide bins for handling of solid waste, especially during retaining walls and culverts construction at sites (Please refer to photos # 07, 09 and 11).</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>

		j. Prohibit domestic pets / livestock to enter into the site.		
6	Material handling, use, and storage	<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>	Dust pollution	<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 handling of building materials properly was found missing, especially during retaining walls and culvert construction at site (Please refer to photos # 07,09 and 11)</p>
7	Materials extraction, Quarrying & logging	<p>a. Identify environment friendly materials within budget.</p> <p>b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments.</p> <p>c. Project area should be properly restored and treated with erosion control measures once</p>	Change in landscape & Creation of water ponds.	<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 hesitant to share their health and safety plans with AGES Socio-environmental compliance monitoring team. Therefore, it is strictly advised to the FWO labor</p>

		<p>materials removed at site.</p> <ul style="list-style-type: none"> 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>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 are the activities accomplished (Please refer to photos # 06 & 13).</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 to protect people and the environment. 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, 	<p>Loss of vegetation, soil erosion, stability, water pollution, health of workers and local community.</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 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</p>

		<p>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.</p> <p>g. Use of erosion control measures such as hay bales.</p> <p>h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from site.</p>		<p>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>
9	Excavation , cutting , and filling	<p>a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures.</p> <p>b. Fencing around excavation activities.</p> <p>c. Investigate shallow over excavation and alternatives.</p> <p>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.</p> <p>e. Ensure that excavation is accompanied by a well-engineered drainage system.</p> <p>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.</p> <p>g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it.</p> <p>h. Balance cuts and fills, wherever is possible to minimize the earth work movement.</p> <p>i. Water sprinkling to avoid dust solution on road temporarily used for traffic.</p>	<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.</p> <p>At KM.18+100,19+850 Rocks excavation continued for the purpose of widening of road while safety protocols compliance & personal protective measures about such activities were not complied (Please refer to photos # 09 & 11).</p> <p>During site visit, it was also recommended to the subcontractors that they should properly cover and fence all culverts construction at work places. A proper drainage system for smooth flow of water fall during excavation activities is also needed 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 07 & 13).</p>
10	Traffic Control and management	<p>a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as possible.</p> <p>b. Provide sign boards in order to give directions, and guide drivers about diversions.</p>	<p>Health and Safety of workers & local population</p>	<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</p>

		<ul style="list-style-type: none"> 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. 		<p>materials to maximize drivers' visibility at night. 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	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 (Please refer to photos # 08 & 10).
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	Compliance on Health & Safety plan 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.
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 photos # 04 and 05).

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 (Please refer to photo # 11).
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 HIV/AIDS transmission process) to all personnel; e. Follow documented procedures for all activities at site; f. Keep reports and records of accidents. 	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 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 (Please refer to photos # 02, 03, 04, 07, 10, 09, 11 and 12). . Activities, such as retaining walls, culverts

				constructions as well as construction materials extracted at quarry areas should comply the above mentioned guidelines (Please refer photos # 08, 10, 11 and 13).
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 is also hired for a subcontract at site.
18	Others concerns like Resettlement etc.	<ul style="list-style-type: none"> 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 (Please refer to photo # 11). 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	<ul style="list-style-type: none"> 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 been completed
20	Use and maintenance of equipments	<p>Install concrete pads, drains and oil/water for vehicles maintenance.</p> <p>Areas separation, where equipments, vehicles are maintained and fueled on regular basis.</p>	Water and soil pollution	No compliance was shown at site. The required protocol may properly be addressed.

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	6,216,813	3,166,671	66.25
3	III	9,512,705	4,354,973	5,157,732	45.78
TOTAL		28,874,270	19,896,100	8,978,170	68.91

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
4			2,347,005	246,435,525	23-Jul-14	23-Jul-14	9-Aug-14	2,347,005	246,435,540
UP-TO DATE CERTIFIED AMOUNT								6,216,813	652,765,365

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
3			538,542	31,894,080	23-Jul-14	23-Jul-14	9-Aug-14	306,674	31,894,080
UP-TO DATE CERTIFIED AMOUNT								4,354,973	452,917,192

Conversion Rate 1 US \$ = 104 PKR

RECORD OF COORDINATION MEETINGS / JOINT SITE VISITS

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

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
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	

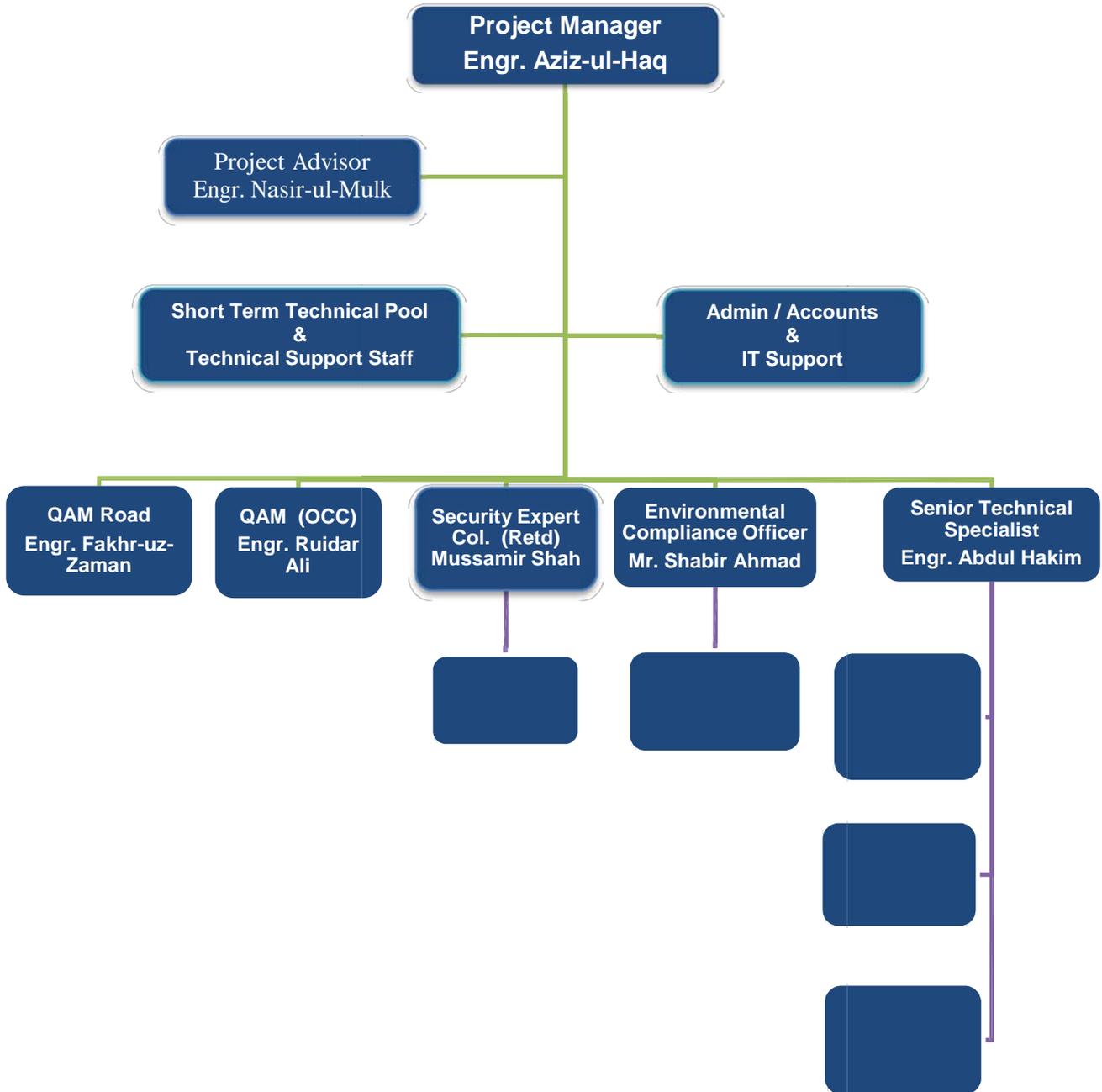
QAM OFFICE (ROAD COMPONENT)

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 Naeem	Field Manager M&E
5	Muhammad Ibrar	Office Engineer
6	Rasheed Khan	Field Monitor Road
7	Muhammad Sher	Field Monitor Road
8	Ghulam Qasim	Field Monitor Road
9	Muhammad Atif	Field Monitor Road
10	Tariq Ibrahim Khan	Quantity Surveyor
11	Asad Khan	CAD Operator
12	Ihsan Ullah	Accountant
13	Hafiz ur Rehman	Assistant Accountant
14	Nasir Alam	Admin Officer
15	Umar Shah	Assistant Office Admin
16	Hamid Ali	Computer Operator

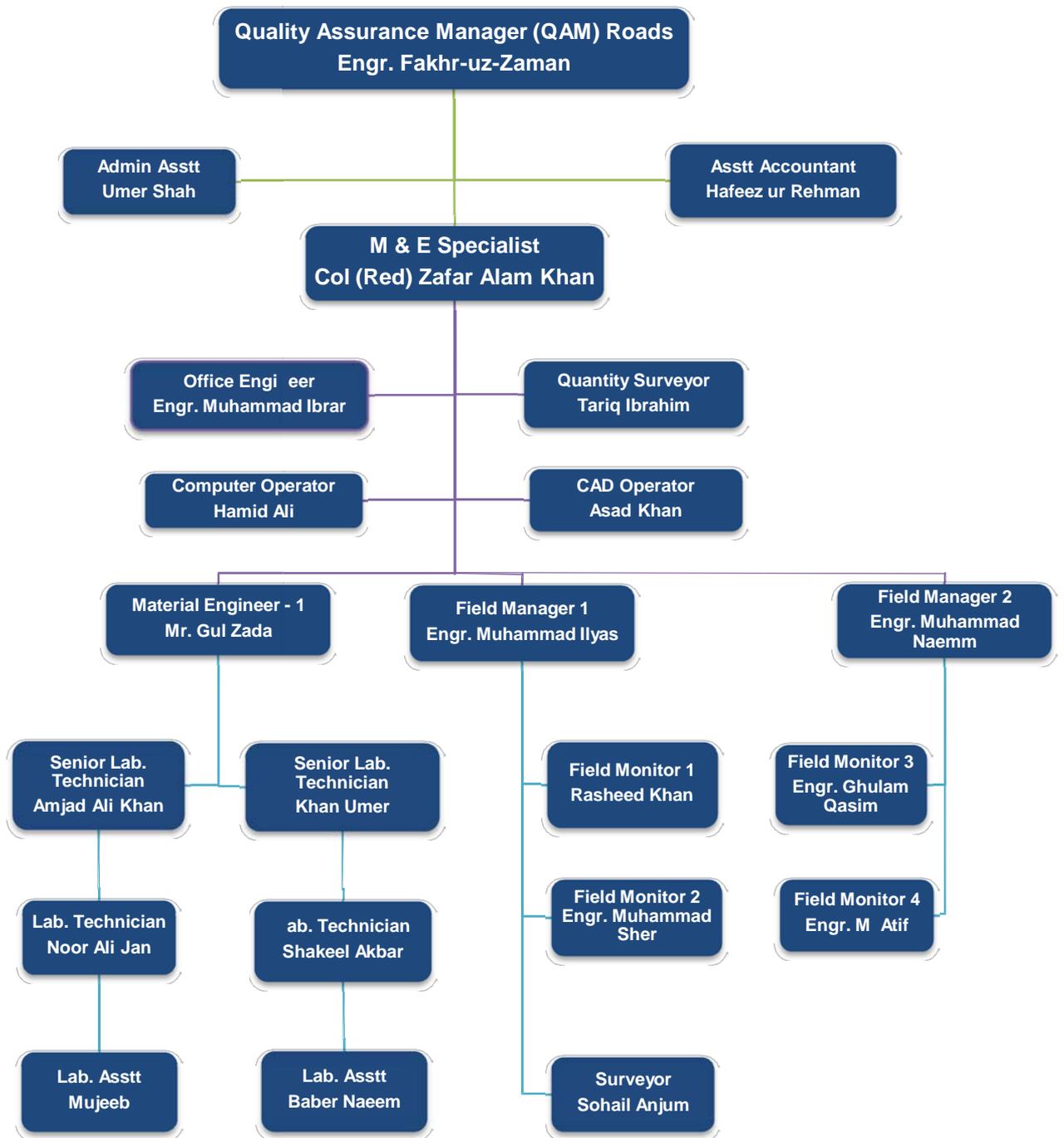
LABORATORY STAFF (ROAD COMPONENT)

S. No.	Name	Designation
1	Gul Zada	Material Engineer
2	Amjad Ali Khan	Senior Lab. Technician
3	Khan Umar	Senior Lab. Technician
4	Shakeel Akbar	Lab. Technician
5	Noor Ali Jan	Lab. Technician
6	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+325~0+500 FW Loop-1 sub base top watering & compaction in progress



KM 0+400~0+500 FW Loop-I sub base top layer leveling & grading in progress



KM 0+685.5~0+702

HW RHS Loop-I concrete surface leveling & finishing for rigid pavement in progress



KM 0+768~0+784.5

Loop-I HW LHS concrete surface texturing is in progress



KM 0+800~0+900

HW LHS Loop-I Inspection of rigid pavement by USAID and FATA with M&E Consultants.



KM 0+834~0+850.5

HW LHS Loop-I concrete surface finishing for rigid pavement is in progress



KM 11+625~11+675

HW RHS formwork for rigid pavement ready for concrete



KM 16+100: Batching of concrete class A3 for rigid pavement in progress



KM 22+500~22+600

FW WBM spreading in progress



KM 24+550~26+175

M&E Consultant surveyor busy in taking levels of ACBC 2nd layer top surface.



KM 25+100~25+400

Asphaltic base course 2nd layer temperature checking by USAID & FATA reps: for ongoing activity



KM 25+450~25+875

HW RHS ACBC 2nd layer final compaction in progress



KM 25+450~25+875

HW RHS ACBC 2nd layer laying in progress



KM 25+450~25+875 HW RHS ACBC 2nd layer laying plus compaction in progress

STRUCTURES



Culvert KM: 14+300

Loop-I curing for top slab in progress



Culvert KM: 22+925

HW Near end formwork fixing for top slab is in progress.



Culvert KM: 22+925

HW Near end rebar's fixing for top slab is in progress



Culvert KM: 23+386

Formwork fixing for top slab in progress



Culvert KM: 23+598

Top slab Concrete finished



Culvert KM: 27+772

Roll pointing for abutment & wing walls in progress.



Culvert KM: 28+416

Stone pitching at flooring in progress



Culvert at KM: 30+694

Top slab concrete poured



MCC at KM: 11+190

Rebar & formwork of remaining top slabs near end in progress



MCC at KM: 22+925

Top slab concrete in progress



MCC at KM: 22+925

Top slab near end rebar's fixing in progress

BRIDGES



Bridge at KM 18+475: Cleaning of abutment wall steel in progress



Bridge at KM 23+850: Concrete placing for transom Abt-2 in progress



Bridge at KM 23+850: Formwork for transom bottom face (Pier P1) in progress



Bridge at KM 23+850: Pier transom rebar's & formwork fixing



Bridge at KM 23+850:

Rebar's fixing of pier transom in progress



Bridge at KM 27+250:

Pier # 1 pile # 3 cage lowering in progress



Bridge at KM 27+250: Pile boring in progress



Bridge at KM 27+250: Pile boring works on Abt#1, Pier P1 & P3 in progress.

RETAINING WALLS



KM: 9+400~9+450

Breast wall RRM in progress



KM: 11+213~11+400

LHS RRM for retaining wall in progress



KM: 11+225~11+350

LHS Retaining wall stone masonry in progress



KM: 11+250~11+300

Random Rubble Masonry for retaining wall in progress



KM: 11+450~11+550

RRM for retaining wall in progress



KM:12+300~12+350

LHS RRM for retaining wall in progress



KM: 19+125~19+175

LHS retaining wall stone masonry in progress

FIELD / LAB TESTING



KM:25+225~26+175

Coring of ABC in progress



Crushing of Concrete Cylinders at M&E Laboratory



Crushing of Concrete Cylinders at M&E Laboratory



KM: 28+890

Joint Field density test of WBM



KM:28+630

Joint Field density test of WBM



Monitoring of Asphalt production at FWO Asphalt Plant



KM:14+600

Rigid Pavement A-3 Concrete in progress



KM:25+925

Sampling of ABC for Quality tests

ENVIRONMENTAL MONITORING



(Photo #1) View of vehicles stand at FWO Labor Camp.



(Photo # 2) KM: 11+190 Multi cell culvert construction needs Health and Safety measures.



(Photo # 3) KM: 13+550 Labor during concrete construction of the rigid pavement needs safety protocols & proper labor safeguards



(Photo # 4) KM: 14+150 Dust pollution; needs sprinkling of water.



(Photo # 5) KM: 14+450 Sprinkling of water continues to control dust pollution.



(Photo #6) KM: 16+100 Crushing plant near Shagai Fort needs proper quarry area and H&S protocols compliance on construction materials.



(Photo # 7) KM: 16+850 Retaining walls construction needs H&S protocols compliance, protective measures & proper placement of building materials.



(Photo # 8) KM: 18+100 Blasting and drilling for the purpose of road widening needs proper sign boards and safety measures.



(Photo # 9) KM: 19+600 Labor during culverts construction needs safety protocols and proper labor safeguards.



(Photo # 10) KM: 19+850 Road widening with excavator is in progress, Needs H&S protocols.



(Photo #11) KM: 22+150 During culverts construction underground utilities needs protection and proper safeguards.



(Photo # 12) KM: 23+ 150 Bridge construction needs Health and Safety measures.



(Photo # 13) KM: 24+ 300 Quarry area needs H&S protocols compliance and Proper placement of Construction materials.



(Photo # 14) KM: 27+ 250 Bridge construction needs Health and Safety measures.