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PAKISTAN

CONSTRUCTION MONITORING & EVALUATION PROGRAM

(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)

MONTHLY PROGRESS REPORT # 25

APRIL 2015

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EXECUTIVE SUMMARY

Both flexible and rigid pavements of 29 km out of 46 km length have been substantially completed and are open for traffic. The overall certified amount at the end of the reporting month was USD 32,542,804 out of USD 67,000,000.

PIL wise progress is as follows:

- **PIL 01** *(Section 01 km 0+000 – km 9+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,978,081

- **PIL 02** *(Section 02 km 9+000 – km 14+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,383,483

- **PIL 03** *(Section 03 km 14+000 – km 19+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,512,705

- **PIL 04** *(Bridges at km 9+560 & km 23+750; Multicell culverts at km 11+190 & km 22+925):*
  100% completed, and all milestones certified with accrued expenditure of USD 3,668,533

- **PIL 05** *(Section 04 km 19+000 km 21+100 & km 22+400- km 24+000 & Loop # 02; Section 05 km 21+100 - 22+400 and 24+000 - 29+000; Section 06 km 29+000- 33+000; Construction of Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+00, km 11+560 & km 21+320)*:
  Progress achieved during the reporting month was 10% attaining total physical progress 70% with accruals of USD 17,830,052 out of USD 25,444,269.

Construction activities in road Section 07 (km 33+000 - 37+000); Section 08 (km 37+000-41+000) and Section 09 (km 41+000 - 43+041) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not been finalized yet.

MATTERS REQUIRING ATTENTION

1. Carriageway Width Problem at Km 21+300 (Water Point)

Due to the water purification plant installed pre- partition for troops on LHS and perennial stream on the RHS side of the PTR, design width can't be achieved b/w km 21+200 to 21+400. Three options for removal of this bottleneck were proposed by NESAPK/FWO. So far, no concrete action has been taken to resolve the issue.

2. Cost Allocation

As per activity agreement USD 67 Million has been allocated for PTR project. The project section wise PILs have been approved. We believe this amount may cover the road up to Section–VII. However, the project forecast may go up to USD 87 Million. Funds availability of additional USD 20 Million (approx) may be shared with stakeholders.

3. Project Steering Committee

As per Activity Agreement, a coordination meeting of the steering committee consisting of all stakeholders is to be regularly to resolve the problems regarding progress, monitoring and funds. Regular sessions of the committee may be ensured.

4. Role of FATA & NHA

Keeping in view the challenging construction environment on the PTR project, the FATA Secretariat and NHA should actively participate in the daily business matters of the project.

5. Accelerated Construction

FWO/Nespak has accelerated the construction activity from Sec-VII to EoP upon directives from Governor KP for completion of works prior by June 2015. However, the quality of works needs proper attention and close coordination among all stakeholders during the speedy construction.

6. Process of Engineer Estimate Approval

Since the project commenced in Oct 2012, 09 No: cost estimates (07 for Section-I to VII) from KM: 0+000 to 37+000, and two cost estimates for eight bridges, plus two multi-cell culverts, amounting in total to PKR 6,840 Million have been approved by the FATA Development Working Party (FDWP). In order to catch-up the revised completion time of the project, approval of the remaining two cost estimates needs to be expedited.

7. Complexity in Maintaining Traffic on Diversions / Detours

Diversions / detours have been provided at intervals b/w KM: 19+400 to EoP. However, conditions of the diversion tracks have created difficulties for the road commuters and

population. Peak hour traffic congestion and its frequency are regularly escalating the problem. An even minor traffic accident on the corridor usually results in rapid disturbance to traffic movement and sometimes complete blockage of diversions.

In order to ensure smooth traffic movement along the corridor, minimizing traffic delays keeping dust and 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.

8. Delay in Utilities Shifting From Construction Corridor

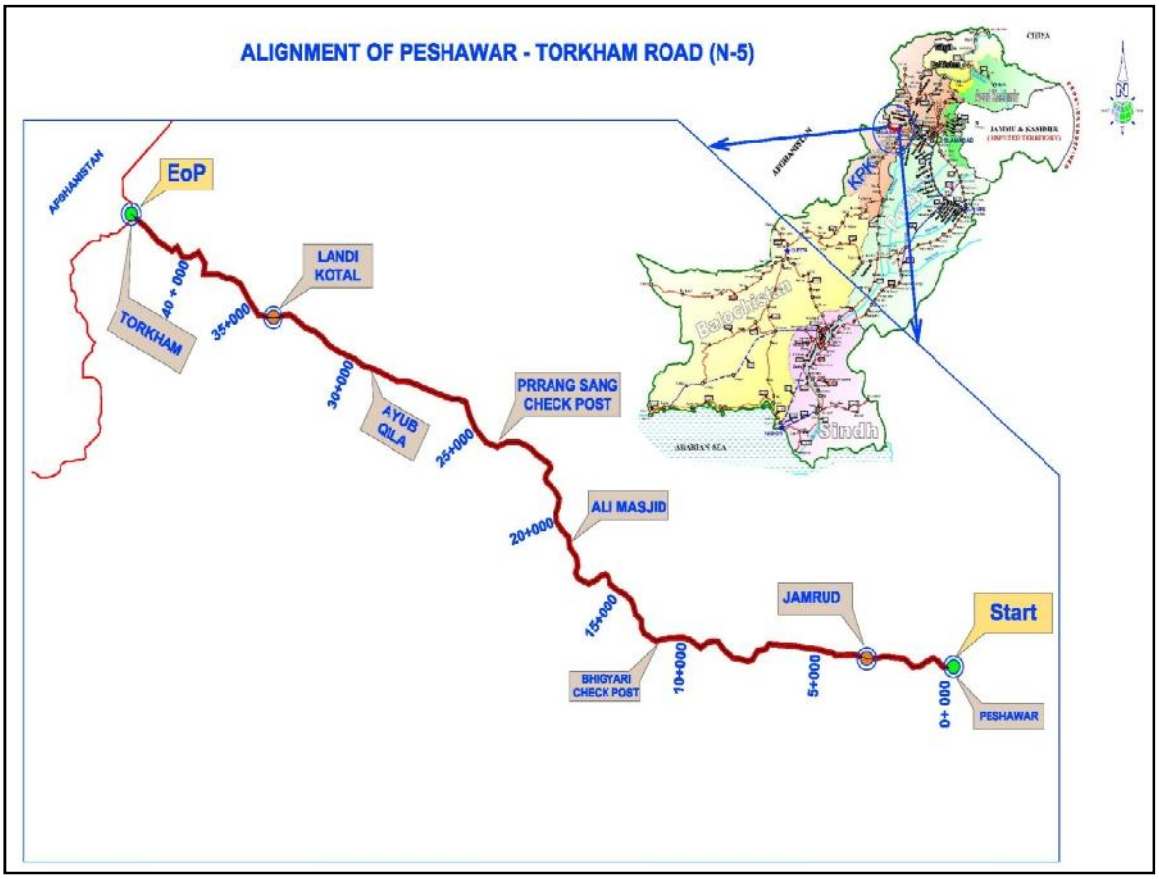
Shifting of overhead electric lines (including poles) got delayed despite payment by FWO to the concerned GOP department, thereby putting a constraint on the contractor's capacity to undertake construction works in a un-interrupted and continuous manner.

9. Environmental Compliance

FWO/Nespak 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.

1. PROJECT BACKGROUND

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. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on 18th September 2012 obligating USD 67,000 Million for the project.



The project is implemented by FATA Secretariat as a project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor. Being an EPC form of contract, FWO is fully responsible for the 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 by signing agreement on 30th September 2012. Construction activities by the contractor started on October 15, 2012. The initially agreed completion date of December 31, 2014 as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended to 31 December 2015.

1.1 Scope of Work

As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US$	PIL Signing Date	PIL Expiry Date
PIL 01	a) Section 01 (km 0+000 - km 9+000)	9,978,082	Jan 10, 2013	Dec 31, 2014
PIL 02	a) Section 02 (km 9+000 - km 14+000)	9,383,484	Dec 18, 2013	Dec 31, 2014
PIL 03	a) Section 03 (km 14+000 - km 19+000)	9,512,705	Feb 04, 2014	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multicell Culvert at km 11+190 d) Multicell Culvert km 22+925	3,668,533	Jan 27, 2014	Dec 31, 2014
PIL 05	a) Section 04 (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section 05 (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section 06 (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320	25,444,269	April 06, 2015	Dec 31, 2015
unapproved PIL	a) Section 07 (km 33+000 – km 37+000) b) Section 08 (km 37+000 - km 41+000) c) Section 09 (km 41+000 – km 43+041 & Loop3)	-	-	-

1.2 Mobilization of Staff

The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demands of work load.

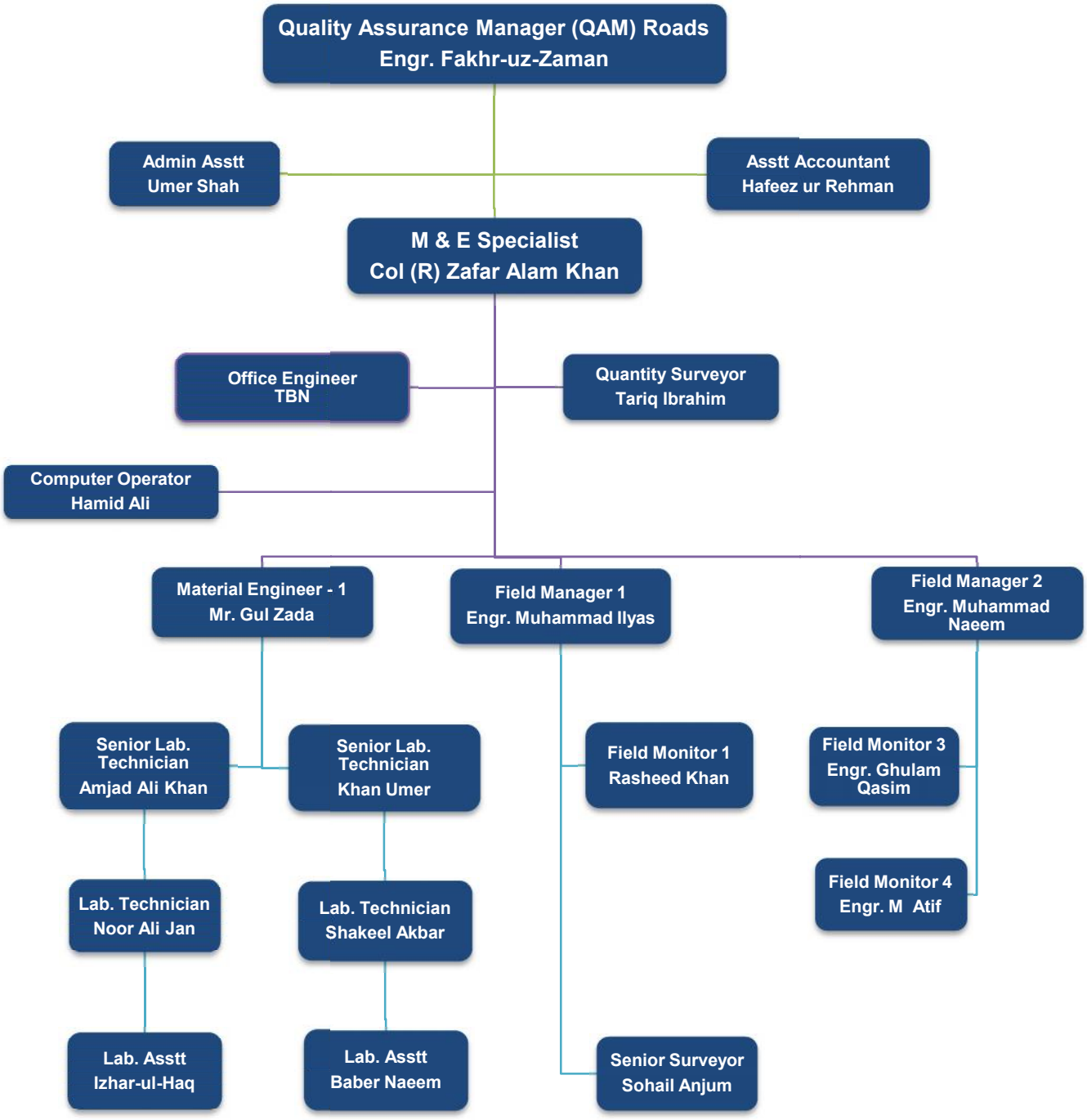
Organization Chart for CMEP Office, Peshawar

LEGEND:

Mobilized

To be mobilized

Organization Chart for Road Component of CMEP Project



LEGEND:

Mobilized

2. PROGRESS

2.1 PIL wise Physical Progress

2.1.1. Completed PILs

PIL 01
(Section-I: Km 0+000 to Km 9+000)

Sr. No.	Description	No of Milestones	Total Value (US$)	March 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Earth work	9.00	57,058.64	9.00	57,058.64	100%
2	Sub base and base course					
	i. Granular sub base	9.00	1,005,872.49	9.00	1,005,872.49	100%
	ii. Aggregate base course	9.00	662,504.06	9.00	662,504.06	100%
	iii. Asphaltic base course	9.00	3,749,478.19	9.00	3,749,478.19	100%
3	Surface courses and pavement	9.00	1,924,071.41	9.00	1,924,071.41	100%
4a	Structures (retaining wall /breast wall) - 856m	1.00	38,812.31	1.00	38,812.31	100%
4b	Structures (culverts)					
	i. Widening/repair of existing culvert	2.00	21,315.10	2.00	21,315.10	100%
	ii. Construction of New culverts					
	a. 1 x 2 x 1.5	7.00	134,878.09	7.00	134,878.09	100%
	b. 1 x 3 x 1.5	3.00	75,612.21	3.00	75,612.21	100%
	c. 2 x 3 x 1.5	2.00	81,901.50	2.00	81,901.50	100%
	d. 3 x 3 x 1.5	1.00	54,597.59	1.00	54,597.59	100%
	e. 5 x 3 x 1.5	1.00	75,007.57	1.00	75,007.57	100%
5a	Drainage & erosion works (road side drain)					
	i. Drain type D-1 & D-2 (covered)	5.50	1,369,515.28	5.50	1,369,515.28	100%
	ii. Drain type D-1a & D-2a (uncovered)	3.00	330,385.57	3.00	330,385.57	100%
	iii. Drain type D-3	1.50	203,159.60	1.50	203,159.60	100%
5b	Road protection works - 100 m	1.00	11,047.54	1.00	11,047.54	100%
6	Ancillary works	1.00	54,375.49	1.00	54,375.49	100%
7	Diversion	9.00	116,808.51	9.00	116,808.51	100%
8	Plantation of trees (450 nos)	9.00	11,680.85	9.00	11,680.85	100%
TOTAL		**92.00**	**9,978,082.00**	**92.00**	**9,978,082.00**	**100%**

PIL 02
(Section-I: Km 9+000 to Km 14+000)

Sr. No.	Description	No of Milestones	Total Value (US$)	March 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Earth work (including earthen dowels)	10.000	1,012,450	10.000	1,012,450	100%
2	Sub base and base course					
	i. Granular sub base	10.000	270,730	10.000	270,730	100%
	ii. Water bound macadam	4.600	132,029	4.600	132,029	100%
	iii. Asphaltic base course	4.600	1,017,373	4.600	1,017,373	100%
3	Surface courses and pavement					
A	Asphaltic concrete for wearing course and allied activities	4.600	481,657	4.600	481,657	100%
B	Rigid pavement	10.800	2,835,108	10.800	2,835,108	100%
4a-i	Retaining wall - 1975 m	19.750	1,399,564	19.750	1,399,564	100%
4a-ii	Breast wall - 325 m	3.250	91,549	3.250	91,549	100%
4b-i	Construction of new culverts					
	a. 1 x 2 x 2.5 (15 skew, flexible pavement)	2.000	66,746	2.000	66,746	100%
	b. 1 x 2 x 2.5 (22 m long, flexible pavement)	1.000	49,109	1.000	49,109	100%
	c. 1 x 2 x 3 (flexible pavement)	2.000	86,700	2.000	86,700	100%
	d. 1 x 2 x 3 (15° skew)	1.000	44,585	1.000	44,585	100%
	e. 1 x 2 x 3 (30° skew)	1.000	48,068	1.000	48,068	100%
4b-ii	Construction of new culverts(replacement of old)					
	a. 1 x 2 x 2.5 (rigid pavement)	3.000	99,249	3.000	99,249	100%
	b. 1 x 2 x 2.5 (30° skew)(flexible pavement)	1.000	36,376	1.000	36,376	100%
	c. 1 x 3 x 4.0	1.000	76,130	1.000	76,130	100%
	d. 1 x 2 x 4 (22 m length)	1.000	89,408	1.000	89,408	100%
	e. 1 x 2 x 4.5 (22 m length)	1.000	105,875	1.000	105,875	100%
	f. 1 x 2 x 4.5 (15° skew)	1.000	83,564	1.000	83,564	100%
	g. 1 x 3 x 2.5 (15° skew)	1.000	38,000	1.000	38,000	100%
	h. 1 x 3 x 4.5 (15° skew)	1.000	88,589	1.000	88,589	100%
	i. Service ducts	23.000	61,318	23.000	61,318	100%
5a	Drainage & Erosion works (road side drain)					
	i. Drain type D-1 (covered) - (0.8 km)	1.000	161,945	1.000	161,945	100%
	ii. Drain type D-4 (0.875 km)	1.000	232,586	1.000	232,586	100%
	iii. Drain type d-3a (3.725 km)	3.725	130,092	3.725	130,092	100%
5b.	Road protection works	1.000	404,279	1.000	404,279	100%
6	Ancillary works complete in all respects	1.000	70,050	1.000	70,050	100%
7	Diversion	5.000	152,895	5.000	152,895	100%
8	Miscellaneous	1.000	17,460	1.000	17,460	100%
TOTAL		**121.325**	**9,383,484**	**121.325**	9,383,484	**100%**

PIL 03
(Section-I: Km 14+000 to Km 19+000)

Sr. No.	Description	No of Milestones	Total Value (US$)	March 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Earth work	10.000	1,044,510.00	10.000	,044,510.00	100%
2	Sub base and base course					
	a. Granular sub base	11.800	470,607.60	11.800	470,607.60	100%
	b. Water bound macadam	4.700	131,708.10	4.700	131,708.10	100%
	c. Asphaltic base course	4.700	998,101.40	4.700	998,101.40	100%
	d. Earthen dowel	1.000	24,249.00	1.000	24,249.00	100%
3	Surface courses and pavement					
	a. Asphaltic concrete for wearing course & allied activities	4.700	474,700.00	4.700	474,700.00	100%
	b. Rigid pavement	14.300	3,096,007.00	14.300	3,096,007.00	100%
4a-i	Retaining wall (RW-2) - Total L=2780 m					
	a. Retaining wall (RW-2): H=1.5 m; L=475m	4.750	44,426.75	4.750	44,426.75	100%
	b. Retaining wall (RW-2): H=2.0 m ; L=100 m	1.000	13,980.00	1.000	13,980.00	100%
	c. Retaining wall (RW-2): H=2.5 m; L=1075 m	10.750	204,723.00	10.750	204,723.00	100%
	d. Retaining wall (RW-2): H=3.0 m; L=150 m	1.000	37,862.00	1.000	37,862.00	100%
	e. Retaining wall (RW-2): H=4.0 m; L=105 m	1.000	44,200.00	1.000	44,200.00	100%
	f. Retaining wall (RW-2): H=6.0 m; L=600 m	6.000	561,060.00	6.000	561,060.00	100%
	g. Retaining wall (RW-2): H=7.0 m; L=175 m	1.750	217,894.25	1.750	217,894.25	100%
	h. Retaining wall (RW-2): H=8.0 m; L=100 m	1.000	164,173.00	1.000	164,173.00	100%
4a-ii	Breast wall - 225 m	2.250	76,583.25	2.250	76,583.25	100%
4b-i	Construction of new culverts					
	a. 1 x 2 x 2.5 (flexible pavement)	1.000	33,442.00	1.000	33,442.00	100%
	b. 1 x 2 x 3 (flexible pavement)	1.000	44,315.00	1.000	44,315.00	100%
	c. 1 x 2 x 4.5 (flexible pavement)	1.000	83,501.00	1.000	83,501.00	100%
	d. 1 x 2 x 3 (loop-1 rigid pavement)	2.000	81,334.00	2.000	81,334.00	100%
	e. 2 x 2 x 3 (loop-1 rigid pavement)	1.000	52,479.00	1.000	52,479.00	100%
4b-ii	Construction of new culverts(replacement of old)					
	a. 1 x 2 x 2	1.000	27,031.00	1.000	27,031.00	100%
	b. 1 x 2 x 2.5	2.000	67,242.00	2.000	67,242.00	100%
	c. 1 x 2 x 2.5 (rigid pavement)	2.000	67,636.00	2.000	67,636.00	100%
	d. 1 x 2 x 2.5(15° skew)	1.000	34,445.00	1.000	34,445.00	100%
	e. 1 x 2 x 2.5(30° skew)	1.000	37,186.00	1.000	37,186.00	100%
	f. 1 x 2 x 3 (15° skew)	1.000	45,559.00	1.000	45,559.00	100%
	g. 1 x 2 x 3 (30° skew)	1.000	49,119.00	1.000	49,119.00	100%
	h. 1 x 2 x 2.5 (loop-1)	3.000	92,703.00	3.000	92,703.00	100%
	i. 2 x 2 x 2.5	1.000	39,933.00	1.000	39,933.00	100%
	j. Service ducts	6.000	16,350.00	6.000	16,350.00	100%
5a	Drainage & erosion works (road side drain)					
	i. Drain type D-3a (7.0 km)	14.000	252,098.00	14.000	252,098.00	100%
	ii. Drain type D-3b (0.225 km)	1.000	16,610.00	1.000	16,610.00	100%

Sr. No.	Description	No of Milestones	Total Value (US$)	March 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
5b	Road protection works					
	i. Stone pitching (100m)	1.000	5,416	1.000	5,416	100%
	ii. Metal guard rail (475m)	1.000	40,008	1.000	40,008	100%
	iii. Barrier (150m)	1.000	45,775	1.000	45,775	100%
6	Ancillary works					
	i. Traffic signs / km posts	1.000	18,894.00	1.000	18,894.00	100%
	ii. Pavement markings / studs	1.000	50,671.00	1.000	50,671.00	100%
7	Diversion	5.000	156,295.00	5.000	56,295.00	100%
8	Miscellaneous					
	a. Plantation of trees (450 nos)	1.000	10,514.00	1.000	10,514.00	100%
	b. Shifting of utilities (optic fibre upto km 19)					
	i. shifting of o.f.c from km: 04 to km: 09	1.000	58,744	1.000	58,744	100%
	ii. shifting of o.f.c from km: 09 to km: 14	1.000	58,744	1.000	58,744	100%
	iii. shifting of o.f.c from km: 14 to km: 19	1.000	58,744	1.000	58,744	100%
c	Relocation of electric poles (upto km 30)					
	i. relocation of 45 no of electric poles (km: 09 to km:26)	1.000	57,708	1.000	57,708	100%
	ii. relocation of 45 no of electric poles (km:26 to km:32+325)	1.000	57,708	1.000	57,708	100%
	iii. relocation of 45 no of electric poles (km:32+325 to km: 35+010)	1.000	57,708	1.000	57,708	100%
d	Relocation of FC check posts & relocation of shop at km 14+100					
	i. Relocation of FC check posts block - 1 (454 sq-m)	1.000	80,620	1.000	80,620	100%
	ii. Relocation of FC check posts block – 2 (298 sq-m)	1.000	52,918	1.000	52,918	100%
	iii. Relocation of FC check posts block - 3 (298 sq-m)	1.000	52,918	1.000	52,918	100%
	iv. Relocation of shop at km 14+100 (20 sq-m)	1.000	3,552	1.000	3,552	100%
Total		**141.700**	**9,512,705**	**141.700**	**9,512,705**	**100%**

PIL 04
(Bridge at Km 9+560 , Km 23+750; Multicell Box Culvert at Km 11+190 & Km 22+925)

Sr. No.	Bridge at Km 9+560	No of Milestones	Total Value (US$)	March, 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Pile load capacity test &Construction of piles					
	i. Pile Load Test	1.0	310,004	1.0	19,330	100%
	ii. Construction of Piles	1.0		1.0	90,674	100%
2	Pile caps, abutment walls, Pier shaft & transom					
	i. Pile Caps	1.0	278,463	1.0	08,538	100%
	ii. Abut walls, wing walls, pier shafts & transoms	1.0		1.0	69,925	100%
3	Casting and launching of girders					
	i. Girders	1.0	258,084	1.0	42,915	100%
	ii. Launching of Girders	1.0		1.0	5,169	100%
4	Construction of deck slab	1.0	277,403	1.0	77,403	100%
5	Structural Excavation Backfill, Approach slabs, drainage and erosion, and ancillary works					
	i. Surface course & Pavement	1.0	102,011	1.0	14,400	100%
	ii. Structural Excavation and Backfill	1.0		1.0	19,361	100%
	iii. Approach Slabs	1.0		1.0	14,152	100%
	iv. Drainage & Erosion works	1.0		1.0	52,425	100%
	v. Ancillary works	1.0		1.0	1,673	100%
TOTAL		**12.000**	**1,225,965**	**12.000**	**1,225,965**	**100%**

Sr. No.	Bridge at Km 23+750	No of Milestones	Total Value (US $)	March, 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Pile load capacity test &Construction of piles					
	i. Pile Load Test	1.0	328,638	1.0	19,330	100%
	ii. Construction of Piles	1.0		1.0	309,308	100%
2	Pile caps, abutment walls, Pier shaft & transom					
	i. Pile Caps	1.0	196,759	1.0	106,579	100%
	ii. Abut walls, wing walls, pier shafts & transoms	1.0		1.0	90,180	100%
3	Casting And launching of girders					
	i. Girders	1.0	199,277	1.0	187,363	100%
	ii. Launching of Girders	1.0		1.0	11,914	100%
4	Construction of deck slab	1.0	254,785	1.0	254,785	100%
5	Structural Excavation Backfill, Approach slabs, drainage & erosion and ancillary works					
	i. Surface course & Pavement	1.0	412,843	1.0	13,125	100%
	ii. Structural Excavation and Backfill	1.0		1.0	57,939	100%
	iii. Approach Slabs	1.0		1.0	17,235	100%
	iv. Drainage & Erosion works	1.0		1.0	322,224	100%
	v. Ancillary works	1.0		1.0	2,320	100%
TOTAL		**12.000**	**1,392,302**	**12.000**	**1,392,302**	**100%**

Sr. No.	Multicell Box Culvert at Km 11+190	No of Milestones	Total Value (US $)	March, 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Excavation, bottom slab, cutoff walls and box walls					
	i. Bottom Slab & Cutt-off wall	1.0	218,066	1.0	131,970	100%
	ii. Box Walls	1.0		1.0	86,096	100%
2	Top slab, wing walls and apron					
	i. Top Slab	1.0	299,758	1.0	150,422	100%
	ii. Wing Walls & Appron	1.0		1.0	149,336	100%
3	Approach slab, stone pitching					
	i. Approach Slabs	1.0	21,208	1.0	14,537	100%
	ii. Stone Pitching 60 meter length	1.0		1.0	6,671	100%
4	Backfill, drainage & erosion and ancillary works					
	i. Surface course & Pavement	1.0	65,519	1.0	11,293	100%
	ii. Drainage & Erosion works	1.0		1.0	52,803	100%
	iii. Ancillary Works	1.0		1.0	1,423	100%
TOTAL		**9.000**	**604,551**	**9.000**	**604,551**	**100%**

Sr. No.	Multicell Box Culvert at Km 22+925	No of Milestones	Total Value (US $)	March, 2015		
				No of Milestone Achieved	Amount Certified	Percentage Completed
1	Excavation, bottom slab, cutoff walls and box walls					
	i. Bottom Slab & Cutt-off wall	1.0	193,372	1.0	113,545	100%
	ii. Box Walls	1.0		1.0	79,827	100%
2	Top slab, wing walls and apron					
	i. Top Slab	1.0	194,007	1.0	97,807	100%
	ii. Wing Walls & Appron	1.0		1.0	96,200	100%
3	Approach slab, stone pitching					
	i. Approach Slabs	1.0	23,239	1.0	15,008	100%
	ii. Stone Pitching 60 meter length	1.0		1.0	8,231	100%
4	Backfill, drainage & erosion and ancillary works					
	i. Surface course & Pavement	1.0	35,097	1.0	8,628	100%
	ii. Drainage & Erosion works	1.0		1.0	25,166	100%
	iii. Ancillary Works	1.0		1.0	1,303	100%
TOTAL		**9.000**	**445,715**	**9.000**	**445,715**	**100%**

2.1.2. In Progress PIL-05 (Section: IV, V, VI & 06 Bridges)

Sr. No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Earth work	10.32	1,016,705.50	8.65	852,180.44	84%	9.10	896,513.53	88%
2	Sub base & base course								
	a. Granular sub base	10.32	251,487.92	8.25	201,044.09	80%	8.95	218,102.37	87%
	b. Water bound macadam	7.08	167,619.79	5.70	134,910.05	80%	6.35	150,294.53	90%
	c. Asphaltic base course	7.08	1,109,888.20	4.20	658,222.32	59%	6.05	948,153.58	85%
3	Surface courses & pavement								
	a. Asphaltic concrete for wearing course & allied activities	7.08	476,487.38	2.35	158,111.45	33%	5.75	386,868.45	81%
	b. Rigid pavement (Half Pavement Width)	6.48	1,374,128.32	4.30	911,844.41	66%	4.60	975,461.46	71%
4a-i	Retaining wall (RW-2) Total L=4025 m								
	a. Retaining wall: H=1 m; L=500m	2.00	34,761.48	1.66	28,852.03	83%	2.00	34,761.48	100%
	b. Retaining wall: H=1.5 m; L=900m	3.00	90,461.97	0.00	-	0%	1.00	30,153.99	33%
	c. Retaining wall: H=3 m; L=50m	1.00	11,643.84	1.00	11,643.84	100%	1.00	11,643.84	100%
	d. Retaining wall: H=3.5 m; L=575m	5.75	200,220.99	2.53	88,097.23	44%	2.53	88,097.23	44%
	e. Retaining wall: H=4 m; L=875m	8.75	320,648.83	5.25	192,389.30	60%	5.25	192,389.30	60%
	f. Retaining wall: H=5 m; L=125m	1.00	77,920.17	0.40	31,168.07	40%	1.00	77,920.17	100%
	g. Retaining wall: H= 6 m; L=750m	15.00	632,530.17	14.30	603,012.12	95%	14.30	603,012.12	95%
	h. Retaining wall: H= 8 m; L=250m	5.00	367,372.26	5.00	367,372.25	100%	5.00	367,372.25	100%
4a-ii	Breast wall - 325m	3.25	44,174.52	0.00	-	0%	0.00	-	0%
4b-i	Construction of New culverts-Flexible pavement								
	i. 1 x 2 x 2.5	1.00	30,850.26	0.95	29,307.75	95%	0.95	29,307.75	95%
	ii. 1 x 2 x 2.5 (20 deg skew)	2.00	64,805.56	1.90	61,565.28	95%	1.90	61,565.28	95%
	iii. 1 x 2 x 2.5 (20 deg skew) loop # 2	2.00	55,194.21	0.95	26,217.25	47%	1.90	52,434.49	95%
4b-ii	Construction of New culverts(replacement of old) - Flexible pavement								
	i. 2 x 3 x 2.5	1.00	50,882.70	0.95	48,338.57	95%	0.95	48,338.57	95%
	ii. 2 x 3 x 2.0	1.00	43,204.13	0.95	41,043.92	95%	0.95	41,043.92	95%
	iii. 1 x 2 x 3 - loop # 2	1.00	37,820.86	0.95	35,929.82	95%	0.95	35,929.82	95%
	iv. 1 x 2 x 3 (15 deg skew) loop # 2	1.00	38,514.50	0.95	36,588.78	95%	0.95	36,588.78	95%
	v. 1 x 2 x 2.5 - loop # 2	1.00	29,740.40	0.95	28,253.38	95%	0.95	28,253.38	95%
4b-iii	Construction of new culverts(replacement of old) rigid pavement 1 x 2 x 2.5 - loop # 2, 1 x 2 x 3 loop #2, Service ducts	1.00	73,768.00	0.95	70,079.60	95%	0.95	70,079.60	95%
5a	Drainage & erosion works (road side drain)								
	i. Drain type D-1 covered (150 m)	1.00	29,930.99	0.00	-	0%			

Sr. No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
	ii. Drain type D-1a uncovered (400 m)	1.00	41,190.06	0.00	-	0%	0.88	36,247.25	88%
	iii. Drain type D-2 covered (225 m)	1.00	52,379.26	0.00	-	0%	0.00	-	0%
	v. Drain type D-2a uncovered (200 m)	1.00	22,333.39	0.00	-	0%	0.00	-	0%
	v. Drain type D-4 (700 m)	2.00	138,163.45	0.00	-	0%	0.64	44,212.31	32%
	vi. Drain type D-3 (3511 m)	7.02	520,767.21	1.80	133,530.05	26%	2.30	170,621.73	33%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	75,689.00	0.75	56,766.75	75%	0.75	56,766.75	75%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	44,716.00	0.00	-	0%	0.00	-	0%
7	Diversion	5.16	137,161.56	3.18	84,513.43	62%	4.18	111,089.98	81%
TOTAL		**124.30**	**7,663,172.00**	**78.82**	**4,890,982.16**	**64%**	**92.08**	**5,803,223.90**	**76%**

Sr. No.	Section V (Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Earth work	12.600	348,919.33	10.80	299,073.71	86%	10.80	299,073.71	86%
2	Sub base & base course								
	a. Granular sub base	12.600	439,902.54	10.80	377,059.32	86%	10.80	377,059.32	86%
	b. Water bound macadam	10.472	262,015.41	9.15	228,938.22	87%	9.15	228,938.22	87%
	c. Asphaltic base course	10.472	2,298,608.82	9.15	2,008,429.21	87%	9.15	2,008,429.21	87%
3	Surface courses & pavement								
	a. Asphaltic concrete for wearing course & allied activities	10.472	1,052,491.08	8.70	874,395.76	83%	9.15	919,623.13	87%
	b. Rigid pavement (Half Pavement Width)	2.900	739,714.31	2.90	739,714.31	100%	2.90	739,714.31	100%
4a-i	Retaining wall (RW-2) Total L = 3375 m								
	a. Retaining wall: H=1 m L=925m	3.083	58,663.88	2.80	53,278.90	91%	3.03	57,655.39	98%
	b. Retaining wall: H=2.5 m L= 350m	2.000	70,670.30	1.05	37,101.91	53%	1.05	37,101.91	53%
	c. Retaining wall: H=3 m L= 925m	3.083	247,557.19	2.70	216,803.25	88%	2.70	216,803.25	88%
	d. Retaining wall: H= 3.5 m L=300m	2.000	106,434.62	1.04	55,346.00	52%	1.04	55,346.00	52%
	e. Retaining wall: H= 4 m L=350m	2.000	152,825.08	1.97	150,532.70	99%	2.00	152,825.08	100%
	f. Retaining wall: H= 4.5 m L=50m	1.000	26,299.27	0.00	-	0%	0.00	-	0%
	g. Retaining wall: H= 5 m L= 50m	1.000	33,579.40	0.00	-	0%	0.00	-	0%
	h. Retaining wall: H= 6 m L=325m	3.250	309,735.37	1.06	101,021.38	33%	1.06	101,021.38	33%
	i. Retaining wall: H= 7 m L=100m	1.000	118,305.44	0.70	82,813.81	70%	0.70	82,813.81	70%
	j. Parapet walls: L=925 m	5.000	20,658.60	2.43	10,040.08	49%	3.00	12,395.16	60%
	k. Retaining wall (PCC): H= 3m; L=400m	3.000	90,530.73	0.00	-	0%	0.00	-	0%
4a-ii	Breast wall - 455m								
	a. Breast wall (RW-3) H=2 m L=55 m	1.000	5,375.49	0.00	-	0%	0.00	-	0%
	b. Breast wall (RW-3) H=3 m L=400 m	2.000	81,304.98	0.00	-	0%	0.00	-	0%
4b-i	Construction of New culverts- Flexible pavement								
	i. 1 x 2 x 2.5	1.000	31,971.21	0.95	30,372.65	95%	0.95	30,372.65	95%
	ii. 1 x 3 x 2.5	1.000	35,226.94	0.95	33,465.59	95%	0.95	33,465.59	95%
4b-ii	Construction of New culverts(replacement of old) - Flexible pavement								
	i. 1x 2 x 2.5 (20 deg skew)	3.000	101,802.00	2.85	96,711.90	95%	2.85	96,711.90	95%
	ii. 1 x 3 x 2	2.000	59,631.70	1.90	56,650.12	95%	1.90	56,650.12	95%
	iii. 1 x 3 x 2.5	1.000	35,911.32	0.95	34,115.75	95%	0.95	34,115.75	95%
	iv. 3 x 3 x 4 (20 deg skew)	1.000	11,259.37	0.00	-	0%	0.00	-	0%
	v. 2 x 3 x 3 (20 deg skew)	1.000	62,108.63	0.95	59,003.20	95%	0.95	59,003.20	95%
	vi. 2 x 3 x 2.5 (45 deg skew)	1.000	60,755.59	0.95	57,717.81	95%	0.95	57,717.81	95%
	vii. 3 x 3 x 2.5 (20 deg skew)	1.000	61,959.62	0.95	58,861.64	95%	0.95	58,861.64	95%
	viii. 1 x 3 x 4 (25 deg skew)	1.000	64,759.66	0.95	61,521.68	95%	0.95	61,521.68	95%

Sr. No.	Section V (Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
	ix. Service ducts (17 Nos)	17.000	45,125.31	13.00	34,507.59	76%	13.00	34,507.59	76%
4b-iii	Construction of causeways L =234.00 m	1.000	199,558.78	0.45	89,801.45	45%	0.50	99,779.39	50%
5a	Drainage & erosion works (road side drain)								
	i. Drain type D-1 covered (800 m)	4.000	155,368.48	0.00	-	0%	3.00	116,526.36	75%
	ii. Drain type D-1a uncovered (1600 m)	4.000	177,190.32	1.06	46,955.43	27%	2.00	88,595.16	50%
	iii. Drain type D-2 covered (1225 m)	3.063	264,834.22	0.00	-	0%	0.00	-	0%
	iv. Drain type D-2a uncovered (2240 m)	4.978	278,646.72	0.00	-	0%	0.00	-	0%
	v. Drain type D-4 (475 m)	1.000	88,290.19	0.00	-	0%	0.63	55,622.82	63%
	vi. Drain type D-3 (225 m)	1.000	25,024.24	0.00	-	0%	0.44	11,010.67	44%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)								
	i. Traffic signs / Km Posts	1.000	14,967.68	0.00	-	0%	0.00	-	0%
	ii. Pavement Markings / Studs	1.000	43,631.10	0.00	-	0%	0.00	-	0%
7	Diversion	6.300	194,680.90	5.40	166,869.34	86%	5.40	166,869.34	86%
TOTAL		**146.273**	**8,580,296.00**	**96.56**	**6,061,102.72**	**71%**	**102.90**	**6,350,131.53**	**74%**

Sr. No.	Section VI (Km 29+000 - 33+000)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Earth work	8.000	156,246.00	7.30	142,576.30	91%	7.40	144,529.40	93%
2	Sub base & base course								
	a. Granular sub base	8.000	271,660.00	6.88	233,631.04	86%	7.40	251,289.20	93%
	b. Water bound macadam	6.030	153,504.00	5.45	138,740.65	90%	5.45	138,740.65	90%
	c. Asphaltic base course	6.030	1,345,998.00	5.25	1,171,889.25	87%	5.45	1,216,532.65	90%
	d. Earthen dowel	1.000	3,307.00	0.00	-	0%	0.50	1,653.50	50%
3	Surface courses and pavement								
	a. Asphaltic concrete for wearing course & allied activities	6.030	616,364.00	2.45	250,429.20	41%	4.85	495,747.60	80%
	b. Rigid pavement (Half Pavement Width)	2.880	745,325.00	1.40	362,310.20	49%	2.88	745,323.84	100%
4a	Retaining wall (RW-2) Total L = 1175 m								
	a. Retaining wall: H=2.5 m L= 275m	2.750	56,413.00	1.09	22,360.26	40%	1.09	22,360.26	40%
	b. Retaining wall: H=3.0 m L= 450m	4.500	114,847.00	0.00	-	0%	2.00	51,044.00	44%
	c. Retaining wall: H=3.5 m L= 100m	1.000	35,624.00	0.00	-	0%	0.00	-	0%
	d. Retaining wall: H=4.0 m L= 100m	1.000	44,677.00	1.00	44,677.00	100%	1.00	44,677.00	100%
	e. Retaining wall: H=4.5 m L= 250m	2.500	130,150.00	1.48	77,048.80	59%	1.48	77,048.80	59%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.000	53,551.00	0.95	50,873.45	95%	0.95	50,873.45	95%
4b-ii	Construction of New culverts(replacement of existing) -Flexible pavement								
	i. 1x 2 x 4.5 (20 deg skew)	1.000	85,453.00	0.95	81,180.35	95%	0.95	81,180.35	95%
	ii. 1 x 2 x 3 (25 deg skew)	1.000	48,624.00	0.95	46,192.80	95%	0.95	46,192.80	95%
	iii. 2 x 3 x 5 (25 deg skew)	1.000	103,510.00	0.95	98,334.50	95%	0.95	98,334.50	95%
4b-iii	Construction of New culverts on W&S road								
	i. 1 x 2 x 2 (14.70 m length)	2.000	49,892.00	0.00	-	0%	0.00	-	0%
	ii. 1 x 2 x 2 (12.00 m length)	1.000	22,489.00	0.00	-	0%	0.00	-	0%
	iii. Service ducts	13.000	35,025.00	10.00	26,940.00	77%	11.00	29,634.00	85%
4c	Construction of causeways L = 265.00 m	1.000	254,105.00	0.00	-	0%	0.00	-	0%
5a	Drainage & erosion works (road side drain)								
	i. Drain type D-1 covered (625 m)	1.250	124,505.00	0.00	-	0%	0.00	-	0%
	ii. Drain type D-1a uncovered (2400 m)	4.800	274,957.00	0.10	5,728.30	2%	1.70	97,381.10	35%
	iii. Drain type D-2 covered (450 m)	1.000	98,345.00	0.00	-	0%	0.00	-	0%
	iv. Drain type D-2a uncovered (1225 m)	2.450	154,615.00	0.00	-	0%	0.00	-	0%
	v. Drain type D-4 (525 m)	1.000	99,633.00	0.00	-	0%	0.00	-	0%
	vi. Drain type D-3 (100 m)	1.000	10,962.00	0.00	-	0%	0.00	-	0%
	vii. Drain type D-3 (225 m) W&S Road	1.000	27,866.00	0.00	-	0%	0.00	-	0%

Sr. No.	Section VI (Km 29+000 - 33+000)	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
5b	Road Protection works								
	i. Stone Pitching (350 m) W&S Road	1.000	156,570.00	0.00	-	0%	0.00	-	0%
	ii. Gabion (300m)	1.000	50,894.00	0.00	-	0%	0.00	-	0%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)								
	i. Traffic signs / Km Posts	1.000	9,340.00	0.00	-	0%	0.00	-	0%
	ii. Pavement Markings / Studs	1.000	27,996.00	0.00	-	0%	0.00	-	0%
7	Diversion	4.000	125,491.00	2.97	93,177.81	74%	3.65	114,511.45	91%
8a	Monuments & Weigh Station								
	i. Weight Station (2Nos)	1.000	262,153.00	0.00	-	0%	0.00	-	0%
	ii. Monuments (01 Nos)	1.000	74,442.00	0.00	-	0%	0.00	-	0%
8b	Relocation of Buildings								
	i. Relocation of Boundary wall	1.000	131,205.00	0.10	13,120.50	10%	0.50	65,602.50	50%
	ii. Relocation of Buildings	1.000	556,251.00	0.25	139,062.75	25%	0.50	278,125.50	50%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.000	39,322.00	1.00	39,322.00	100%	1.00	39,322.00	100%
TOTAL		**96.220**	**6,551,308.00**	**49.17**	**3,037,595.16**	**46%**	**59.65**	**4,090,104.55**	**62%**

Sr. No.	Bridge at Km 18+475	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Raft foundation , cut off wall, abut wall , abutment seal & wing wall								
	a. Raft foundation, cut off wall	1.0	156,826	1.00	73,641.00	100%	1.00	73,641.00	100%
	b. Granular sub base	1.0		1.00	83,185.00	100%	1.00	83,185.00	100%
2	Construction of Deck Slab	1.0	27,208	0.88	23,943.04	88%	0.88	23,943.04	88%
3	Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works								
	a. Dismantling	1.0	34,034	1.00	12,884.00	100%	1.00	12,884.00	100%
	b. Structural Excavation, Backfilling ,	1.0		1.00	18,534.00	100%	1.00	18,534.00	100%
	c. Drainage & Erosion , Rigid pavement & Ancillary works	1.0		1.00	1,665.00	100%	1.00	1,665.00	100%
	d. Ancillary works	1.0		0.00	-	0%	0.00	-	0%
TOTAL		**7.0**	**218,068**	**5.88**	**213,852.04**	**98%**	**5.88**	**213,852.04**	**98%**

Sr. No.	Bridge at Km 27+000	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Construction of Piles	1.0	311,768	0.84	261,885.12	84%	1.00	311,768.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom								
	a. Pile caps	1.0	222,454	0.20	16,791.40	20%	1.00	83,957.00	100%
	b. Abutment walls, Pier Shaft Wing walls & Transom	1.0		0.00	-	0%	0.20	27,699.40	20%
3	Casting & Launching of precast panels								
a	Construction of Pre-cast panels	1.0	132,775	0.12	14,240.16	12%	0.44	52,213.92	44%
b	Launching of Pre-cast Panels	1.0		0.00	-	0%	0.00	-	0%
4	Construction of Deck Slab	1.0	90,033	0.00	-	0%	0.00	-	0%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works								
	a. Excavate surplus common material , Dismantling of structures	1.0	354,807	0.15	17,541.00	15%	0.15	17,541.00	15%
	b. Surface course & pavement	1.0		0.00	-	0%	0.00	-	0%
	c. Structures excavation & back fill	1.0		0.50	8,330.00	50%	0.50	8,330.00	50%
	d. Approach slabs	1.0		0.00	-	0%	0.00	-	0%
	e. Drainage & Erosion works	1.0		0.00	-	0%	0.00	-	0%
	f. Ancillary works	1.0		0.00	-	0%	0.00	-	0%
TOTAL		**12.0**	**1,111,838**	**1.81**	**318,787.68**	**29%**	**3.29**	**501,509.32**	**45%**

Sr. No.	Bridge at Km 27+250	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Pile load test & Construction of Piles								
	a. Pile load test	1.0	347,294	1.00	19,265.00	100%	1.00	19,265.00	100%
	b. Construction of Piles	1.0		1.00	328,029.00	100%	1.00	328,029.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom								
	a. Pile caps	1.0	234,299	1.00	87,871.00	100%	1.00	87,871.00	100%
	b. Abutment walls, Pier Shaft Wing walls & Transom	1.0		0.92	134,713.76	92%	1.00	146,428.00	100%
3	Casting & Launching of precast panels								
	a. Construction of Pre-cast panels	1.0	158,157	1.00	141,038.00	100%	1.00	141,038.00	100%
	b. Launching of Pre-cast Panels	1.0		0.00	-	0%	1.00	17,119.00	100%
4	Construction of Deck Slab	1.0	136,150	0.00	-	0%	0.00	-	0%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works								
	a. Excavate surplus common material, Dismantling of structures	1.0	197,719	0.13	10,394.15	13%	0.13	10,394.15	13%
	b. Surface course & pavement	1.0		0.00	-	0%	0.00	-	0%
	c. Structures excavation & back fill	1.0		0.50	10,242.00	50%	0.50	10,242.00	50%
	d. Approach slabs	1.0		0.00	-	0%	0.00	-	0%
	e. Drainage & Erosion works	1.0		0.00	-	0%	0.25	18,462.75	25%
	f. Ancillary works	1.0		0.00	-	0%	0.00	-	0%
TOTAL		**13.0**	**1,073,617**	**5.55**	**731,552.91**	**68%**	**6.88**	**778,848.90**	**73%**

Sr. No.	Bridge at Km 2+200	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint								
	a. Dismantling of Existing Expansion joint	1.0	68,944	0.00	-	0%	0.00	-	0%
	b. Concreting of new expansion joint	1.0		0.00	-	0%	0.00	-	0%
	c. Installation of New Expansion joint	1.0		0.00	-	0%	0.00	-	0%
TOTAL		**3.0**	**68,944**	**0.00**	**-**	**0%**	**0.00**	**-**	**0%**

Sr. No.	Bridge at Km 11+560	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint	1.0	37,579	0.00	-	0%	0.00	-	0%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	67,717	0.00	-	0%	0.00	-	0%
TOTAL		**2.0**	**105,296**	**0.00**	**-**	**0%**	**0.00**	**-**	**0%**

Sr. No.	Bridge at Km 21+320	No of Milestone	Total Value (US $)	March, 2015			April , 2015		
				No of Milestone Achieved	Accruals (US$)	Percentage Completed	No of Milestone Achieved	Accruals (US$)	Percentage Completed
1	Roll Pointing	1.0	245	0.00	-	0%	0.00	-	0%
2	Dismantling of existing railing , Construction of new steel railing as per drawing, poly urethane paint on existing steel girders	1.0	4,813	0.00	-	0%	0.00	-	0%
3	Pressure grouting of existing abutments	1.0	24,258	0.00	-	0%	0.00		
4	Scarification of existing road pavement , surface course & pavement, drainage & erosion works , Ancillary works								
	a. Scarification of existing road pavement	1.0	42,414	0.00	-	0%	0.00	-	0%
	b. surface course & pavement	1.0		0.00	-	0%	0.00	-	0%
	c. drainage & erosion works	1.0		0.00	-	0%	0.00	-	0%
	d. Ancillary works	1.0		0.00	-	0%	0.00	-	0%
TOTAL		**7.0**	**71,730**	**0.00**	**-**	**0%**	**0.00**	**-**	**0%**

*The following table shows the forcasted completion of inprogress activities.

	Remaining Works	Year 2015							
		May	June	Jul	Aug	Sep	Oct	Nov	Dec
PIL 05	Section -IV (19+000 to Km 21+100 & 22+400 to 24+000 & Loop # 02)								
	Section -V (Km 21+100 - 22+400 and 24+000 - 29+000)								
	Section -VI (Km 29+000- 33+000)								
	Construction of Bridge at Km 18+475								
	Construction of Bridge at Km 27+000								
	Construction of Bridge at Km 27+250								
	Rehabilitation works at Bridge at Km 2 + 200								
	Rehabilitation works at Bridge at Km 11 + 560								
	Rehabilitation works at Bridge at Km 21+320								

***Note:** FWO has not provided the construction schedule, the above table is based on assumptions keeping the current progress, weather condition and construction sequence of sub activities.

2.2 Financial Progress (Budget / Accrued / Accruals)

The following pie chart shows the percentage of accrued and accruals expenditure against allocated Budget (USD 67,000,000)

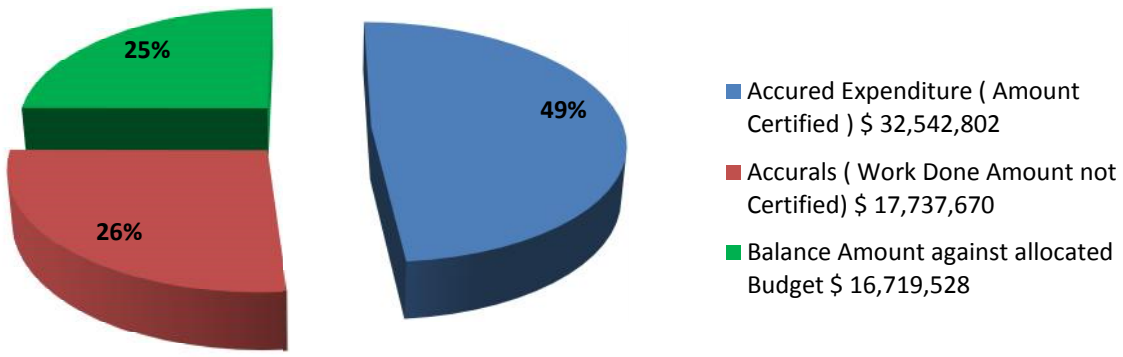


Table: Details of Accruals and Accrued Expenditure

Sr. No.	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Month		Current Month		Total		Balance
		Road	Bridges			Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	Accrued Exp	Accruals	
1	PIL 01	Sec 01	-	$9,978,081	$9,978,081	$9,978,081	-	-	-	$9,978,081	-	-
2	PIL 02	Sec 02	-	$9,383,483	$9,383,483	$9,383,483	-	-	-	$9,383,483	-	-
3	PIL 03	Sec 03	-	$9,512,705	$9,512,705	$9,512,705	-	-	-	$9,512,705	-	-
4	PIL 04	-	at Km 9+560	$1,225,965	$3,668,533	$1,225,965	-	-	-	$1,225,965	-	-
		-	at Km 23+750	$1,392,302		$1,392,302	-	-	-	$1,392,302	-	-
		-	at Km 11+190	$604,551		$604,551	-	-	-	$604,551	-	-
		-	at Km 22+925	$445,715		$445,715	-	-	-	$445,715	-	-
5	PIL 05	Sec 04	-	$7,663,172	$25,444,269	-	$4,890,982	-	$912,242	-	$5,803,224	$1,859,948
		Sec 05	-	$8,580,296		-	$6,061,103	-	$289,029	-	$6,350,132	$2,230,164
		Sec 06	-	$6,551,308		-	$3,037,595	-	$1,052,509	-	$4,090,105	$2,461,203
		-	at Km 18+475	$218,068		-	$213,852	-	-	-	$213,852	$4,216
		-	at Km 27+000	$1,111,838		-	$318,788	-	$182,722	-	$501,509	$610,329
		-	at Km 27+250	$1,073,617		-	$731,553	-	$47,296	-	$778,849	$294,768
		-	at Km 2+200	$68,944		-	-	-	-	-	-	$68,944
		-	at Km 11+560	$105,296		-	-	-	-	-	-	$105,296
		-	at Km 21+320	$71,730		-	-	-	-	-	-	$71,730
Total				$57,987,071		$32,542,802	$15,253,873	-	$2,483,798	$32,542,802	$17,737,670	$7,706,599

3. ACTIVITIES DURING THE REPORTING PERIOD

3.1 Field Inspections

During the reporting month, the following frequency of field inspections by AGES technical staff was carried out:

- Project Manager = 01
- Quality Assurance Manager = 02
- M & E Specialist = 10
- Field Managers = 15
- Environmental compliance officer = 01
- Field Monitors = 30
- Laboratory Staff = 10

3.2 Field Observations & Follow up

Sr. No	Findings	Follow up	Status
1	Drains type D-3 and parapet walls, constructed with deficient concrete .	AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015	Joint core samples are yet to be taken for testing
2	At Km 37+000 on wards heavy dust observed due to construction creating severe environmental hazard.	AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015	No serious action taken by FWO/Nespak till end of reporting month.
3	At Km 24+525 it was observed that level/slope of drain not as per drawing .	AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015	No searious action taken by FWO/Nespak till end of reporting month.
4	Unspecified sub-base material found between Km 34+100 to Km 34+800.	AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015 AGES PM informed USAID PM via email 28-April 2015 USAID PM intimated FATA Sect PD via email 28-April 2015.	Un specified material is now being removed from site.
5	At Km 25+400 a localized pavement distress was observed in the asphalt wearing course .	AGES QAM intimated FWO/ Nespak CRE via email 30-April 2015	No action taken by FWO/Nespak till end of reporting month.

3.3 Meetings

Conducted follow-up /coordination meetings with FWO / Nespak reps.

Date	Participants	Venue
04, April 2015	M&E Consultants & NESPAK	CRE office, Jamrud, Khyber Agency
21, April 2015	M&E Consultants, FWO & NESPAK	CO (FWO) office, Jamrud, Khyber Agency
27, April 2015	M&E Consultants & NESPAK	CRE office, Jamrud, Khyber Agency

3.4 Laboratory Tests

The following table shows the frequency of laboratory tests conducted during the reporting month.

Sr. No.	Test	No of Tests conducted								
		Independent			Jointly			Total		
		Total	Fail	Pass	Total	Fail	Pass	Tests	Fail	Pass
1	Asphaltic concrete wearing course quality test	28	1	27	-	-	-	28	1	27
2	Asphaltic concrete wearing course compaction test	-	-	-	-	-	-	-	-	-
3	Asphaltic concrete wearing course cores thicknesss test	-	-	-	-	-	-	-	-	-
4	Tack coat test	-	-	-	-	-	-	-	-	-
5	Asphaltic concrete base course quality test	7	0	7	-	-	-	-	-	-
6	Asphaltic concrete base course cores compaction test	-	-	-	38	0	38	38	0	38
7	Asphaltic concrete base course cores thickens test	-	-	-	38	1	37	38	1	37
8	Prime coat	-	-	-	-	-	-	-	-	-
9	Aggregate Base course material quality test	-	-	-	-	-	-	-	-	-
10	Aggregate Base course field density test (FDT)	-	-	-	4	1	3	4	1	3
11	Sub base material quality test	26	10	16	-	-	-	26	10	16
12	Sub base material field density test (FDT)	-	-	-	7	0	7	7	0	7
13	Sub grade material quality test	24	0	24	-	-	-	24	0	24
14	Sub grade material field density test (FDT)	-	-	-	8	0	8	8	0	8
15	Aggregate quality test for concrete	5	0	5	-	-	-	5	0	5
16	Concrete compressive strength test	12	0	12	-	-	-	12	0	12
17	Absorption & Compression strength of Bricks	4	0	4	-	-	-	4	0	4
18	RIP RAP Stones quality test	-	-	-	-	-	-	-	-	-
Total		**106**	**11**	**95**	**95**	**2**	**93**	**201**	**13**	**188**

3.5 Environmental Compliance

The Environmental Monitoring Report is attached as **Annex-I.**

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring Report

Road Section Under Construction

Section – I (0+000 to km; 9+000)

Section – II (km: 9+000 to 14+000)

Section – III (km: 14+000 to 19+000 & Loop-I)

Section – IV (km: 19+000 to 21+100, km: 22+400 to km; 24+000 & Loop-II)

Section – V (km; 21+100 to km: 22+400 & km: 24+000 to 29+000)

Section – VI (km: 29+000 to 33+00)

Section – VII (km: 33+000 to km: 37+000)

Section – VIII (km: 37+000 to km: 41+000)

Section – IX (km: 41+000 to km: 43+465 & Loop-III)

PERSONS CONSULTED AT SITE

1. Mr. Faisal, Site Engineer, FWO
2. Mr. Azam Khan, Surveyor, FWO
3. Mr. Wali-ur-Rehman, Surveyor, NESPAK
4. Mr. Mohammad Aizaz, HSE Inspector, FWO
5. Mr. Ansar, Crush Plant In-charge, FWO
6. Mr. Abdur Rahim, Generator Operator, FWO

Work Status

- Work in progress [√]
- Work Stopped [ ]
- Work Completed [ ]

Quality of Environment Compliance

- Good [ ]
- Satisfactory [√]
- Not Satisfactory [ ]

Issues at Site

- Installation of traffic sign boards with reflecting material, speed breakers etc. were found missing, especially at diversions.
- Road blockage from km 28+000 to km 43+000 is common at different places due to road construction or traffic control mismanagement.
- Though water sprinkled on road to control dust pollution but the problem still remains at few work places along the road.
- While working at sites workers are without using PPE's (Personal protective equipments).

- Health & Safety arrangements, such as first aid boxes and ambulance services are available at FWO Camp, and will be provided to the workers when needed at site.
- Extraction/removal of the newly planted plants along the road, due to improper maintenance and care, and no work for further plantation in this respect.
- Handling of Solid Waste at sites, especially culverts and retaining walls construction is insufficient.
- Proper placement, transportation and storage of building material need improvement

Environmental Monitoring Check List for the Site

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		Construction Phase		
1	**Use of heavy equipment**	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 the site visits, it was observed that heavy and light machinery was properly maintained and parked at FWO camp.
2	**Flood protection**	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	Safety measures, such as side drains, culverts and retaining walls construction in sections V, VI & VII are in progress to protect road from flood water and provide a smooth flow to wastewater disposal.
3	**Handling and transportation of hazardous waste**	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 visits, no hazardous material was found along the road site; therefore, no action as such is further required.
4	**Handling of solid Waste**	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 & 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	Toxicity, Soil Contamination and Pollution	During site visits, it was observed that FWO staff was strictly suggested to comply with the solid waste management protocols to prevent the contamination of construction materials. So far the arrangements, to handle the construction materials at main storage were satisfactory, but found insufficient at work places. The sub-contractors were advised to provide bins for the handling of solid waste, especially during retaining walls and culverts construction at sites.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		general refuse at site.		
5	**Construction crews, camps & Accommodation**	a. Check quality & maintenance of accommodation 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. j. Prohibit domestic pets / livestock to enter into the site.	Ground water pollution and conflicts with locals.	During site visits, it was found that the FWO camp was renovated and properly maintained in order to provide basic facilities to the construction crew, such as washrooms, kitchen, TV lounge, café shop, dining hall 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.
6	**Material handling, use, and storage**	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. 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. c. Avoid spray of any bitumen products on vegetation outside the road area. d. Avoid concrete mixing on ground. e. Use of wet gravel at site. f. Avoid direct fall of drainage water into sensitive areas. 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. h. Collect and deliver empty cement bags to recycling plants. i. Storage of contaminated water should not allow to over	Dust pollution	FWO labor force was suggested to provide safe passages to dumpers for carrying construction materials from main storage to work places. Further suggested that the construction material should be properly loaded and secured to prevent the material spillage and minimize the stockpiles visual impacts. The compliance about the proper placement and handling of building materials was not satisfactory, especially during retaining walls and culvert construction.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		flow, and will be protected from rain water.		
7	**Materials extraction, Quarrying & logging**	a. Identify environment friendly materials within budget. b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments. c. Project area should be properly restored and treated with erosion control measures once materials removed at site. d. Develop logging, quarrying and borrowing plans, and also take into account its accumulative effects. e. Take photos at site before the start of excavation, so that restoration can match the original site as much as possible. Also make sure that site quarries and gravel pits are invisible to travelers on road. f. Adhere and monitor the plans to minimize side impacts due to extraction activities. Try to modify the plans as much as required. g. Restore and sustain the site area once the extraction activity is over. h. Install drainage structures to direct the water away from pits. i. Implement safety protocols to minimize the risks occurring due to collapse of quarry walls, rocks falling, debris, or any other accidental falls from clefts. j. Discuss the use of retaining walls pits and water ponds with local community as an option used for crops, grazing of cattle, or similar use.	Change in landscape & Creation of water ponds.	The AGES team checked the record for accidents or any other incidents. Since the project commencement, only three incidents have been reported including the death of one person due to short electric short circuit. The person who died was properly compensated. FWO management was also advised for proper maintenance of the quarry area as well as the restoration of the original site, once the borrowing activities accomplished.
8	**Site clearing & leveling**	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,	Loss of vegetation, soil erosion, stability, water pollution, health of workers and local community.	During the site visits, no impact on vegetation was found as most of the project area is rugged, and of hilly nature. Plantation in section II& III of the PTR was also discussed with the FWO staff. A Few suggestions about the proper maintenance of the newly planted plants in section I& II of the project site were also given to the FWO authorities. AGES team also identified some new plants species to be planted in section III of the project site. It was recommended that FWO

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		and take measures to preserve and replant where ever is possible. f. Remove Vegetation during dry periods only, and preserve soil top surface if required re spreading. While if it is removed during wet periods, don't disturb soil just before the actual start of construction. g. Use of erosion control measures such as hay bales. h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from site.		coordinate with forest department in this regard. No use of herbicides was found as most of the project area is barren and devoid of the greenery and plantation. Appropriate measures were taken for the conservation of soil.
9	**Excavation, cutting and filling**	a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures. b. Fencing around excavation activities. c. Investigate shallow over excavation and alternatives. d. Construction crews and supervisors must aware of the historic burials, socio-cultural and religious objects. And, if recovered should properly be guarded to avoid any destruction. e. Ensure that excavation is accompanied by a well-engineered drainage system. f. Don't fill the flow line of a watershed. In arid areas, even the occasional rains may create a strong flow of water in channels. g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it. h. Balance cuts and fills, wherever is possible to minimize the earth work movement. i. Water sprinkling to avoid dust solution on road temporarily used for traffic.	Soil erosion, stability and surface water contamination	Excavation, cutting & filling for the road widening, culverts and retaining walls construction in section V, VI, VII, and VIII is in progress. While the protocols compliance about the Health & safety and environmental issues are generally missing or insufficient in the above sections. During site visits, it was also recommended to the subcontractors to properly cover and fence all the culverts construction at work places. A proper drainage system for the smooth flow of water fall during excavations is also needed at site. Sprinkling of water is also needed to avoid dust pollution on diversions.
10	**Traffic Control and management**	a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as possible. b. Provide sign boards in order to give directions, and guide drivers about diversions. c. Provide proper traffic management training to the contractor staff at the site before the construction activities take place.	Health and Safety of workers &local population	Traffic flows with diversions along the existing road. Road blocking is common at different places from KM: 28 to KM: 43, due to road construction. Despite the arrangements for diversions, proper traffic signboards for traffic control management are missing at site. Therefore, FWO contractors are strongly suggested: Install temporary traffic sign boards with reflective

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		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.		materials to maximize drivers' visibility at night. Construction of speed breakers to specify maximum speed limit for heavy machinery at site. The maximum speed limit should not exceed 20Km/hr.
11	**Blasting**	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 for road widening in sections VII, VIII & IX is in progress. The protocols compliance of the labor safety during excavations activities is generally missing at site. Therefore, FWO is advised to provide PPEs (personal protective equipments) to workers to ensure labor safety at site.
12	**Sources of building materials**	a. Develop logging, quarrying and borrowing plans to provide cumulative effects of environmental compliance at site. 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	The environmental compliance about the quarry areas is not satisfactory at few places. Therefore, FWO is strictly advised to fill the quarries and pits once the borrowing activities accomplished.
13	**Dust Pollution**	a. Water spraying. b. Covering of Trucks with tarpaulins.	Nuisance to the public, undermining the quality of air and water due to contamination	Water is being sprayed regularly on road, while the problem of dust pollution still continues at some places, owing to heavy commercial traffic along the corridor and nature of soil.
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.	The activities concerning borrow areas were mostly seen along the non perennial flooded stream beds, where the restoration is generally made naturally after rain. However, where the restoration like land leveling etc is required, that has been implemented at some places. Due to the rugged and hilly nature of the project area, there are some deep pockets and stream banks along the road, where the excavated material can safely be

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
				dumped.
15	**Damages to the existing infrastructure**	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	Since project commencement, FWO demonstrated utmost care of the overhead and underground infrastructure facilities and avoided damages to water pipes and electricity pylons etc. especially during culvert construction. It was also suggested to the workers to inform FWO/ NESPAK / WAPDA/PTCL departments before the excavation activities started at site.
16	**Health & Safety of the workers**	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	During the site visit, it was observed that the compliance about the Health and Safety protocols was generally followed at camp, while neglected at work site. In this regard, FWO officials were advised to observe the protocols compliance concerning the labor safety, preparing of H&S plan and keeping records about accidents, illness and treatments of workers etc. Moreover, training of H&S protocols compliance to the workers is also very important to ensure labor safety and good health at site. Also, health facilities, such as ambulance services, first aid etc. are available at FWO camp and provided to the workers at site when needed. PPEs (Personal protective equipments) for the safety of labor were missing at project site.
17	**Local Employment**	Contractor should hire at least 50% of local workforce at project site.	Economic benefits to the local people	Majority of the FWO workforce are regular employees. Local labor is also hired when needed at site, especially with sub contractors.
18	**Others concerns like Resettlement etc.**	a. Resettlement, if any. b. Provide pedestrians and road access to local people. c. Avoid social disturbances over Infrastructure damages, such as telephone cables, sewerage, water supply schemes etc. d. Avoid Social Conflicts with locals.	Resettlement & Social management	Due to the road construction on the existing corridor, there are almost no resettlement issues in the project area. The infrastructure facilities, such as water supply lines, telephone cables and electricity lines etc. are identified and relocated. During site visits, few social conflicts with locals were noticed in the whole period, but resolved properly.

ENVIRONMENTAL MONITORING

View of vehicles stand at FWO Camp

Inside view of the Dispensary at FWO camp.

KM: 11+500 Left hand side plantation along the road needs proper maintenance & care

KM: 14+975 The dumped excavated material along the road need Proper disposal

KM: 14+975 The infrastructure facility along the road need protection & care

KM: 16+100 FWO Crush plant near Shagai Fort needs proper Placement of construction material

KM: 22+850 Breast wall construction needs proper placement of building Material and H & S measures.

KM: 24+ 300 Quarry area needs H&S protocols compliance and proper placement of construction materials

KM: 27+ 000 Bridge construction needs Health and Safety measures & labor safeguards

KM: 28+650 Side drain construction needs labor safety protocols compliance

KM: 28+800 Dust pollution needs sprinkling of water

KM: 33+658 Box culvert construction needs H&S protocols compliance.

KM: 33+658 Drilling and blasting for the excavation of construction material at quarry area needs labor safety protocols compliance.

KM: 34+000 Dust pollution needs sprinkling of water

KM: 38+100 Hill cutting continues, which needs labor safeguards and H&S protocols compliance

KM: 39+000 Disposal of the surplus cut material down the road shoulder offering water flow difficulties, needs proper drainage

KM: 39+300 Dust pollution needs sprinkling of water

KM: 39+536. Rigid pavement construction needs H& S protocols compliance and labor safeguards

ANNEXURE-II
PHOTOGRAPHS

PAVEMENTS

KM 20+886.6~20+909.4 HW LHS; Rigid pavement concrete placing in progress

KM 29+879.4~29+902.2 HW LHS; Rigid pavement concrete placing in progress

KM 36+751.6~36+774.4 HW RHS; Rigid pavement concrete placing & finishing is in progress

KM 39+425~39+500 RHS; Rigid pavement concrete placing in progress

KM 19+150~19+725 FW; ACWC laying & compaction in progress

KM 27+850~28+050 HW LHS; ACWC laying in progress

KM 31+400~31+600 FW; ACWC laying & compaction in progress

KM 33+200~33+575 FW; ACWC laying & compaction in progress

CAUSEWAYS

Causeway at KM 26+267; Steel rebar fixing for slab on ground is in progress

Causeway at KM 28+095 LHS; Steel rebar fixing for slab on ground of widening portion is in progress

Causeway at KM 29+038 RHS; cuttoff wall formwork fixing for widening portion is in progress

BRIDGES

Bridge at KM 23+850 DS side; stone masonry protection wall in progress

Bridge at KM 23+850; Expansion joint fixing Abt-I is in progress

Bridge at KM 27+000; Abt wall-II concrete pouring in progress

Bridge at KM 27+000; Precast panel formwork fixing is in progress

Bridge at KM 27+250; Deck slab steel rebar fixing is in progress (2)

Bridge at KM 27+250; Launching of Precast Panels is in progress

RETAINING WALLS

KM 19+825~19+900 RHS; Ret wall stone masonry in progress

KM 20+000~20+050 LHS; Ret wall stone masonry in progress

KM 23+250~23+300 RHS; Breast wall for Drain type D-4 stone masonry is in progress

KM 26+375~26+500 LHS; Breast wall stone masonry in progress

KM 31+800~31+900 LHS; Ret wall stone masonry in progress

KM 37+700~37+750 LHS; Ret wall stone masonry in prog using dry & undersize stone units

CULVERTS

Culvert 0+530 LOOP-III; formwork fixing for RCC Pipe encasement concrete is in progress

Culvert 0+692 LOOP-III; Abt wall stone masonry is in progress

concrete encasement of RCC Pipe is in progress

Culvert 35+149; Bottom slab steel rebar fixing in progress while construction joint is provided in one third of the span

Culvert 2+527 LOOP-III; structural excavation is in progress

Culvert 2+183 LOOP-III; Abt wall stone masonry in progress

Culvert 37+768 US side; wing wall stone masonry in progress

DRAINS

KM 21+800~21+900 LHS; RCC Drain steel rebar fixing in progress

KM 23+575~23+625 RHS; Drain type D-4 Breast wall stone masonry in progress

KM 24+800~24+900 RHS; Drain type D-4 PCC concrete laying in progress

KM 28+550~28+650 LHS; RCC Drain bed preparation & compaction is in progress

KM 28+900~29+000 LHS; RCC Drain fixing of wall formwork is in progress

KM 29+950~30+000 RHS; RCC Drain walls formwork fixing in progress

MISCELLANEOUS

Bridge at KM 9+560 US side; Dismantling of existing old Bridge is in progress

Bridge at KM 11+560 RHS; Dismantling of existing steel bridge is in progress

KM 7+600 LHS; weigh bridge Brick masonry of walls upto plinth level is in progress

KM 25+400 LHS; Sub base material screen installed

FIELD / LAB TESTS

Casting A-3 Concrete Cylinders at KM;28 C.Plant

Casting of Concrete Cylinders at site KM;27+000 Bridge (2)

Jointly Coring of ABC at Lope # II ,0+400

Moulding of AWC at M&E Lab (Marshall Cacks)

Proctor Test of Sub Base at M&E Lab

Sampling of AWC at KM; 33+450