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**CONSTRUCTION MONITORING & EVALUATION PROGRAM**  
(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)



**QUARTERLY PROGRESS REPORT # 12**

**JULY - SEPTEMBER 2015**

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## EXECUTIVE SUMMARY

7 Km of both flexible and rigid pavements have been substantially completed during the reporting quarter. Overall 45 Km out of \*46 Km has been substantially completed so far. USD 18,951,915 has been certified during the report quarter. Total accrued expenditure till end of reporting quarter was USD 51,494,717 out of USD 57,987,071.

PIL wise progress is as follows:

- **PIL 01** (*Section I km 0+000 – km 9+000*):  
100% completed, and all milestones certified with accrued expenditure of USD 9,978,081
- **PIL 02** (*Section II km 9+000 – km 14+000*):  
100% completed, and all milestones certified with accrued expenditure of USD 9,383,483
- **PIL 03** (*Section III km 14+000 – km 19+000*):  
100% completed, and all milestones certified with accrued expenditure of USD 9,512,705
- **PIL 04** (*Bridges at km9+560 & km23+750; Multi cell culverts at km11+190 & km22+925*):  
100% completed, and all milestones certified with accrued expenditure of USD 3,668,533
- **PIL 05** (*Section IV km 19+000 km 21+100 & km 22+400- km 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 Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+200, km 11+560 & km 21+320*):  
Progress achieved during the reporting quarter was 9.5% attaining total physical progress 92 % with accrued expenditure of USD 18,951,915 out of USD 25,444,269.

Construction activities in road Section VII (km 33+000 - 37+000); Section VIII (km 37+000- 41+000) and Section IX (km 41+000 - 43+465) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not been finalized yet.

*Note: In Contract 46 Km is given however as per site With-out loop = Km 43.465; With Loop = Km 48.479*

## MATTERS REQUIRING ATTENTION

### 1. Constitution of Remaining PILs

As per activity agreement, USD 87,000,000 has been obligated for the PTR project. However USD 57,987,073 consisting of 05 PILs has been approved till reporting quarter. The Constitution of remaining PILs for USD 29,012,927 is under way. Work is monitored by AGES and reported to USAID accordingly.

### 2. Incomplete Works at Bhagiari Check Post, Road Side Drains and Backfill

Workmanship, quality issues and as-built drawings of the Bhagiari Check Post are yet to be addressed in spite of repeated requests to FWO. Moreover, proper inlets and outlet finishing details of the roadside drains have yet to be completed, and none of the Cascades for culverts given in the drawing is site-specific, a case in point is loop 3. Payment of road side drains would be deferred until backfilling on both sides of the drain is completed. There is no site specific design, nor profile drawing for the roadside drain as such in some places the invert level of drain is lower than the level of outfall; in some stretches of the road, the top level of the road side drain wall is higher than the shoulder level thus preventing the surface runoff into the drain. All the above reflects very badly on the professional abilities and performance of FWO/NESPAK.

### 3. Accelerated Construction

FWO/NESPAK has accelerated the construction activities from Sec-VII to end of project for completion of works at the cost of quality, especially the stone masonry work and backfilling. Critical activities of roadwork (asphalting & concreting) are done on the site without any supervisory staff of FWO/NESPAK.

### 4. Maintenance of Traffic Diversions / Detours & Environmental Issues

The detours between KM: 37+00 to end of project is not being properly maintained. Therefore, the conditions of the diversion tracks have deteriorated 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 blockage of traffic movement for long hours. For smooth movement of traffic, the detours should be maintained by leveling of the road surface and sprinkling the road regularly to control dust. But FWO/NESPAK is not focused on the environmental issues. Additionally, surplus excavated materials have been dumped in natural streams and other places.

## **5. Pavement Distress**

Premature rutting has occurred in certain reaches of the PTR. In some of the stretches, the rutted asphalt has been replaced without any investigation to identify possible factors, which caused this rutting. It is believed treating the rutted asphalt without knowing the exact cause of it is a temporary measure. Unless the cross-section of the pavement where rutting has occurred is opened up to sub-grade level and all the bounded and unbounded layers are checked for layer(s) attributing to rutting. This was suggested to FWO/NESPAK but to no avail.

## **6. Quality of Stone Masonry**

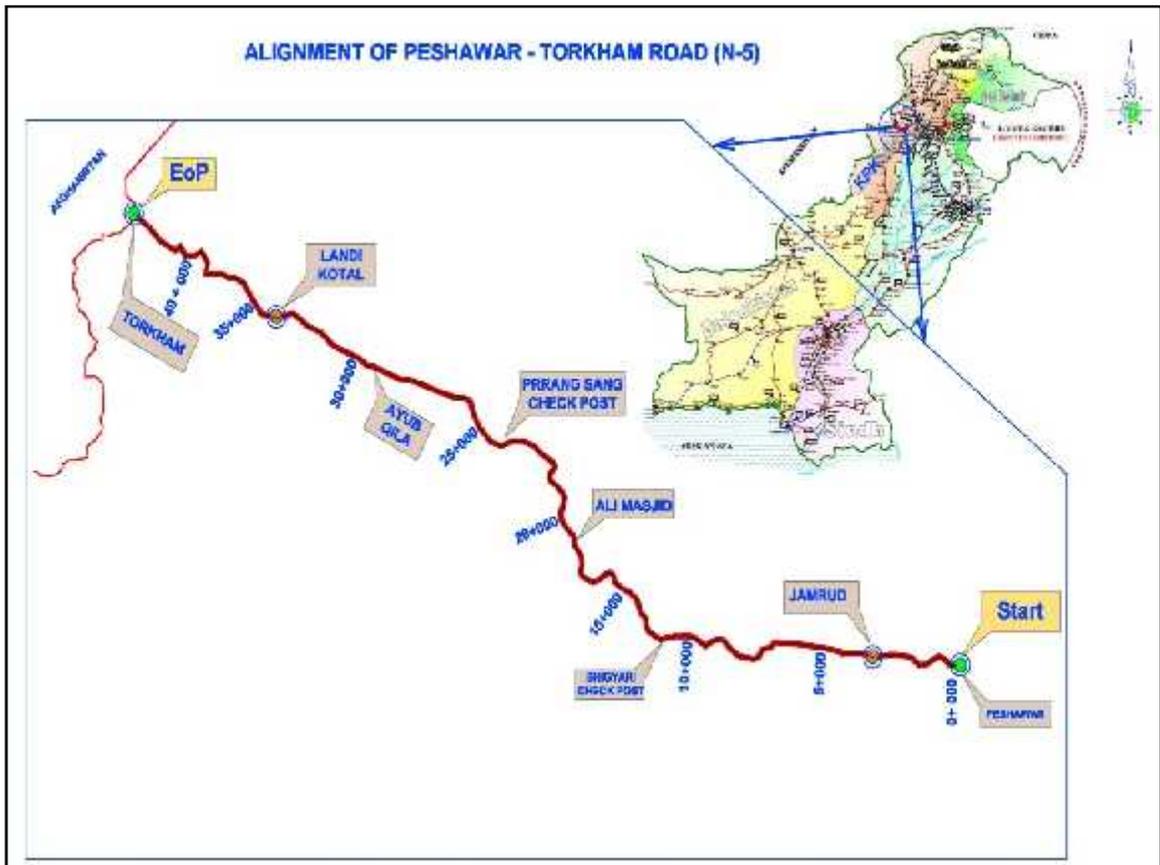
The Quality of Stone masonry is not up to the mark. No effort is being made to improve it.

## **7. Rigid Pavement**

The materials for the joints sealant used in the rigid pavement are not as per specifications. If timely corrective measures are not undertaken this may delay the certifications of the rigid pavement.

## 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 (USAID) was signed on September 18, 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 September 30, 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 December 31, 2015.

## 1.1 Scope of Work

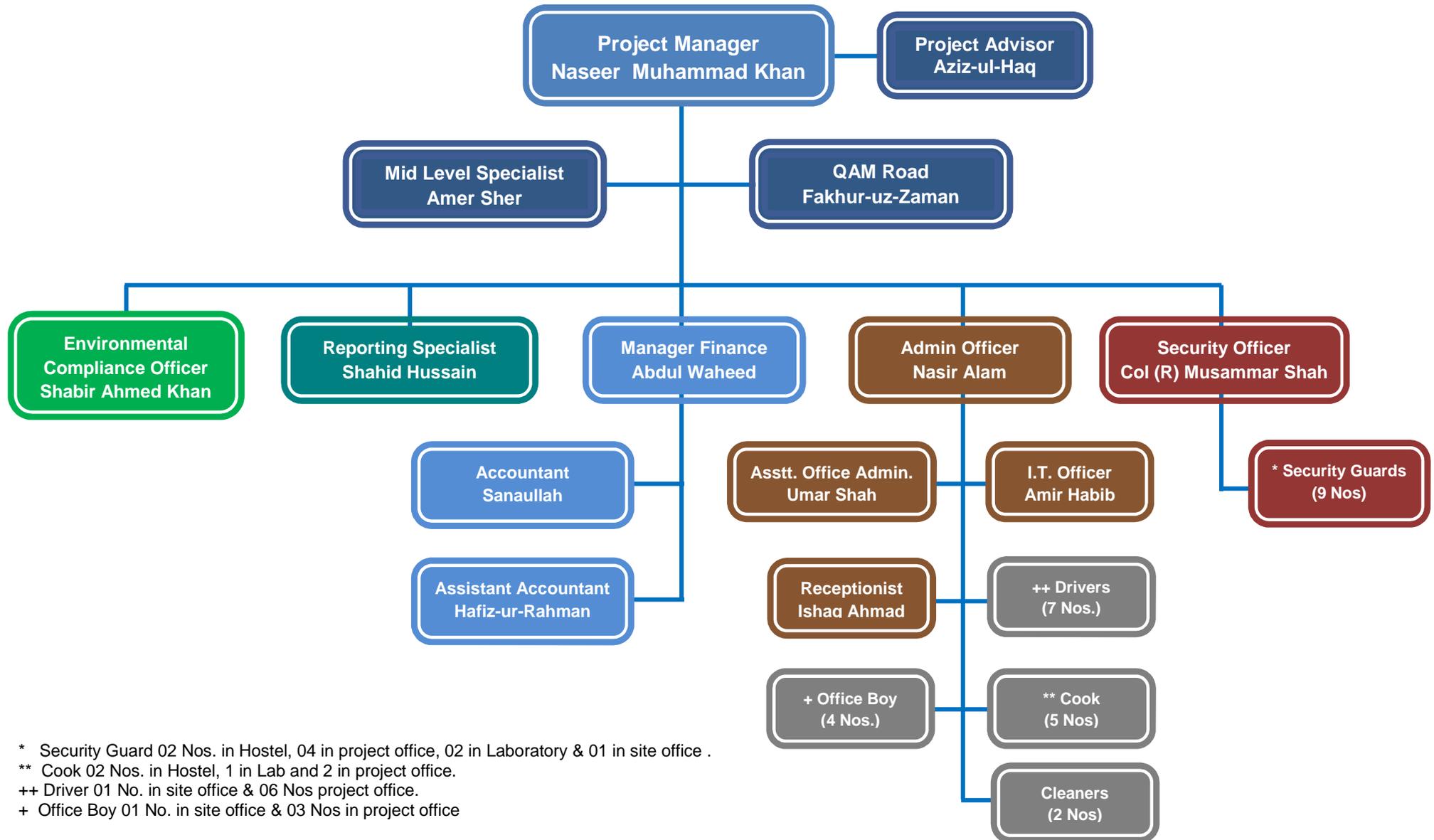
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US\$	PIL Signing Date	PIL Expiry Date
PIL 01	a) Section I (km 0+000 - km 9+000)	9,978,082	Jan 10, 2013	Dec 31, 2014
PIL 02	a) Section II (km 9+000 - km 14+000)	9,383,484	Dec 18, 2013	Dec 31, 2014
PIL 03	a) Section III (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 IV (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section V (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section VI (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 VII (km 33+000 – km 37+000) b) Section VIII (km 37+000 - km 41+000) c) Section IX (km 41+000 – km 43+465 & Loop3)	-	-	-

## 1.2 Mobilization of Staff

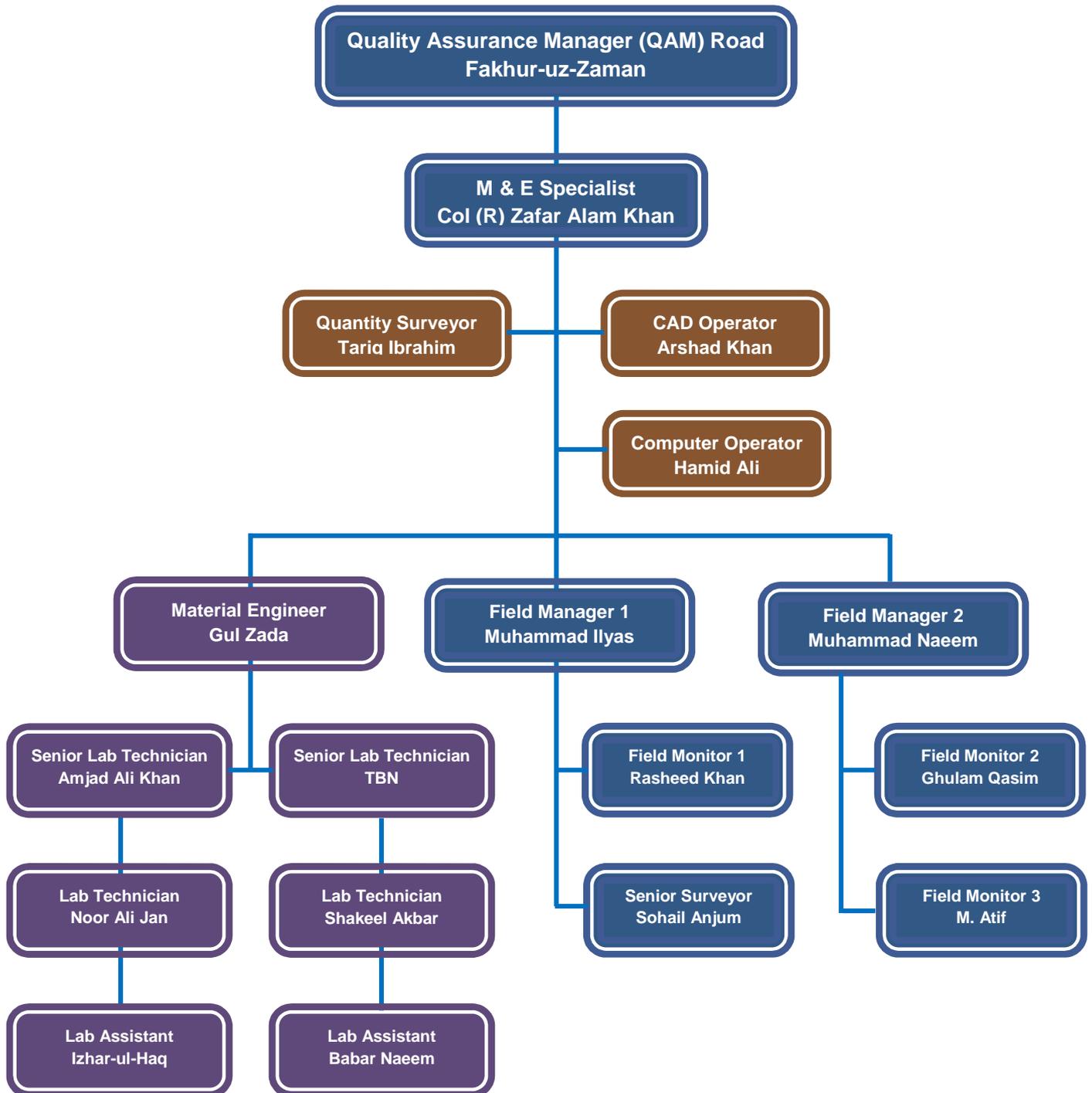
The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demands of work load.

### Organization Chart for CMEP Office, Peshawar



\* Security Guard 02 Nos. in Hostel, 04 in project office, 02 in Laboratory & 01 in site office .  
 \*\* Cook 02 Nos. in Hostel, 1 in Lab and 2 in project office.  
 ++ Driver 01 No. in site office & 06 Nos project office.  
 + Office Boy 01 No. in site office & 03 Nos in project office

### Organization Chart for Road Component of CMEP Project



## 2. PHYSICAL PROGRESS (ON GOING PIL 05)

### 2.1 Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)

Sr No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	Total No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	10.32	10.32	100%	-	-	10.32	100%
2	Sub base & base course							
a	Granular sub base	10.32	10.32	100%	-	-	10.32	100%
b	Water bound macadam	7.082	6.85	97%	0.23	3%	7.082	100%
c	Asphaltic base course	7.082	6.75	95%	0.33	5%	7.082	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	7.082	5.75	81%	1.33	19%	7.082	100%
b	Rigid pavement (Half Pavement Width)	6.48	5.00	77%	1.48	23%	6.48	100%
4a-i	Retaining wall (RW-2) Total L = 4025 m							
a	Retaining wall : H= 1.00 m ; L= 500m	2.00	2.00	100%	-	-	2.00	100%
b	Retaining wall : H= 1.5 m ; L= 900m	3.00	1.71	57%	0.7	23%	2.41	80%
c	Retaining wall : H= 3.0 m ; L= 50m	1.00	1.00	100%	-	-	1.00	100%
d	Retaining wall : H= 3.5 m ; L= 575m	5.75	2.91	51%	0.58	10%	3.49	61%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	6.29	72%	0.00	0%	6.29	72%
f	Retaining wall : H= 5.0 m ; L= 125m	1.00	1.00	100%	-	-	1.00	100%
g	Retaining wall : H= 6.0 m ; L= 750m	15.00	14.30	95%	0.00	0%	14.30	95%
h	Retaining wall: H= 8.0 m ; L= 250m	5.00	5.00	100%	-	-	5.00	100%
4a-ii	Breast wall - 325m	3.25	1.96	60%	0.92	28%	2.88	88%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.00	1.00	100%	-	-	1.00	100%
ii	1 x 2 x 2.5 (20 deg skew)	2.00	2.00	100%	-	-	2.00	100%
iii	1 x 2 x 2.5 (20 deg skew) - loop # 2	2.00	2.00	100%	-	-	2.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	2 x 3 x 2.5	1.00	1.00	100%	-	-	1.00	100%
ii	2 x 3 x 2.0	1.00	0.95	95%	0.00	0%	0.95	95%
iii	1 x 2 x 3 - loop # 2	1.00	1.00	100%	-	-	1.00	100%
iv	1 x 2 x 3 (15 deg skew) - loop # 2	1.00	1.00	100%	-	-	1.00	100%
v	1 x 2 x 2.5 - loop # 2	1.00	1.00	100%	-	-	1.00	100%
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	1.00	100%	-	-	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (150 m)	1.00	0.24	24%	0.00	0%	0.24	24%
ii	Drain type D-1a uncovered (400 m)	1.00	1.00	100%	-	-	1.00	100%
iii	Drain type D-2 covered (225 m)	1.00	0.77	77%	0.00	0%	0.77	77%
iv	Drain type D-2a uncovered (200 m)	1.00	0.55	55%	0.00	0%	0.55	55%
v	Drain type D-4 (700 m)	2.00	1.23	62%	0.77	38%	2.00	100%
vi	Drain type D-3 (3511 m)	7.02	5.10	73%	1.53	22%	6.63	95%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	0.75	75%	0.00	0%	0.75	75%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.00	0%	0.40	40%	0.40	40%
7	Diversion	5.16	4.63	90%	0.54	10%	5.16	100%
<b>TOTAL</b>		<b>124.30</b>	<b>106.38</b>	<b>86%</b>	<b>8.81</b>	<b>10%</b>	<b>115.19</b>	<b>96%</b>

## 2.2 Section V (Km 21+100 - 22+400 & 24+000- 29+000)

Sr No.	Section V ( Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	12.600	12.400	98%	0.200	2%	12.600	100%
2	Sub base & base course							
a	Granular sub base	12.600	12.250	97%	0.350	3%	12.600	100%
b	Water bound macadam	10.472	9.150	87%	1.322	13%	10.472	100%
c	Asphaltic base course	10.472	9.150	87%	1.322	13%	10.472	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	9.150	87%	1.322	13%	10.472	100%
b	Rigid pavement (Half Pavement Width)	2.900	2.900	100%	-	-	2.900	100%
4a-i	Retaining wall (RW-2) Total L = 3375 m							
a	Retaining wall : H= 1.00 m ; L= 925m	3.083	3.083	100%	-	-	3.083	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	2.000	100%	-	-	2.000	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	2.700	88%	0.000	0%	2.700	88%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	1.040	52%	0.960	48%	2.000	100%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	2.000	100%	-	-	2.000	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	1.000	100%	-	-	1.000	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	1.000	100%	-	-	1.000	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	2.810	86%	0.440	14%	3.250	100%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.700	70%	0.000	0%	0.700	70%
j	Parapet walls : L = 925 m	5.000	3.000	60%	0.000	0%	3.000	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	0.000	0%	1.850	62%	1.850	62%
4a-ii	Breast wall - 455m							
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.000	100%	-	-	1.000	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	1.730	87%	0.270	14%	2.000	100%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.000	1.000	100%	-	-	1.000	100%
ii	1 x 3 x 2.5	1.000	1.000	100%	-	-	1.000	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	1x 2 x 2.5 (20 deg skew)	3.000	2.850	95%	0.150	5%	3.000	100%
ii	1 x 3 x 2	2.000	2.000	100%	-	-	2.000	100%
iii	1 x 3 x 2.5	1.000	1.000	100%	-	-	1.000	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.000	0%	0.000	0%	0.000	0%
v	2 x 3 x 3 (20 deg skew)	1.000	0.950	95%	0.000	0%	0.950	95%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	1.000	100%	-	-	1.000	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	1.000	100%	-	-	1.000	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	1.000	100%	-	-	1.000	100%
ix	Service ducts (17 Nos)	17.000	17.000	100%	-	-	17.000	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	0.500	50%	0.250	25%	0.750	75%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (800 m)	4.000	1.000	25%	1.025	26%	2.025	51%
ii	Drain type D-1a uncovered (1600 m)	4.000	2.000	50%	1.910	48%	3.910	98%
iii	Drain type D-2 covered (1225 m)	3.063	1.000	33%	0.710	23%	1.710	56%
iv	Drain type D-2a uncovered (2240 m)	4.978	4.100	82%	0.878	18%	4.978	100%
v	Drain type D-4 (475 m)	1.000	0.630	63%	0.277	28%	0.907	91%
vi	Drain type D-3 (225 m)	1.000	0.670	67%	0.330	33%	1.000	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.000	0%	0.100	10%	0.100	10%
ii	Pavement Markings / Studs	1.000	0.000	0%	0.750	75%	0.750	75%
7	Diversion	6.300	5.540	88%	0.760	12%	6.300	100%
<b>TOTAL</b>		<b>146.273</b>	<b>121.303</b>	<b>82%</b>	<b>11.192</b>	<b>12%</b>	<b>136.479</b>	<b>94%</b>

## 2.3 Section VI (Km 29+000 - 33+000)

Sr No	Section VI (Km 29+000 – 33+000)	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	8.00	8.00	100%	-	-	8.00	100%
2	Sub base & base course							
a	Granular sub base	8.00	8.00	100%	-	-	8.00	100%
b	Water bound macadam	6.03	6.03	100%	-	-	6.03	100%
c	Asphaltic base course	6.03	6.03	100%	-	-	6.03	100%
d	Earthen dowel	1.00	0.50	50%	0.50	50%	0.50	50%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.03	6.03	100%	-	-	6.03	100%
b	Rigid pavement (Half Pavement Width)	2.88	2.88	100%	-	-	2.88	100%
4a	Retaining wall (RW-2) Total L = 1175 m							
a	Retaining wall : H= 2.5 m ; L= 275m	2.75	2.09	76%	0.00	0%	2.09	76%
b	Retaining wall : H= 3.0 m ; L= 450m	4.50	3.00	67%	1.05	23%	4.05	90%
c	Retaining wall : H= 3.5 m ; L= 100m	1.00	0.00	0%	1.00	100%	1.00	100%
d	Retaining wall : H= 4.0 m ; L= 100m	1.00	1.00	100%	-	-	1.00	100%
e	Retaining wall : H= 4.5 m ; L= 250m	2.50	2.50	100%	-	-	2.50	100%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.00	0.95	95%	0.05	5%	1.00	100%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 4.5 (20 deg skew)	1.00	1.00	100%	-	-	1.00	100%
ii	1 x 2 x 3 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
iii	2 x 3 x 5 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
4b-iii	Construction of New culverts on W&S road							
i	1 x 2 x 2 (14.70 m length)	2.00	0.00	0%	0.00	0%	0.00	0%
ii	1 x 2 x 2 (12.00 m length)	1.00	0.00	0%	0.20	20%	0.20	20%
iii	Service ducts	13.00	13.00	100%	-	-	13.00	100%
4c	Construction of causeways L = 265.00 m	1.00	0.40	40%	0.30	30%	0.70	70%
5a	Drainage & erosion works ( road side drain)							
i	Drain type D-1 covered (625 m)	1.25	0.90	72%	0.07	5%	0.97	77%
ii	Drain type D-1a uncovered (2400 m)	4.80	4.80	100%	-	-	4.80	100%
iii	Drain type D-2 covered (450 m)	1.00	0.56	56%	0.05	5%	0.61	61%
iv	Drain type D-2a uncovered (1225 m)	2.45	2.45	100%	-	-	2.45	100%
v	Drain type D-4 (525 m)	1.00	0.23	23%	0.47	47%	0.70	70%
vi	Drain type D-3 (100 m)	1.00	0.00	0%	1.00	100%	1.00	100%
vii	Drain type D-3 (225 m) W&S Road	1.00	0.00	0%	0.00	0%	0.00	0%
5b	Road Protection works							
i	Stone Pitching (350 m) W&S Road	1.00	0.00	0%	0.00	0%	0.00	0%
ii	Gabion (300m)	1.00	0.00	0%	0.00	0%	0.00	0%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.00	0.00	0%	0.10	10%	0.10	10%
ii	Pavement Markings / Studs	1.00	0.00	0%	0.75	75%	0.75	75%
7	Diversion	4.00	4.00	100%	-	-	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.00	0.20	20%	0.10	10%	0.30	30%
ii	Monuments (01 Nos)	1.00	0.00	0%	1.00	100%	1.00	100%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.00	0.77	77%	0.03	3%	0.80	80%
ii	Relocation of Buildings	1.00	0.66	66%	0.09	9%	0.75	75%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.00	1.00	100%	-	-	1.00	100%
<b>TOTAL</b>		<b>96.22</b>	<b>78.97</b>	<b>81%</b>	<b>6.76</b>	<b>6%</b>	<b>85.73</b>	<b>87%</b>

## 2.4 Bridge at Km 18+475

Sr No	Bridge at Km 18+475	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Raft foundation , cut off wall , abut wall , abutment seal & wing wall							
a	Raft foundation , cut off wall	1.0	1.00	100%	-	-	1.00	100%
b	Granular sub base	1.0	1.00	100%	-	-	1.00	100%
2	Construction of Deck Slab	1.0	1.00	100%	-	-	1.00	100%
3	Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works							
a	Dismantling,	1.0	1.00	100%	-	-	1.00	100%
b	Structural Excavation, Backfilling ,	1.0	1.00	100%	-	-	1.00	100%
c	Drainage & Erosion , Rigid pavement & Ancillary works	1.0	1.00	100%	-	-	1.00	100%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
<b>TOTAL</b>		<b>7.0</b>	<b>6.00</b>	<b>99.6%</b>	<b>0.00</b>	<b>0%</b>	<b>6.00</b>	<b>99.6%</b>

## 2.5 Bridge at Km 27+000

Sr No	Bridge at Km 27+000	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Construction of Piles	1.0	1.00	100%	-	-	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	-	-	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	1.00	100%	-	-	1.00	100%
3	Casting & Launching of precast panels				-	-		
a	Construction of Pre-cast panels	1.0	1.00	100%	-	-	1.00	100%
b	Launching of Pre-cast Panels	1.0	1.00	100%	-	-	1.00	100%
4	Construction of Deck Slab	1.0	0.86	86%	0.14	14%	1.00	100%
5	Structural Excavation, Dismantling Backfilling , Earth work, surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material , Dismantling of structures	1.0	0.15	15%	0.35	35%	0.50	50%
b	Surface course & pavement	1.0	0.00	0%	1.00	100%	1.00	100%
c	Structures excavation & back fill	1.0	1.00	100%	-	-	1.00	100%
d	Approach slabs	1.0	0.00	0%	1.00	100%	1.00	100%
e	Drainage & Erosion works	1.0	0.40	40%	0.20	20%	0.60	60%
f	Ancillary works	1.0	0.00	0%	0.50	50%	0.50	50%
<b>TOTAL</b>		<b>12.0</b>	<b>7.41</b>	<b>77%</b>	<b>3.19</b>	<b>10%</b>	<b>10.60</b>	<b>87%</b>

## 2.6 Bridge at Km 27+250

Sr No	Bridge at Km 27+250	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Pile load test & Construction of Piles							
a	Pile load test	1.0	1.00	100%	-	-	1.00	100%
b	Construction of Piles	1.0	1.00	100%	-	-	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	-	-	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	1.00	100%	-	-	1.00	100%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	1.00	100%	-	-	1.00	100%
b	Launching of Pre-cast Panels	1.0	1.00	100%	-	-	1.00	100%
4	Construction of Deck Slab	1.0	0.75	75%	0.25	25%	1.00	100%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material, Dismantling of structures	1.0	0.25	25%	0.25	25%	0.50	50%
b	Surface course & pavement	1.0	0.00	0%	1.00	100%	1.00	100%
c	Structures excavation & back fill	1.0	1.00	100%	-	-	1.00	100%
d	Approach slabs	1.0	1.00	100%	-	-	1.00	100%
e	Drainage & Erosion works	1.0	0.50	50%	0.25	25%	0.75	75%
f	Ancillary works	1.0	0.00	0%	0.20	20%	0.20	20%
<b>TOTAL</b>		<b>13.0</b>	<b>9.50</b>	<b>87%</b>	<b>1.95</b>	<b>7%</b>	<b>11.45</b>	<b>94%</b>

## 2.7 Bridge at Km 2+200

Sr No.	Bridge at Km 2+200	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	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	0.00	0%	1.00	100%	1.00	100%
b	Concreting of new expansion joint	1.0	0.00	0%	1.00	100%	1.00	100%
c	Installation of New Expansion joint	1.0	0.00	0%	1.00	100%	1.00	100%
<b>TOTAL</b>		<b>3.0</b>	<b>0.00</b>	<b>0%</b>	<b>3.00</b>	<b>100%</b>	<b>3.00</b>	<b>100%</b>

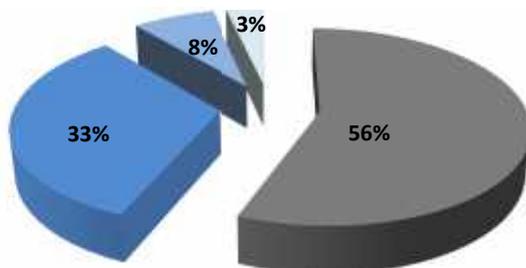
## 2.8 Bridge at Km 11+560

Sr No	Bridge at Km 11+560	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint	1.0	0.66	66%	0.34	100%	0.66	66%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	0.00	0%	0.00	0%	0.00	0%
<b>TOTAL</b>		<b>2.0</b>	<b>0.66</b>	<b>24%</b>	<b>0.34</b>	<b>12%</b>	<b>1.00</b>	<b>36%</b>



### 3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

The following Pie chart shows the percentage of accruals and accrued expenditure against approved PILs Cost (USD 57,987,071).



- Accrued Expenditure ( Amount Certified) till Previous Quarter \$ 32,542,802
- Accrued Expenditure (Amount Certified) in Current Quarter \$ 18,951,915
- Accruals (Work Done Amount not Certified) till this quarter \$ 4,437,284
- Balance Work against total approved PILs Cost \$ 4,318,072

#### Details of Accruals and Accrued Expenditure

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Quarter		Current Quarter		Accumulative		Balance
		Road	Bridges			Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	
1	PIL 01	Sec I	-	\$9,978,081	\$9,978,081	\$9,978,081	-	-	-	\$9,978,081	-	-
2	PIL 02	Sec II	-	\$9,383,483	\$9,383,483	\$9,383,483	-	-	-	\$9,383,483	-	-
3	PIL 03	Sec III	-	\$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 IV	-	\$7,663,172	\$25,444,269	-	\$6,606,957	\$6,196,850	\$713,342	\$6,196,850	\$1,123,450	\$342,872
		Sec V	-	\$8,580,296		-	\$7,058,519	\$6,459,516	\$1,014,060	\$6,459,516	\$1,613,064	\$507,716
		Sec VI	-	\$6,551,308		-	\$5,291,528	\$4,372,063	\$394,073	\$4,372,063	\$1,313,538	\$865,707
		-	at Km 18+475	\$218,068		-	\$217,117	\$184,034	-	\$184,034	\$33,083	\$951
		-	at Km 27+000	\$1,111,838		-	\$858,044	\$757,029	\$115,237	\$757,029	\$216,252	\$138,557
		-	at Km 27+250	\$1,073,617		-	\$932,085	\$875,900	\$81,712	\$875,900	\$137,897	\$59,820
		-	at Km 2+200	\$68,944		-	-	\$68,944	\$68,944	\$68,944	-	-
		-	at Km 11+560	\$105,296		-	\$24,802	\$37,579	\$12,777	\$37,579	-	\$67,717
-	at Km 21+320	\$71,730	-	-	-	-	-	-	-	\$71,730		
<b>Total</b>				<b>\$57,987,071</b>		<b>\$32,542,802</b>	<b>\$20,989,052</b>	<b>\$18,951,915</b>	<b>\$2,400,147</b>	<b>\$51,494,717</b>	<b>\$4,437,284</b>	<b>\$2,055,070</b>

## 4. M&E ACTIVITIES DURING THE REPORTING PERIOD

### 4.1 Field Inspections

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

- Project Manager = 10
- Quality Assurance Manager = 12
- M & E Specialist = 27
- Field Managers = 37
- Environmental compliance officer = 10
- Field Monitors = 79
- Laboratory Staff = 54

### 4.2 Construction Activities Monitored

The following construction activities of road component were monitored in Sec IV, V, VI, VII, VIII & IX during the reporting quarter.

Sr No.	Activity	Unit	Monitored till Previous Quarter	Monitored in Reporting Quarter	Total Monitored
1	Asphaltic Concrete Wearing Course	Km	26.1	5.013	31.113
2	Asphaltic Concrete Base Course	Km	27.77	3.393	31.163
3	Water Bound Macadam	Km	27.82	2.438	30.258
4	Rigid Pavement	Km	12.68	4.248	16.928
5	Granular Sub base	Km	43.12	4.269	47.389
6	Earth Work	Km	43.66	3.729	47.389
7	Culverts	Nos	108	16	124
8	Retaining Walls	Km	14.21	2.581	16.791
9	Breast Wall	Km	1.15	0.378	1.528
10	Drains	Km	34.88	8.496	43.376
11	Utility Ducts	Nos	79	0	79
12	Cause ways	Nos	7	4	11
13	Metal Guard Rail	Km	2.73	0.059	2.789
14	Diversion	Km	40.32	3.341	43.661

### 4.3 Certification of Interim Payment Certificates (IPCs)

During the reporting Quarter the following Interim Payment Certificates (IPCs) were Verified & Certified against approved PIL cost.

PIL No	IPC No	Date of IPC Submission for Verification	Date of Certification	Amount Certified USD
05	01	June 10 , 2015	July 09, 2015	12,978,595
	02	July 15 , 2015	August 19, 2015	3,239,563
	03	September 01 , 2015	September 15, 2015	2,733,757
<b>Total</b>				<b>18,951,915</b>

#### 4.4 Field Observations & Follow up

Sr. #	Findings	Follow up	Status
1	Drains type D-3 thickness issue	Email : April 15 , 2015 Meeting : Aug 24 , 2015	Revised drawings would be shared by FWO
2	Substandard works in Retaining and Breast Walls	Emails : May 20, 2015 June 24, 2015 July 01, 2015 July 27 , 2015 Sep 03, 2015 Sep 15 , 2015  Meetings : July 07 , 2015 Aug 24 , 2015	Rectification in progress however No improvement observed
3	Improper backfilling at newly constructed retaining walls, breast walls, culverts, RCC Drains	Emails : May 28, 2015 June 17, 2015 Aug 11, 2015	Rectification in progress
4	Damages caused to pavements & retaining walls , culverts by rain	Email : July 27, 2015 July 30 ,2015 Aug 17, 2015 Meeting : Aug 24, 2015	Rectification in progress
5	Sub standard works at KM 10+500 (Baghiari Check Post).	Emails : May 28 , 2015 July 30, 2015 Oct 02, 2015	Rectification in progress
6	Sub standard repair of flexible pavement defective portion km 33+750 & KM 21+320 ( Placing concrete over flexible pavement)	Meeting: Aug 24, 2015	Proper repairs pending
7	Heavy dust observed due to construction, creating severe environmental hazard.	Email : April 15, 2015 May 22, 2015 June 04 , 2015 Sep 10, 2015 Sep 16, 2015	Rectification in progress
8	Rigid pavement panels at Km 40+244, 40+359 , 40 +392, constructed in sheer violation (Dowels missing /not aligned at expansion joints)	Email : Sep 08, 2015 Sep 18 , 2015	Rectification pending
9	Sub base laid on freshly concreted Culvert Slabs at Km 40+363, Loop III Km 2+259	Email : Sep 08, 2015 Sep 10, 2015	Rectification pending

#### 4.5 Meetings

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

Date	Participants	Venue
July 07, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
July 28, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
July 31, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 05, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 06, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 11, 2015	USAID, AGES, FWO, NESPAK	FWO Office, Jamrud, Khyber Agency
Aug 20, 2015	USAID & AGES	Halcrow Office , Islamabad
Aug 24, 2015	USAID, AGES, FWO, NESPAK	PD FWO Office, Peshawar
Aug 31,2015	USAID, AGES, FWO,NESPAK	FWO Office, Jamrud, Khyber Agency
Sep 09,2015	USAID, AGES, FWO,NESPAK	FWO Office, Jamrud, Khyber Agency

#### 4.6 Laboratory Tests

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

Sr. No.	Test	No of Tests conducted								
		Till Previous Qtr			This Qtr			Total Up to date		
		Total	Fail	Pass	Total	Fail	Pass	Tests	Fail	Pass
1	Asphaltic concrete wearing course quality test	203	9	194	70	3	67	273	12	261
2	Asphaltic concrete wearing course compaction test	452	2	450	120	0	120	572	2	570
3	Asphaltic concrete wearing course cores thickness test	452	23	429	120	0	120	572	23	549
4	Tack coat test	5	0	5	-	-	-	5	0	0
5	Asphaltic concrete base course quality test	500	13	487	49	0	49	549	13	536
6	Asphaltic concrete base course cores compaction test	815	5	810	128	0	128	943	5	938
7	Asphaltic concrete base course cores thickness test	818	51	767	128	0	128	946	51	895
8	Asphalt thickness Full Depth Test	-	-	-	14	0	14	14	0	14
9	Prime coat test	18	0	18	-	-	-	18	0	18
10	Water Bound Macadam material quality test	139	26	113	11	1	10	150	27	123
11	Water Bound Macadam field density test (FDT)	118	52	66	20	7	13	138	59	79
12	Aggregate Base course material quality test	49	8	41	-	-	-	49	8	41
13	Aggregate Base course field density test (FDT)	50	23	27	-	-	-	50	23	27
14	Sub base material quality test	263	19	244	10	0	10	273	19	254
15	Sub base material field density test (FDT)	145	18	127	28	0	28	173	18	155
16	Sub grade material quality test	201	1	200	4	0	4	205	1	204
17	Sub grade material field density test (FDT)	209	13	196	4	0	4	213	13	200
18	Aggregate quality test for Asphalt	119	0	119	-	-	-	119	0	119
19	Aggregates quality test for concrete	174	22	152	3	0	3	177	22	155
20	Concrete compressive strength test	241	1	240	30	0	30	271	1	270
21	Cement Quality Test	6	0	6	-	-	-	6	0	6
22	Water Quality Test	1	0	1	-	-	-	1	0	1
23	Steel Quality Test	42	0	42	-	-	-	42	0	42
24	Absorption & Compression strength of Bricks	20	8	12	8	6	2	28	14	14
25	Fine Aggregate Quality Tests for Structures	10	6	4	-	-	-	10	6	4
26	Stone Masonry quality test	22	1	21	-	-	-	22	1	21
27	Calibration of Lab Equipments	12	0	12	-	-	-	12	0	12
<b>Total</b>		<b>5084</b>	<b>301</b>	<b>4783</b>	<b>747</b>	<b>17</b>	<b>730</b>	<b>5831</b>	<b>318</b>	<b>5513</b>

#### 5. ENVIRONMENTAL COMPLIANCE

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

#### 6. SECURITY SITUATION

The security situation report is attached as **Annex-II**.

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**ANNEXURE-I  
ENVIRONMENTAL MONITORING REPORT**

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## ENVIRONMENTAL MONITORING REPORT

During this reporting period, 12 site visits (4 site visits in each month) have been carried out. Summarizing that, the Labor Contractor's camps and machinery are maintained in good conditions. Heavy vehicle pool/stand of FWO has also been maintained in good condition. The health facilities are provided to the workers at camps are satisfactory, however no such first aid arrangements are being provided at work sites.

The dust pollution control measures were not sufficient during the reporting period and there was heavy dust pollution especially at Km 39 and onward and by pass roads.

During this quarter, the other serious issues were the health and safety protocols compliance, like personal protection equipment's of the workers, safety arrangements for blasting sites etc.

The traffic blockage was observed at some sites. The FWO has to keep the traffic on alternate route in the day time in order to accomplish the construction activities smoothly. Though improvement in the environmental compliance is observed, especially in dust pollution, but a general distrust about the FWO to control some problems still exists in the project area. A special attention to the environmental compliance, such as health and safety protocols and dust pollution, excavated material use and dumping properly are required in order to resolve such issues in the project area.

The placement of excavated material in the water ways and flood water base are also serious environment issues during this quarter. Due to these excavated material placed at the mouth of culverts and other drainage ways, some damages to the structures and private property were occurred by the flood water/heavy intensity rain.

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

FWO has been constantly stressed upon for undertaking the following.

- Dumping of excavated material properly or use for back filling at retaining walls and drainage ways. Removal excavated material from perennial stream and watershed ways.
- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- Ensure Health and Safety arrangements at work sites.
- First aid box and Ambulance arrangement.

- Installation of Road's traffic signs and speed checking sign boards.
- To keep records of EHS (Environment, Health and Safety) plans.
- To force site staff especially the Sub-contractor staff on permanently wearing personal protective equipment's during work.
- Take measures for land leveling and refilling of quarry sites/borrow sites for sustainable use.

## ENVIRONMENTAL MONITORING



Health facilities at FWO Camp



Dust Pollution at various road sections



Excavated dumped material at water ways



Health and Safety issues and proper placement of building/excavated/solid waste materials



Traffic blockage



Private property damaged due to flood

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**ANNEXURE-II  
SECURITY REPORT**

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## MONTHLY SECURITY REPORT

### 1. Situation Analysis

KP/FATA has retained its “High” risk rating during the reporting period. The threat of an attack by terrorists has been a daily concern. The region labeled as “High Risk” warrants aggressive security measures, for ensuring safety of personnel and material as well as successful implementation of project assignments. The threat of terrorist attacks against government officials / installations, high profile / sensitive locations, religious sites / events and crowded markets / gatherings cannot be ruled out.

### 2. USAID’s Threat Assessment

As per the USAID Threat Assessment the risk level in KP & FATA is “High”.

### 3. Visit to PTR by Security Officer

The Security Officer CMEP – KP visited the project sites during the current quarter along with Engineers and Environmental Compliance Officer for liaison / meeting with concerned officials with a view to maintain cordial working relationship and facilitate own staff to perform their tasks of monitoring and evaluation in time and effectively. Overall security situation and arrangements on PTR were safe and staff of CMEP – KP was following their schedule without any security concern or hindrance.

### 4. Details of Security Related Incidents

#### ▪ Bomb Defused at Landi Kotal:

On August 25, 2015 at Landi Kotal in Khyber Agency the Bomb Disposal Squad defused an explosive device planted outside the house of a central leader of Jummat-i-Islami FATA.

#### ▪ Terror Attack Threats – FATA / KP

As per some officials, KP / FATA are receiving 19 terror attack threats daily and alerts are issued to cope with the situation.

#### ▪ Arrest of Terrorists in Orakzai Agency

Five terrorist were arrested besides recovery of arms and drugs from their custody during a crackdown on Sunday August 30, 2015 in Orakzai Agency.

#### ▪ Blast near a House in Jamrud Khyber Agency

Unidentified people blew up the main gate of a house in Jamrud Khyber Agency but no causality was reported.

#### ▪ Suicide attack outside APA’s Office in Jamrud Khyber Agency

On September 1, 2015, a suicide bomb blast was carried out outside Assistant Political Agent office in Jamrud Khyber Agency resulting in four killed and 56 injured.

#### ▪ Policemen raid on Taliban hide – out in Peshawar

Three Policemen were killed and seven injured in raid on Taliban hide – out in Peshawar. One of the attackers was killed by the Police and the rest escaped.

- **Militants killed 11 Peace Committee Volunteers**

On September 8, 2015, a banned militants group killed 11 kidnapped pro-government volunteers in Khyber tribal region, who as per militants, were helping the security forces against them.

- **Militants attacked Pakistan Air Force Base Badaber in Peshawar**

Heavily – armed militants attacked Pakistan Air Force base Badaber in Peshawar on September 18, 2015, killing 29 people and 10 injured. Army soldiers quickly surrounded the attackers, confining them to a small area and killing 13 of them.

## **5. Inauguration Ceremony PTR on August 27, 2015**

The Project Manager CMEP – KP along with QAM and M&E Specialist attended the inauguration ceremony of PTR carried out near Shagai Fort on August 27, 2015 by the President of Pakistan.

## **6. Advisory**

Staff CMEP - KP is advised to accept personal responsibility for their own safety as well as of their subordinates by adhering to the following safety protocols:

- Remain highly alert / careful while on duty and must follow the project security plan.
- Maintain a high level of vigilance and take appropriate steps to enhance their personal security.
- Maintain a low personal profile by not doing anything that draw attention to themselves. Dress up commonly for the area and merge with the rest of the population.
- Vary routes and timings to and from work.
- Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
- Check interior and exterior of their vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.
- In traffic jams, always try to leave space for maneuvering & always leave on exit.
- Avoid congested points during site visits or in travel.
- In traffic, always attempt to leave space to maneuver. Leave an exit for themselves and be prepared to take evasive action at any time.
- Ensure all preventative measures to avoid road accidents, any risk of kidnapping and must avoid crossing the Pak - Afghan Border at Torkham Khyber Agency.

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**ANNEXURE-III  
PHOTOGRAPHS**

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## PAVEMENTS



KM 15+925~16+250 FW; ACWC Cold Milling carried out



KM 15+925~16+250 FW; ACWC laying after cold Milling completed



KM 20+575~20+675 FW; WBM Base spreading & leveling in progress



KM 20+575~20+675 FW; Flexible pavement completed



KM 26+875~26+970 FW; sub base 1st layer ready for Inspection & FDT (2)



KM 26+875~26+970 FW; Flexible pavement completed



KM 27+175~27+225 FW; sub base 1st layer grading & compaction in progress.



KM 27+050~27+225 FW; Flexible pavement completed



KM 33+775~33+850 FW; WBM Base spreading in progress



KM 33+775~33+750 FW; Flexible pavement completed



KM 34+825~34+900 FW; WBM Base spreading & leveling in progress



KM 36+750~36+850 FW; Rigid pavement completed

## BRIDGES



Bridge at KM 11+560 LHS; RCC Post & Rail construction in progress



Bridge at KM 11+560; Existing bridge RCC Railing & Expansion Joint completed



Bridge at KM 20+775; view of existing bridge RCC railing damaged



Bridge at KM 20+750; Existing bridge RCC Railing & Expansion Joint completed



Bridge at KM 27+000; Approach slab concrete casted



Bridge at KM 27+000; Open for traffic

## RETAINING WALLS



KM 0+415~0+440 LHS LOOP-III; Ret wall stone masonry in progress



KM 0+415~0+440 LHS LOOP-III; Ret wall stone masonry completed



KM 20+700~20+740 RHS; Ret wall stone masonry in progress



KM 20+700~20+740 RHS; Ret wall stone masonry completed



KM 23+350~23+400 RHS; Breast wall stone masonry in progress



KM 23+350~23+400 RHS; Breast wall stone masonry completed

## CULVERTS



Culvert 1+978 LOOP-III; steel rebar fixing for top slab in progress.



Culvert 1+978 LOOP-III; Traffic plying over culvert



Culvert 2+183 LOOP-III; compaction of backfill material  
Abt wall-II is in progress



Culvert 2+183 LOOP-III; Rigid pavement completed  
over culvert



Culvert 2+529 LOOP-III; Poor quality of workmanship for  
Abt wall-II.



Culvert 2+529 LOOP-III; Rigid pavement completed  
over culvert

## DRAINS



KM 30+500~30+550 LHS; RCC Drain wall construction in progress



KM 30+500~30+550 LHS; RCC Drain type D-2a completed



KM 30+790~30+850 RHS; RCC Drain in progress



KM 30+790~30+850 RHS; RCC Drain type D-1a completed



KM 34+000~34+100 LHS; RCC Drain steel rebar fixing in progress



KM 34+000~34+100 LHS; RCC Drain completed

### MISCELLANEOUS



KM 7+500 LHS; Plaster work of weigh station building in progress



KM 7+500 LHS; Weigh station Building finishing work completed



KM 15+900 RHS; Brick masonry for Monument is in progress



KM 15+900 RHS; Monument completed



KM 19+750 LHS; WBM Base complete on link road



KM 19+750 LHS; Link Road ACWC completed