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



FINAL MONTHLY PROGRESS REPORT # 41

AUGUST 2016

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DISCLAIMER

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EXECUTIVE SUMMARY

The project is completed with a total amount of US\$ 85,856,983 versus US\$ 87,000,000.

PIL wise details are given below:

- **PIL 01** (*Section-I km 0+000 – km 9+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,978,082.
- **PIL 02** (*Section-II km 9+000 – km 14+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,383,484.
- **PIL 03** (*Section-III km 14+000 – km 19+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,512,706.
- **PIL 04** (*Bridges at km9+560 & km23+750; Multicell culverts at km11+190 & km22+925*):
100% completed, and all milestones certified with accrued expenditure of US\$ 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*):
100% completed, and all milestones certified with accrued expenditure of US\$ 24,901,643.
- **PIL 06** (*Section-VII km 33+000 - km 37+000; Section-VIII km 37+000 - km 41+000*)
100% completed, and all milestones certified with accrued expenditure of US\$ 17,796,243.
- **PIL 07** (*Section-IX km 41+000 - km 43+465 & Loop -3*)
100% completed, and all milestones certified with accrued expenditure of US\$ 8,039,087.
- **PIL 08** (*Additional works*)
Total progress achieved was 100% during this last reporting month of the project with now an accrued expenditure of US\$ 2,577,205. The last milestone certified during the month was of US\$ 440,208.

MATTERS REQUIRING ATTENTION

1. Closing PTR Office

The PTR office closed on August 31, this date was the last date for the completion of the M&E services. Now only three (3) staff members (PM, FM, and RS) of the M&E team are being retained in the Head office of AGES till Sep 30 to prepare the project completion report and to certify the last milestone of PIL # 8 following completion of the punch list. Meanwhile, all USAID assets for disposition were formally transferred to the PMU, FATA Secretariat.

2. Completion of works by FWO

All punch list items completed; therefore, the only withheld milestone of PIL# 8 for additional works has now been certified for reimbursement to FWO.

3. Sections Handed Over to NHA & Under Defect Liability Period of FWO

Out of nine (9) sections of the PTR, six (6) sections have been handed over to NHA, while sections 7/8 and section 9 would be handed over on September 8 and October 5, 2016, respectively. Pavement distress such as rutting and poor patch work of asphalt pavement in some locations of different road sections were observed and reported, which now requires the attention of NHA/FWO/FATA Secretariat as some of the pavement distress and poor patch works are in different sections of the PTR relevant to NHA and FWO.

4. Road Traffic Accidents

Traffic safety regulations on the PTR are poor; as such, the number of fatal traffic accidents has risen caused by vehicles' greater travel speeds.

5. Utility of Weighbridge station at Km 7+500

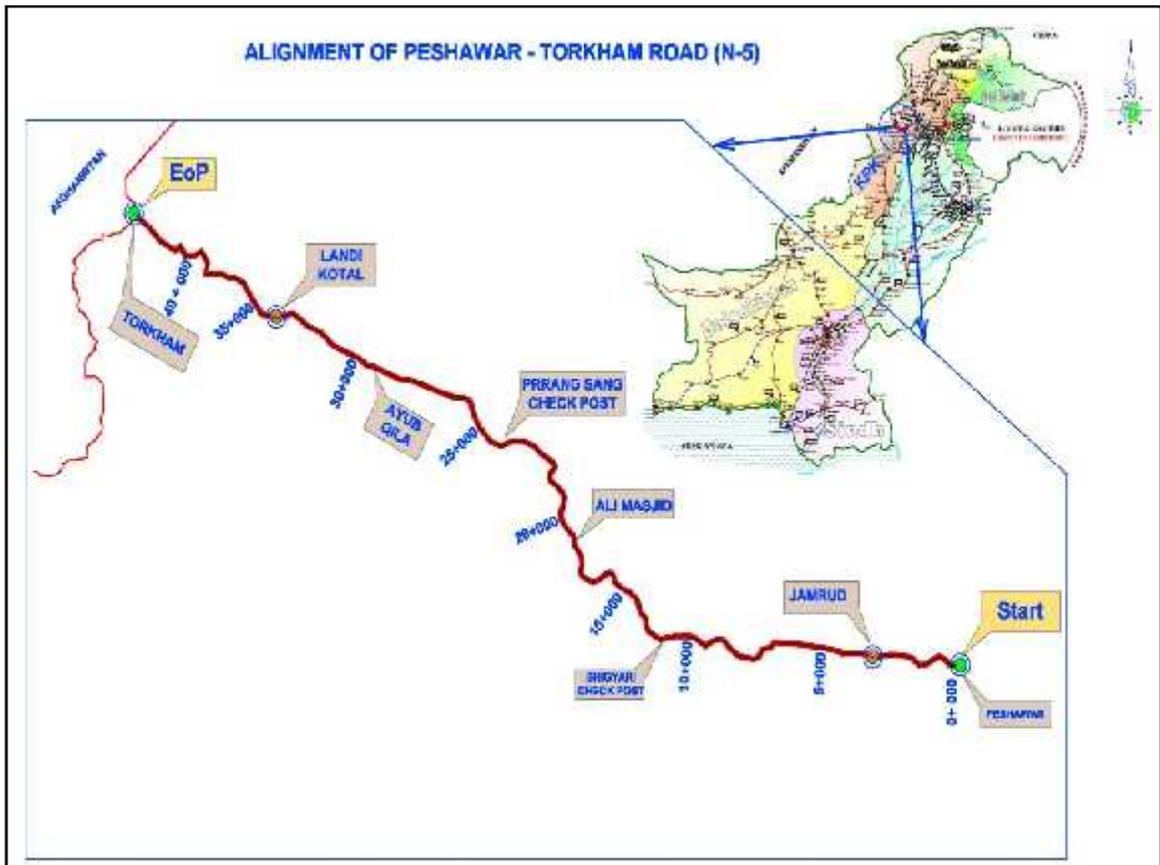
Despite the installation of a vehicle weighing facility at the start section of the project, the issue of overloading due to weak law enforcement by NHA is prevalent, and this has led to some premature road deterioration. It is mainly used as an ATM by the NHA and not for the intended purpose to minimize a complete loss of investment in the PTR's rehabilitation.

6. Project Completion Report

This report would be prepared next month and submitted to USAID accordingly.

1. PROJECT BACKGROUND

The PTR 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 & USAID was signed on September 18, 2012 obligating US\$ 67 Million for the project. Later additionally funded with US\$ 20 Million.



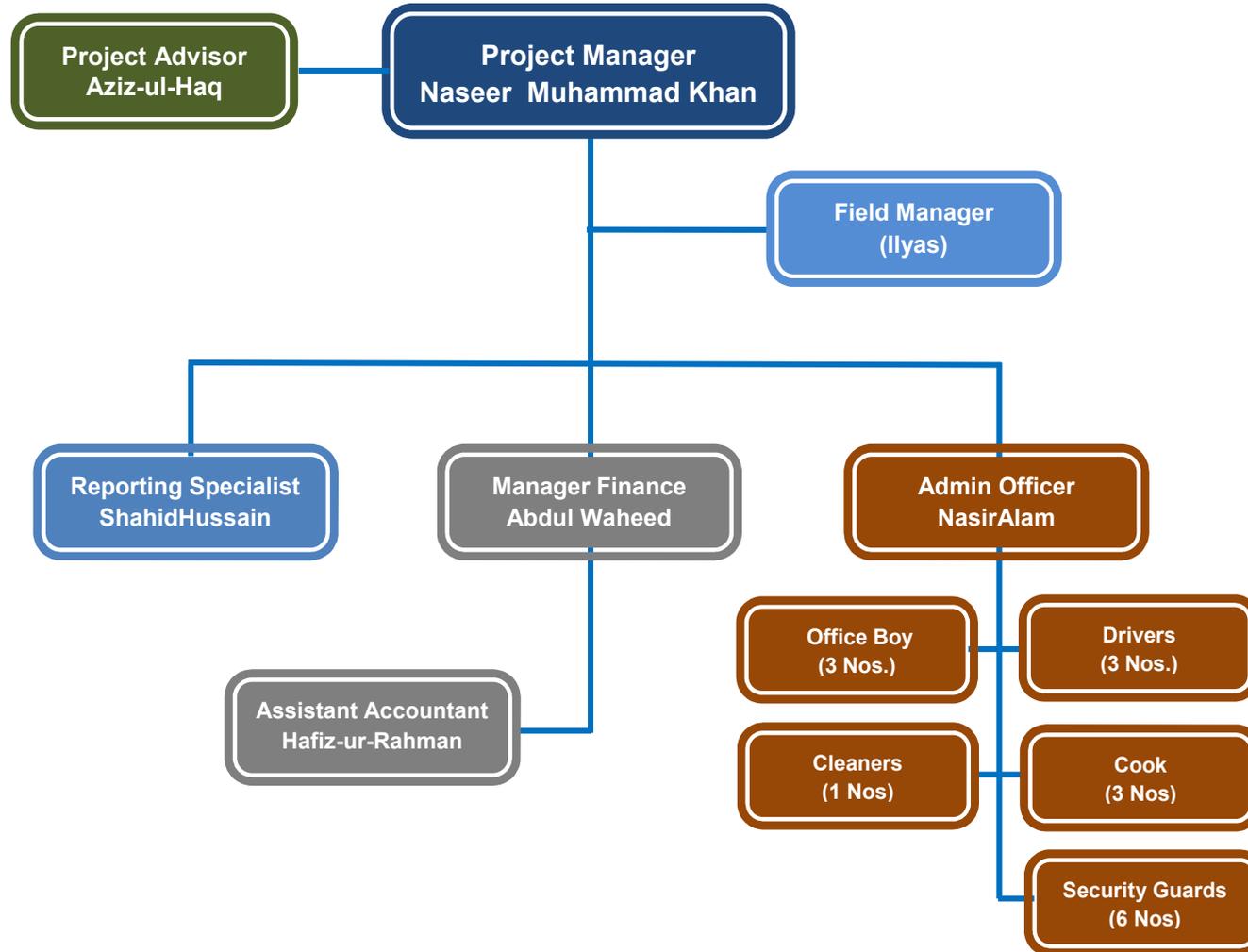
The project is implemented by FATA Secretariat and executed through Frontier Works Organization (FWO) under the FARA contracting mode of USAID. FWO is also fully responsible for the design and construction of the project in conformity with the NHA's specifications and standard engineering practices. NESPAK is providing design and 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 by signing agreement on September 30, 2012. Construction activities by the contractor started on October 15, 2012. The agreed project completion date is September 30, 2016.

1.1 Scope of Work

The 46 km PTR were split into nine (9) sections for designing/construction purposes. PIL wise details are given in the table below:

PIL No	Components	Allocated Amount US\$	PIL Expiry Date	Revised Allocated Amount US\$	PIL Expiry Date
PIL 01	a) Section-I (km 0+000- km 9+000)	9,978,082	Dec 31, 2014	-	Dec 31, 2014
PIL 02	a) Section-II (km 9+000- km 14+000)	9,383,484	Dec 31, 2014	-	Dec 31, 2014
PIL 03	a) Section-III (km 14+000- km 19+000)	9,512,706	Dec 31, 2014	-	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multi-cell Culvert at km 11+190 d) Multi-cell Culvert km 22+925	3,668,533	Dec 31, 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	Dec 31, 2015	24,901,643	Jun 30, 2016
PIL 06	a) Section-VII (km 33+000 – km 37+000) b) Section-VIII (km 37+000 - km 41+000)	17,626,462	Dec 31, 2015	17,796,243	Jun 30, 2016
PIL 07	a) Section-IX (km 41+000 – km 43+465 & Loop3)	8,751,166	Jun 30, 2016	8,039,087	Jun 30, 2016
PIL 08	Additional Works	2,577,205	Sep 30, 2016	2,577,205	Sep 30, 2016
Total				US \$ 85,856,983	

Organization Chart for CMEP Office, Peshawar



2. PHYSICAL PROGRESS (PIL 07 & 08)

2.1 Section-IX (Km 41+000 – Km 43+465 & Loop 3)

Sr No	Section IX (Km 41+000– Km 43+465 & Loop 03)	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	8.51	8.51	100%	-	-	8.51	100%
2	Sub base & Base course							
a	Granular Sub Base	8.51	8.51	100%	-	-	8.51	100%
b	Water Bound Macadam	0.90	0.90	100%	-	-	0.90	100%
c	Asphaltic Base Course	2.56	2.56	100%	-	-	2.56	100%
3	Surface Courses & Pavement							
a	Asphaltic Concrete Wearing Course	2.71	2.71	100%	-	-	2.71	100%
b	Rigid Pavement	14.43	14.43	100%	-	-	14.43	100%
4a-i	Retaining wall (RW-2) - 1680m							
a	H= 1.50 m ,L= 425m	2.83	2.83	100%	-	-	2.83	100%
b	H= 2.00 m, L= 570m	3.80	3.80	100%	-	-	3.80	100%
c	H= 2.50 m, L= 175m	1.00	1.00	100%	-	-	1.00	100%
d	H= 3.00 m, L= 40m	1.00	1.00	100%	-	-	1.00	100%
e	H= 4.00 m, L= 75m	1.00	1.00	100%	-	-	1.00	100%
f	H= 5.00 m, L= 185m	1.00	1.00	100%	-	-	1.00	100%
g	H= 5.50 m, L= 50m	1.00	1.00	100%	-	-	1.00	100%
h	H= 6.00 m, L= 10m	1.00	1.00	100%	-	-	1.00	100%
i	H= 8.00 m, L= 150m	2.00	2.00	100%	-	-	2.00	100%
4a-ii	Breast wall (RW-3) - 625 m							
a	H= 1.50 m, L= 25m	1.00	1.00	100%	-	-	1.00	100%
b	H= 2.50 m, L= 75m	1.00	1.00	100%	-	-	1.00	100%
c	H= 3.00 m, L= 400m	2.00	2.00	100%	-	-	2.00	100%
d	H= 4.00 m, L= 125m	1.00	1.00	100%	-	-	1.00	100%
e	RCC cut off wall (50m length)	1.00	1.00	100%	-	-	1.00	100%
f	PCC cut off wall (50m length)	1.00	1.00	100%	-	-	1.00	100%
4b-i	Structures (Culverts)							
a	1 x 2 x 2.5	4.00	4.00	100%	-	-	4.00	100%
b.	2 x 3 x 3 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
c.	1 x 2 x 2.5 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
d.	1 x 2 x 2.5 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
e.	2 x 3 x 4 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
4b-ii	Pipe Culverts							
a	1.50 m dia with 20 deg skew New	1.00	1.00	100%	-	-	1.00	100%
b.	1.50 m dia with 15 deg skew with cascade	1.00	1.00	100%	-	-	1.00	100%
c.	1.50 m dia with 30 deg skew New	1.85	1.85	100%	-	-	1.85	100%
e.	0.9 m dia.30m length	1.00	1.00	100%	-	-	1.00	100%
4d	Structures (expansion joints, railing on bridges/Multicell culverts)							
i.	Steel railing on Multicell culvert at km 22+925(length=72m)	1.00	1.00	100%	-	-	1.00	100%
ii.	RCC railing on bridge at km 20+750 (length = 70m)	1.00	1.00	100%	-	-	1.00	100%
iii.	Expansion joint on bridges	1.00	1.00	100%	-	-	1.00	100%
5a	Drainage & Erosion works (road side drain)							
i.	Drain type D-1 covered (600m)	3.00	3.00	100%	-	-	3.00	100%
iii.	Drain type D-2 covered (725m)	3.63	3.63	100%	-	-	3.63	100%
iv.	Drain type D-3 (2950m)	5.90	5.90	100%	-	-	5.90	100%
v.	Drain type D-4 (100m)	1.00	1.00	100%	-	-	1.00	100%
5b	Road protection works							
i.	Gabion wall at km 26+250 (length=150m)	1.00	1.00	100%	-	-	1.00	100%
ii.	New jersey barrier (dual carriageway median) length =200m.	1.00	1.00	100%	-	-	1.00	100%
iii.	Crash barrier (length=2000m)	4.00	4.00	100%	-	-	4.00	100%
iv.	Metal guard rail (2500m)	1.00	1.00	100%	-	-	1.00	100%
7	Diversion	1.50	1.50	100%	-	-	1.50	100%
	TOTAL	97.12	97.12	100%	-	-	97.12	100%

2.2 PIL 08 Additional Works

Sr.No	Additional Works	No of Milestones	Till Previous Month		Current Month		Total	
			Milestones Achieved	% Progress	Milestones Achieved	% Progress	Milestones Achieved	% Progress
A	ADDITIONAL WORKS SECTION - I, II & III							
i.	Retaining Wall's, Breast Wall & PCC Toe Wall	1.00	1.00	100.0%	-	-	1.00	100%
ii.	Road Side Drains	1.00	1.00	100.0%	-	-	1.00	100%
iii.	Miscellaneous Works including Earthwork, Cement Admixture, ACBC on Culverts, Service Ducts & Rigid Pavement Jointing works etc.	1.00	1.00	100.0%	-	-	1.00	100%
B	ADDITIONAL WORKS SECTION - IV ~ IX							
i.	Construction / Repair of Flood Protection works including Retaining Walls, PCC Toe Walls & Causeways.	1.00	0.95	95.0%	0.05	5%	1.00	100%
ii	ACWC with Rigid Pavement & Retaining wall on Jamrud ,Landi-Kotal bypasses and W & S road.	1.00	1.00	100.0%	-	-	1.00	100%
iii	Weigh Station # 01 (Conversion of Flexible Approaches to Rigid Pavement), Boundary wall , Kerb stone and Tuff pavers etc	1.00	1.00	100.0%	-	-	1.00	100%
iv	Miscellaneous Works including Rigid Pavement/ Crash Barrier on Loop # 02, Steel Railing at KM: 21+320 and Installation of Reflectorized Pavement studs etc.	1.00	1.00	100.0%	-	-	1.00	100%
TOTAL		7.00	6.95	99.28%	0.05	0.72%	7.00	100%

2.3 Forecasted Completion PIL 08

*The following table shows the forecasted completion of in progress activities.

	Remaining Works	Year 2016			
		June	July	Aug	Sep
PIL 08	Additional Works				

***Note:** FWO had not provided the construction schedule; the above table is based on assumptions keeping in view the current pace of implementation, weather condition, and construction sequence of the sub activities.

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

Financial progress till the end of reporting month was 100%. US\$ 440,208 was certified during the reporting month. Total Accrued expenditure is US\$ 85,856,983 out of US\$ 85,856,983, while the cost of the project was US\$ 85,000,000.

PIL wise details are given in the table below:

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Month		Current Month		Accumulative		Total Accruals	Balance Work
		Road	Bridges			Accrued Expenditure	Total Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Work done amount not Certified		
1	PIL 01	Sec I	-	\$9,978,082	\$9,978,082	\$9,978,082	\$9,978,082	-	-	\$9,978,082	-	\$9,978,082	-
2	PIL 02	Sec II	-	\$9,383,484	\$9,383,484	\$9,383,484	\$9,383,484	-	-	\$9,383,484	-	\$9,383,484	-
3	PIL 03	Sec III	-	\$9,512,706	\$9,512,706	\$9,512,706	\$9,512,706	-	-	\$9,512,706	-	\$9,512,706	-
4	PIL 04	-	at Km 9+560	\$1,225,965	\$3,668,533	\$1,225,965	\$1,225,965	-	-	\$1,225,965	-	\$1,225,965	-
		-	at Km 23+750	\$1,392,302		\$1,392,302	\$1,392,302	-	-	\$1,392,302	-	\$1,392,302	-
		-	at Km 11+190	\$604,551		\$604,551	\$604,551	-	-	\$604,551	-	\$604,551	-
		-	at Km 22+925	\$445,715		\$445,715	\$445,715	-	-	\$445,715	-	\$445,715	-
5	PIL 05	Sec IV	-	\$7,667,458	\$24,901,643	\$7,667,458	\$7,667,458	-	-	\$7,667,458	-	\$7,667,458	-
		Sec V	-	\$8,356,533		\$8,356,533	\$8,356,533	-	-	\$8,356,533	-	\$8,356,533	-
		Sec VI	-	\$6,228,159		\$6,228,159	\$6,228,159	-	-	\$6,228,159	-	\$6,228,159	-
		-	at Km 18+475	\$218,068		\$218,068	\$218,068	-	-	\$218,068	-	\$218,068	-
		-	at Km 27+000	\$1,111,838		\$1,111,838	\$1,111,838	-	-	\$1,111,838	-	\$1,111,838	-
		-	at Km 27+250	\$1,073,617		\$1,073,617	\$1,073,617	-	-	\$1,073,617	-	\$1,073,617	-
		-	at Km 2+200	\$68,944		\$68,944	\$68,944	-	-	\$68,944	-	\$68,944	-
		-	at Km 11+560	\$105,296		\$105,296	\$105,296	-	-	\$105,296	-	\$105,296	-
6	PIL 06	Sec VII	-	\$9,555,551	\$17,796,243	\$9,555,551	\$9,555,551	-	-	\$9,555,551	-	\$9,555,551	-
		Sec VIII	-	\$8,240,692		\$8,240,692	\$8,240,692	-	-	\$8,240,692	-	\$8,240,692	-
7	PIL 07	Sec IX	-	-	\$8,039,087	\$8,039,087	\$8,039,087	-	-	\$8,039,087	-	\$8,039,087	-
8	PIL 08	Additional Works	-	-	\$ 2,577,205	\$2,136,997	\$2,559,597	\$440,208	\$17,608	\$ 2,577,205	-	\$ 2,577,205	-
Total					\$85,856,983	\$85,416,775	\$85,839,375	\$440,208	\$17,608	\$85,856,983	-	\$85,856,983	-

4. M&E ACTIVITIES DURING THE REPORTING PERIOD

4.1 Field Inspections

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

- Field Managers = 04

4.2 IPCs Certifications

During the reporting month the following Interim Payment Certificate (IPCs) was certified against the milestone cost in the PIL..

PIL No	IPC No	Date of Certification	Amount Certified USD
08	FINAL IPC	SEP 07, 2016	440,208

4.3 Meetings

No coordination meeting was held during the reporting month.

**ANNEXURE-I
PHOTOGRAPHS**

CURRENT MONTH PICTURES



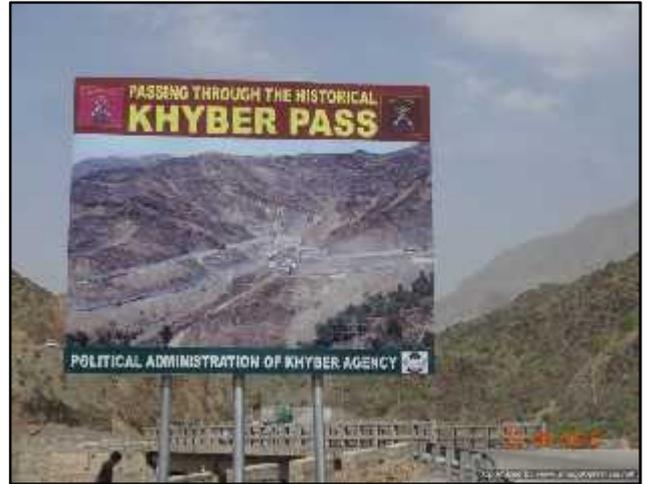
Causeway at KM 42+000 LHS; concrete for 1x panel cast while curing is in progress



Causeway at KM 42+000 LHS; concrete for 1x panel cast



Causeway at KM 42+000; Dismantling of existing causeway pannelcarriedout



KM 11+500 LHS; Sign Board Installed by Political Administration



KM 16+100 LHS; PTCL cable excavation & laying in progress



KM 37+300 LHS; Informatory sign category



KM 39+600 LHS; Cieling fan & energy saver fixed in security check post building at Michni post



KM 39+600 LHS; external water supply connection provided to security check post building at Michni post



KM 40+200~40+300 LHS; Sign boards installed



KM 42+600; Sign board for Dual carriageway



KM 42+700 LHS; Sign board for Axle load



KM 42+700 RHS; Sign board for Axle load & Bridge in torkham



KM 43+000 LHS; Informatory Sign board
Torkham bazar



KM 43+000 RHS; Informatory Sign board



KM 43+100 LHS; Sign boards for dual carriageway & speed limit
inTorkham



KM 43+460 Pakistan Gate at Torkham

DEFECTIVE PATCH WORK



Bridge at KM 20+100 (Torkham side) settlement at approach road need to rectify



Bridge at KM 20+100 (Torkham side) settlement at approach road need to rectify



KM 33+850 LHS; Patch work in flexible pavement need to be reworked



KM 33+850 LHS; Patch work in flexible pavement needs to be reworked



KM 35+150 LHS; Patch work in flexible pavement needs to be reworked

DEFECTS IN FLEXIBLE PAVEMENT



Bridge at KM 9+560 Approach road on both sides having settlement



Bridge at KM 11+560 Left lane Rutting occurs in ACWC over deck slab



Causeway at KM 24+500 LHS Approach road Torkham side



Culvert 31+162 LHS; Approach road Torkham side Settlement occurs



KM 7+250 Railway line Level crossing (SEC-I)



KM 7+600 LHS (SEC-I) Rut depth 3cm



KM 8+700 LHS (SEC-I) Rutt depth 2cm



KM 9+200 LHS (SEC-II) Rut depth 2.5 cm



KM 10+000 LHS (SEC-II) Rutt depth 2.5cm, KM 10+000 LHS; KM Post marking washed away



KM 10+300 LHS Shoulder settlement occurs



KM 10+550 LHS (SEC-II) Bhigiyari check post Rutt depth more than 5cm



KM 10+575 LHS (SEC-II) Bhigyari check post



KM 10+600 LHS (SEC-II) Bhigyari check post



KM 14+850 LHS (SEC-III) Loop-I towards Torkham Rut depth 10cm



KM 14+850 LHS (SEC-III) Loop-I towards Torkham.



KM 14+850 LHS (SEC-III) Loop-I towards Torkham



KM 14+850~14+900 LHS (SEC-III) Loop towards Torkham



KM 15+950~16+300 LHS (SEC-III) (2)



KM 16+000 LHS (SEC-III) Rut depth more than 6cm



KM 23+700 LHS (SEC-IV) near Bridge # 10 (23+850)



KM 23+750 LHS (SEC-IV) Rut depth 6cm near Bridge # 10 (23+850)



KM 26+500 LHS; Studs broken on Rigid pavement