



PAKISTAN

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



QUARTERLY PROGRESS REPORT # 13

OCTOBER - DECEMBER 2015

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DISCLAIMER

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EXECUTIVE SUMMARY

Both flexible and rigid pavements of 45.5 km out of *46 km length have been substantially completed and are open for traffic till end of the quarter. Physical progress achieved during the reporting quarter was 5 %, totaling to 96% by the end of the quarter with accruals of US\$ 80,767,125 out of US\$ 84,364,699. The total amount certified by in the reporting quarter was US\$ 17,972,006. Total amount certified till end of the quarter was US\$ 69,466,707.

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 3% attaining total physical progress 95 % with accrued expenditure of USD 21,679,941 out of USD 25,444,269.
- **PIL 06** (*Section-VII km 33+000 - km 37+000; Section-VIII km 37+000 - km 41+000*)
Progress achieved during the reporting quarter was 11% attaining total physical progress 90% with accrued expenditure of US\$ 10,703,430 out of US\$ 17,626,462.
- **PIL 07** (*Section-IX km 41+000 - km 43+465 & Loop -3*)
Progress achieved during the reporting quarter was 13% attaining total physical progress 92% with accrued expenditure of US\$ 4,540,534 out of US\$ 8,751,166.

Construction activities on additional works, including Jamrud By pass, Landikotal Bazar & culverts were also monitored. PIL for these additional items is yet to be constituted.

*Note: In Contract 46 Km is given however as per site without loop = Km 43.465; With Loop = Km 48.479

MATTERS REQUIRING ATTENTION

1. **Constitution of Remaining PIL**

As per activity agreement, US\$ 87,000,000 has been obligated for the PTR project. However, US\$ 84,364,699 has been committed in Seven numbers of PILs constituted as of now.. The constitution of remaining PIL for additional work is under way. Work is being 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 roadside 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 the 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 joint 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.

8. Expiry of PIL 05 & 06 (Section IV,V,VI & 06 Bridges) (Section VII &VIII)

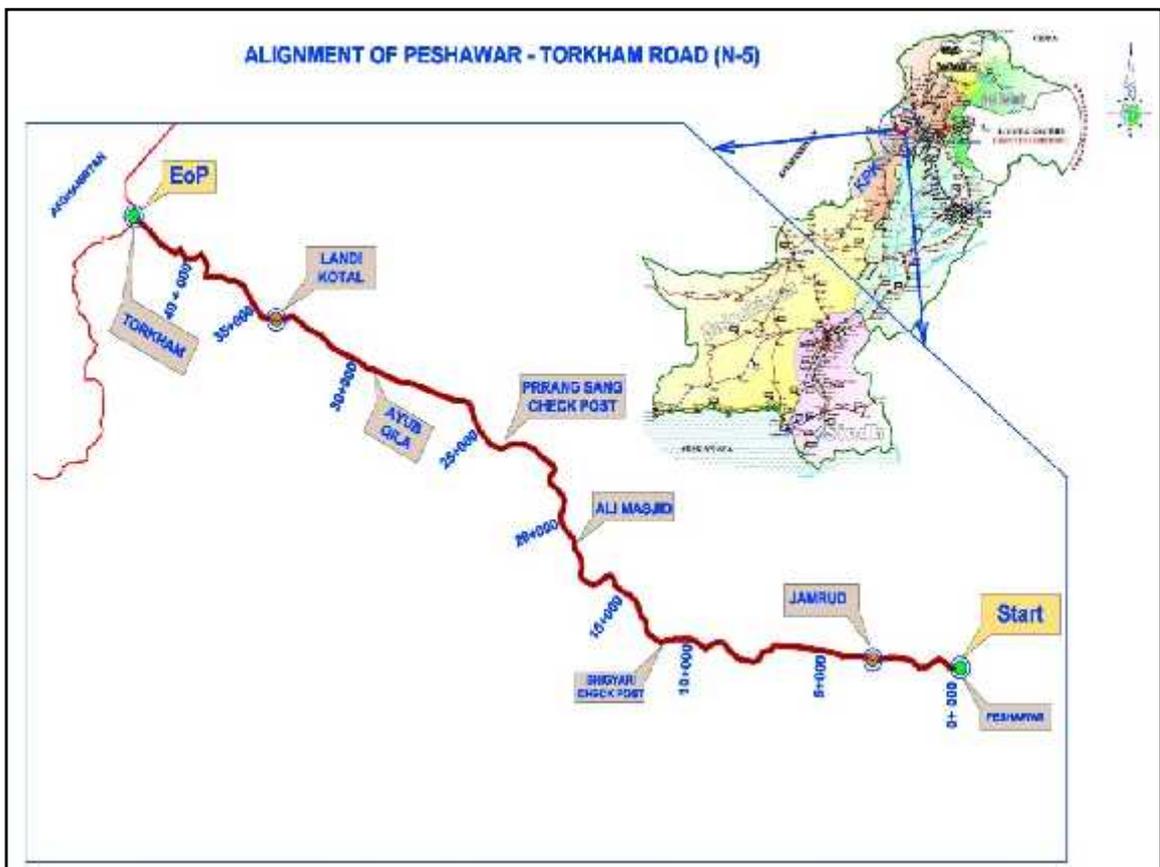
The aforementioned sections have been substantially completed and minor / ancillary works are in progress. PILs signed for these sections have expired on December 31, 2015. However, as per para (c) of the attachment titled "Fixed Amount Reimbursement" to the respective PIL, reimbursement requests can be entertained up to three months. FWO needs to complete the remaining work on priority and the FATA Secretariat needs to inform USAID with necessary supporting documentation to avoid any complication regarding payment reimbursement by USAID.

9. New CO of FWO

A new CO of FWO has assumed his command.

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 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 Pakistan Mission by signing agreement on September 30, 2012. Construction activities by the contractor started on October 15, 2012. Agreed project completion date is December 31, 2014.

1.1 Scope of Work

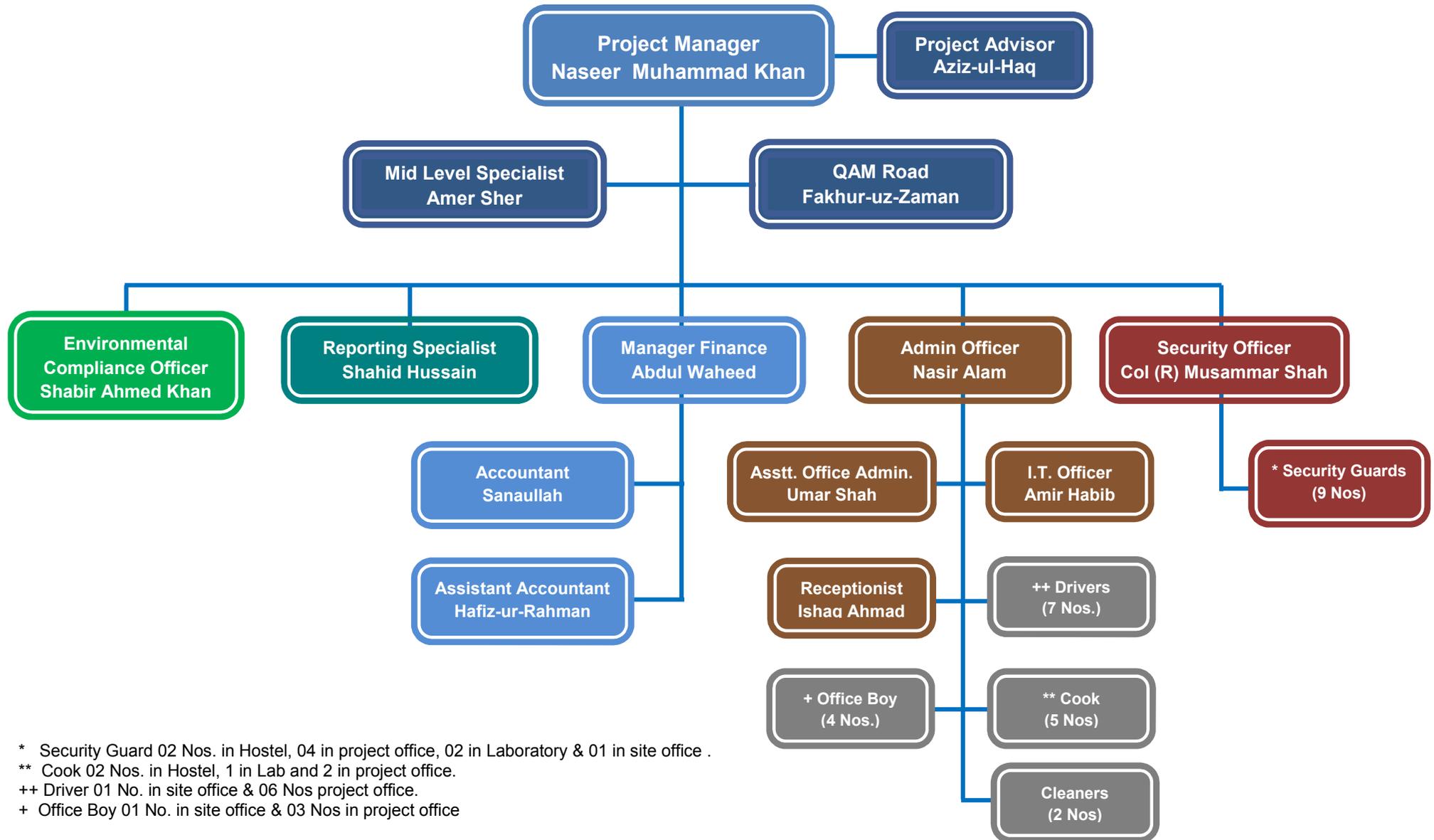
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

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
PIL 06	a) Section-VII (km 33+000 – km 37+000) b) Section-VIII (km 37+000 - km 41+000)	17,626,462	Sep 22, 2015	Dec 31, 2015
PIL 07	a) Section-IX (km 41+000 – km 43+465 & Loop3)	8,751,166	Nov 02, 2015	Jun 30, 2016

1.2 Project Staff

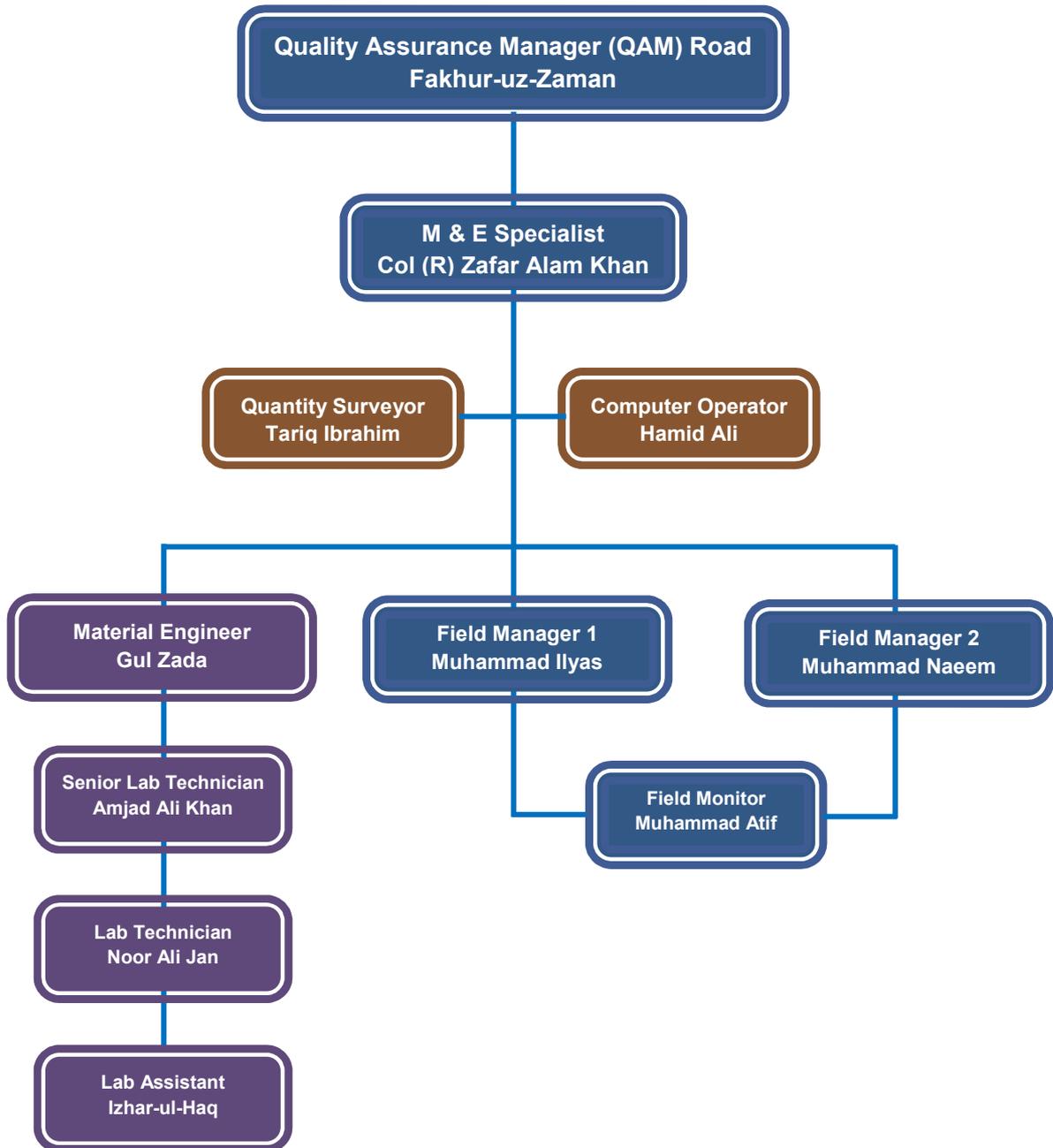
Following 51 Staff members (Technical = 14 & Non-Technical = 37) are currently working on the project. During the reporting quarter 07 project staff (03 Lab staff, 03 Field monitors & 01 CAD Operator) members were released from the project as per phase out plan

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	7.082	100%	-	-	7.08	100%
c	Asphaltic base course	7.082	7.082	100%	-	-	7.08	100%
3	Surface courses and pavement				-	-		
a	Asphaltic concrete for wearing course & allied activities	7.082	7.082	100%	-	-	7.08	100%
b	Rigid pavement (Half Pavement Width)	6.48	6.48	100%	-	-	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	2.41	80%	0.59	20%	3.00	100%
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	3.49	61%	0.00	0%	3.49	61%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	6.29	72%	0.75	8%	7.04	80%
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	2.88	88%	0.37	12%	3.25	100 %
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%	0.05	5%	1.00	100%
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%	0.08	8%	0.85	85%
iv	Drain type D-2a uncovered (200 m)	1.00	0.55	55%	0.10	10%	0.65	65%
v	Drain type D-4 (700 m)	2.00	2.00	100%	-	-	2.00	100%
vi	Drain type D-3 (3511 m)	7.02	6.63	95%	0.00	0%	6.66	95%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	0.75	75%	0.25	25%	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.40	40%	0.40	40%	0.80	80%
7	Diversion	5.16	5.16	100%	-	-	5.16	100%
TOTAL		124.30	115.19	96%	2.62	1.5%	117.81	97.5%

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	12.600	100%	-	-	12.60	100%
2	Sub base & base course							
a	Granular sub base	12.600	12.600	100%	-	-	12.60	100%
b	Water bound macadam	10.472	10.472	100%	-	-	10.47	100%
c	Asphaltic base course	10.472	10.472	100%	-	-	10.47	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	10.472	100%	-	-	10.47	100%
b	Rigid pavement (Half Pavement Width)	2.900	2.900	100%	-	-	2.90	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%	-	-	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	2.000	100%	-	-	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	2.700	88%	0.383	12%	3.083	100%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	2.000	100%	-	-	2.00	100%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	2.000	100%	-	-	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	1.000	100%	-	-	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	1.000	100%	-	-	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	3.250	100%	-	-	3.25	100%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.700	70%	0.00	0%	0.70	70%
j	Parapet walls : L = 925 m	5.000	3.000	60%	0.00	0%	3.00	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	1.850	62%	1.15	38%	3.00	100%
4a-ii	Breast wall - 455m							
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.000	100%	-	-	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	2.000	100%	-	-	2.00	100%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.000	1.000	100%	-	-	1.00	100%
ii	1 x 3 x 2.5	1.000	1.000	100%	-	-	1.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	1x 2 x 2.5 (20 deg skew)	3.000	3.000	100%	-	-	3.00	100%
ii	1 x 3 x 2	2.000	2.000	100%	-	-	2.00	100%
iii	1 x 3 x 2.5	1.000	1.000	100%	-	-	1.00	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.000	0%	0.000	0%	0.00	0%
v	2 x 3 x 3 (20 deg skew)	1.000	0.950	95%	0.05	5%	1.00	100%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	1.000	100%	-	-	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	1.000	100%	-	-	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	1.000	100%	-	-	1.00	100%
ix	Service ducts (17 Nos)	17.000	17.000	100%	-	-	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	0.750	75%	0.250	25%	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (800 m)	4.000	2.025	51%	0.865	21%	2.89	72%
ii	Drain type D-1a uncovered (1600 m)	4.000	3.910	98%	0.09	2%	4.00	100%
iii	Drain type D-2 covered (1225 m)	3.063	1.710	56%	0.24	8%	1.95	64%
iv	Drain type D-2a uncovered (2240 m)	4.978	4.978	100%	-	-	4.98	100%
v	Drain type D-4 (475 m)	1.000	0.907	91%	0.093	9%	1.00	100%
vi	Drain type D-3 (225 m)	1.000	1.000	100%	-	-	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.100	10%	0.65	65%	0.75	75%
ii	Pavement Markings / Studs	1.000	0.750	75%	0.20	20%	0.95	95%
7	Diversion	6.300	6.300	100%	-	-	6.30	100%
TOTAL		146.273	136.479	94%	3.971	2.05%	140.45	96.05%

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%	1.00	100%
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%	0.20	7%	2.29	83%
b	Retaining wall : H= 3.0 m ; L= 450m	4.50	4.05	90%	0.45	10%	4.50	100%
c	Retaining wall : H= 3.5 m ; L= 100m	1.00	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%	-	-	2.39	96%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.00	1.00	100%	-	-	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%	1.00	50%	1.00	50%
ii	1 x 2 x 2 (12.00 m length)	1.00	0.20	20%	0.80	80%	1.00	100%
iii	Service ducts	13.00	13.00	100%	-	-	13.00	100%
4c	Construction of causeways L = 265.00 m	1.00	0.70	70%	0.22	22%	0.92	92%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.25	0.97	77%	0.12	10%	1.09	87%
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	0.61	61%	0.00	0%	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	0.70	70%	0.30	30%	1.00	100%
vi	Drain type D-3 (100 m)	1.00	1.00	100%	-	-	1.00	100%
vii	Drain type D-3 (225 m) W&S Road	1.00	0.00	0%	1.00	100%	1.00	100%
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%	1.00	100%	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.00	0.10	10%	0.65	65%	0.75	75%
ii	Pavement Markings / Studs	1.00	0.75	75%	0.00	0%	0.75	75%
7	Diversion	4.00	4.00	100%	-	-	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.00	0.30	30%	0.20	20%	0.50	50%
ii	Monuments (01 Nos)	1.00	1.00	100%	-	-	1.00	100%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.00	0.80	80%	0.00	0%	0.80	80%
ii	Relocation of Buildings	1.00	0.75	75%	0.00	0%	0.75	75%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.00	1.00	100%	-	-	1.00	100%
TOTAL		96.22	85.73	87%	5.84	4%	91.57	91%

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%	1.00	100%	1.00	100%
TOTAL		7.0	6.00	99.6%	1.00	0.4%	7.00	100%

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	1.00	100%	-	-	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	0.50	50%	0.50	50%	1.00	100%
b	Surface course & pavement	1.0	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	0.60	60%	0.40	40%	1.00	100%
f	Ancillary works	1.0	0.50	50%	0.17	17%	0.67	67%
TOTAL		12.0	10.60	87%	1.07	12.97%	11.67	99.97%

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	1.00	100%	-	-	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	0.50	50%	0.25	25%	0.75	75%
b	Surface course & pavement	1.0	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	0.75	75%	0.25	25%	1.00	100%
f	Ancillary works	1.0	0.20	20%	0.47	47%	0.67	67%
TOTAL		13.0	11.45	94%	0.97	4%	12.42	98%

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	1.00	100%	-	-	1.00	100%
b	Concreting of new expansion joint	1.0	1.00	100%	-	-	1.00	100%
c	Installation of New Expansion joint	1.0	1.00	100%	-	-	1.00	100%
TOTAL		3.0	3.00	100%	-	-	3.00	100%

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	34%	1.00	100%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	0.00	0%	1.00	100%	1.00	100%
TOTAL		2.0	1.00	36%	1.00	64%	2.00	100%

2.9 Bridge at Km 21+320

Sr No	Bridge at Km 21+320	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	Roll Pointing	1.0	0.00	0%	1.00	100%	1.00	100%
2	Dismantling of existing railing , Construction of new steel railing as per dwg , poly urethane paint on existing steel girders	1.0	0.00	0%	1.00	100%	1.00	100%
3	Pressure grouting of existing abutments	1.0	0.00		1.00	100%	1.00	100%
4	Scarification of existing road pavement , surface course & pavement, drainage & erosion works , Ancillary works							
a	Scarification of existing road pavement	1.0	0.00	0%	1.00	100%	1.00	100%
b	surface course & pavement	1.0	0.00	0%	1.00	100%	1.00	100%
c	drainage & erosion works	1.0	0.00	0%	0.85	85%	0.85	85%
d	Ancillary works	1.0	0.00	0%	0.50	50%	0.50	50%
TOTAL		7.0	0.00	0%	6.35	91%	6.35	91%

2.10 Section-VII (Km 33+000 to Km 37+000)

Sr No	Section VII (Km 33+000 – 37+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	7.65	96%	0.35	4%	8.00	100%
2	Sub base & base course							
a	Granular sub base	8.00	7.65	96%	0.35	4%	8.00	100%
b	Water bound macadam	6.50	6.15	95%	0.35	5%	6.50	100%
c	Asphaltic base course	6.50	6.15	95%	0.35	5%	6.50	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.50	6.10	94%	0.40	6%	6.50	100%
b	Rigid pavement	3.00	3.00	100%	-	-	3.00	100%
4a	Retaining wall (RW-2) Total L = 1225 m							
a	Retaining wall : H= 1.00 m ; L= 300m	2.00	0.96	48%	0.08	4%	1.04	52%
b	Retaining wall : H= 1.50 m ; L= 50m	1.00	1.00	100%	0.00	0%	1.00	100%
c	Retaining wall : H= 2.00 m ; L= 40m	1.00	0.95	95%	0.05	5%	1.00	100%
d	Retaining wall : H= 2.50 m ; L= 80m	1.00	1.00	100%	0.00	0%	1.00	100%
e	Retaining wall : H= 3.00 m ; L= 250m	2.00	2.00	100%	0.00	0%	2.00	100%
f	Retaining wall : H= 3.50 m ; L= 200m	2.00	2.00	100%	0.00	0%	2.00	100%
g	Retaining wall : H= 4.00 m ; L= 50m	1.00	0.60	60%	0.00	0%	0.60	60%
h	Retaining wall : H= 6.00 m ; L= 225m	3.00	0.93	31%	1.53	51%	2.46	82%
i	Retaining wall : H= 8.00 m ; L= 30m	1.00	1.00	100%	0.00	0%	1.00	100%
4b-i	Construction of New culverts-Flexible 90 cm pipe culvert	1.00	0.90	90%	0.00	0%	0.90	90%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 2 (15 deg skew)	1.00	0.95	95%	0.00	0%	0.95	95%
ii	1 x 2 x 5.5 (30 deg skew) box culvert	1.00	0.95	95%	0.05	5%	1.00	100%
iii	1 x 2 x 5.5 (30 deg skew) landikotal	1.00	0.95	95%	0.05	5%	1.00	100%
iv	2 x 3 x 6 (20 deg skew)	1.00	0.75	75%	0.20	20%	0.95	95%
v	1 x 3 x 5 (25 deg skew)	1.00	0.95	95%	0.05	5%	1.00	100%
vi	1 x 2 x 2.5 (25 deg skew)	1.00	0.20	20%	0.65	65%	0.85	85%
Vii	Service ducts	14.00	11.00	79%	3.00	21%	14.00	100%
Viii	Service Duct KM 37+000 – 41+000	1.00	0.00	0%	1.00	100%	1.00	100%
4c	Construction of causeways L = 38.0 m	1.00	0.50	50%	0.42	42%	0.92	92%
5a-1	Drainage & erosion works (road side drain) Km 33+000 – Km 37+000							
I	Drain type D-1 covered (2400 m)	6.00	2.00	33%	2.50	42%	4.50	75%

Sr No	Section VII (Km 33+000 – 37+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
ii	Drain type D-1 covered Dep (800 m)	2.00	1.00	50%	0.00	0%	1.00	50%
iii	Drain type D-1a uncovered (950 m)	2.00	2.00	100%	0.00	0%	2.00	100%
iv	Drain type D-2a covered (200 m)	1.00	0.75	75%	0.25	25%	1.00	100%
v	Drain type D-3 (800 m)	1.00	0.75	75%	0.25	25%	1.00	100%
vi	Drain type D-4 (200 m)	1.00	0.00	0%	1.00	100%	1.00	100%
5a-2	Drainage & erosion works (road side drain) Km 37+000 – Km 41+000							
i	Drain type D-3a (Lean Concrete)	1.00	0.00	0%	1.00	100%	1.00	100%
ii	Drain type D-4 (925 m)	6.17	0.00	0%	2.65	43%	2.65	43%
5b	Road Protection works) Km 37+000 – Km 41+000							
i	Jersey barrier	1.00	0.75	75%	0.25	25%	1.00	100%
6a	Ancillary works Km 33+000 – 37+000							
i	Traffic signs / Km Posts	1.00	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.00	0.00	0%	0.00	0%	0.00	0%
6b	Ancillary works Km 37+000 – 41+000							
i	Traffic signs / Km Posts	1.00	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.00	0.00	0%	0.00	0%	0.00	0%
7a	Diversion Km 33+000 – 37+000	4.00	3.80	95%	0.20	5%	4.00	100%
7b	Diversion Km 37+000 – 41+000	4.00	3.95	99%	0.05	1%	4.00	100%
8a	Relocation of Buildings Km 33+000 – Km 37+000							
i	Relocation of Boundary walls	1.00	1.00	100%	-	-	1.00	100%
ii	Relocation of Buildings	1.00	0.80	80%	0.00	0%	0.80	80%
8b	Relocation of Buildings Km 37+000 – Km 41+000							
i	Relocation of Buildings	1.00	0.00	0%			0.30	30%
9	Utilities Shifting / Relocation							
i	MES Water Supply	1.00	1.00	100%	-	-	1.00	100%
ii	PHE Water Supply	1.00	0.00	0%	0.00	0%	0.00	0%
iii	OFC Cable	1.00	0.00	0%	0.00	0%	0.00	0%
iv	Copper Cable	1.00	0.00	0%	0.00	0%	0.00	0%
v	OFC Cable	1.00	0.00	0%	0.00	0%	0.00	0%
vi	HT/LT Lines Km 9+00 – 35+00	2.00	0.00	0%	0.00	0%	0.00	0%
vii	HT /LT Lines Km 35+00 – 38+00	3.00	0.00	0%	0.00	0%	0.00	0%
TOTAL		121.67	82.09	71%	17.33	12%	99.42	83%

2.11 Section-VIII (Km 37+000 to Km 41+000)

Sr No	Section VIII (Km 37+000 – 41+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	7.90	99%	0.10	1%	8.00	100%
b	Water bound macadam	1.70	1.60	94%	0.10	6%	1.70	100%
c	Asphaltic base course	1.70	1.60	94%	0.10	6%	1.70	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	1.70	1.60	94%	0.10	6%	1.70	100%
b	Rigid pavement	12.60	12.60	100%	-	-	12.60	100%
4a-i	Retaining wall (RW-2) Total L = 2495 m							
a	Retaining wall : H= 1.50 m ; L= 1225m	6.13	3.73	61%	1.62	26%	5.35	87%
b	Retaining wall : H= 2.00 m ; L= 275m	1.80	1.80	100%	-	-	1.80	100%
c	Retaining wall : H= 2.50 m ; L= 75m	1.00	1.00	100%	-	-	1.00	100%
d	Retaining wall : H= 3.50 m ; L= 40m	1.00	0.00	0%	1.00	100%	1.00	100%

Sr No	Section VIII (Km 37+000 – 41+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
e	Retaining wall : H= 4.00 m ; L= 340m	3.40	2.98	88%	0.00	0%	2.98	88%
f	Retaining wall : H= 6.00 m ; L= 350m	3.50	0.77	22%	2.60	74%	3.37	96%
g	Retaining wall : H= 8.00 m ; L= 50m	1.00	0.00	0%	1.00	100%	1.00	100%
h	Retaining wall : H= 10.00 m ; L= 140m	1.00	0.94	94%	0.00	0%	0.94	94%
i	Retaining wall : H= 10.00 m ; L= 140m Class B Concrete	1.00	0.94	94%	0.00	0%	0.94	94%
4a-ii	Breast Wall (RW-3) = 485 M							
a	Breast Wall H = 2.00 m ; L = 50 m	1.00	0.00	0%	0.00	0%	0.00	0%
b	Breast Wall H = 3.00 m ; L = 360 m	3.00	1.54	51%	1.15	38%	2.69	90%
c	Breast Wall H = 4.00 m ; L = 75 m	1.00	0.00	0%	1.00	100%	1.00	100%
4b-i	Culverts (New Culverts)							
a	1 x 2 x 3 (Additional lane) New	1.00	0.95	95%	0.05	5%	1.00	100%
b	1 x 2 x 2.5 (25 deg skew) New	1.00	0.90	90%	0.05	5%	0.95	95%
c	2 x 2 x 3 (25 deg skew) Replacement	1.00	0.90	90%	0.10	10%	1.00	100%
d	1 x 3 x 4.5 (35 deg skew) Additional cut	1.00	0.90	90%	0.10	10%	1.00	100%
e	2 x 3 x 5 (35 deg skew) Box Culvert	1.00	0.70	70%	0.25	25%	0.95	95%
f	1 x 2 x 2.5 Repair existing slab Culvert	4.00	2.60	65%	0.80	20%	3.40	85%
g	1 x 2 x 2.5 (20 deg skew) New	1.00	0.90	90%	0.10	10%	1.00	100%
h	1 x 2 x 2.5 (22 deg skew) New	1.00	0.90	90%	0.10	10%	1.00	100%
i	1 x 2 x 2.5 (12.81 deg skew) New	1.00	0.90	90%	0.00	0%	0.90	90%
4b-ii	Pipe Culverts							
a	1.5 m dia 0 deg skew New	3.00	2.85	95%	0.00	0%	2.85	95%
b	1.5 m dia 0 deg skew Replacement	1.00	0.80	80%	0.10	10%	0.90	90%
c	1.5 m dia 15 deg skew Replacement	1.00	1.00	100%	0.00	0%	1.00	100%
d	1.5 m dia 20 deg skew Replacement	2.00	1.60	80%	0.00	0%	1.60	80%
e	1.5 m dia 20 deg skew New	1.00	1.00	100%	0.00	0%	1.00	100%
f	1.5 m dia 20 deg skew New with cascade	2.00	0.80	40%	1.05	53%	1.85	93%
g	1.5 m dia 25 deg skew New with channel	1.00	1.00	100%	0.00	0%	1.00	100%
h	Service ducts	4.00	0.00	0%	2.00	50%	2.00	50%
5a	Drainage & erosion works (road side drain)							
l	Drain type D-2 covered (150 m)	1.00	0.00	0%	1.00	100%	1.00	100%
v	Drain type D-3 (3125 m)	8.928	0.86	10%	7.14	80%	8.00	90%
5b	Crash Barrier (200m)	1.00	1.00	100%	0.00	0%	1.00	100%
TOTAL		96.45	67.56	87%	21.61	11%	89.17	98%

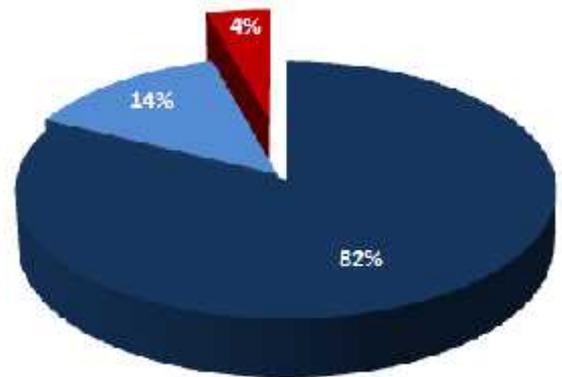
2.12 Section-IX (Km 41+000 – Km 43+465 & Loop 3)

Sr No	Section IX (Km 41+000 – Km 43+465 & Loop 03)	No of Milestones	Till Previous 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	8.506	8.506	100%	0.000	0%	8.506	100%
2	Sub base & Base course							
a	Granular Sub Base	8.506	8.506	100%	0.000	0%	8.506	100%
b	Water Bound Macadam	0.900	0.900	100%	0.000	0%	0.900	100%
c	Asphaltic Base Course	2.560	2.560	100%	0.000	0%	2.560	100%
3	Surface Courses & Pavement							
a	Asphaltic Concrete Wearing Course	2.710	2.710	100%	0.000	0%	2.710	100%
b	Rigid Pavement	14.752	14.612	99%	0.000	0%	14.612	99%
4a-i	Retaining wall (RW-2) - 1680m							
a	H= 1.50 m ,L= 425m	2.833	1.470	52%	1.360	48%	2.833	100%
b	H= 2.00 m, L= 570m	3.800	2.100	55%	1.160	31%	3.260	86%

Sr No	Section IX (Km 41+000 – Km 43+465 & Loop 03)	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
c	H= 2.50 m, L= 175m	1.000	0.970	97%	0.030	3%	1.000	100%
d	H= 3.00 m, L= 40m	1.000	1.000	100%	0.000	0%	1.000	100%
e	H= 4.00 m, L= 75m	1.000	1.000	100%	0.000	0%	1.000	100%
f	H= 5.00 m, L= 185m	1.000	0.280	28%	0.270	27%	0.550	55%
g	H= 5.50 m, L= 50m	1.000	0.660	66%	0.340	34%	1.000	100%
h	H= 6.00 m, L= 10m	1.000	0.000	0%	1.000	100%	1.000	100%
i	H= 8.00 m, L= 150m	2.000	2.000	100%	0.000	0%	2.000	100%
4a-ii	Breast wall (RW-3) - 625 m							
a	H= 1.50 m, L= 25m	1.000	0.000	0%	0.000	0%	0.000	0%
b	H= 2.50 m, L= 75m	1.000	0.000	0%	0.000	0%	0.000	0%
c	H= 3.00 m, L= 400m	2.000	0.000	0%	2.000	100%	2.000	100%
d	H= 4.00 m, L= 125m	1.000	0.000	0%	1.000	100%	1.000	100%
e	RCC cut off wall (50m length)	1.000	1.000	100%	0.000	0%	1.000	100%
f	PCC cut off wall (50m length)	1.000	1.000	100%	0.000	0%	1.000	100%
4b-i	Structures (Culverts)							
a	1 x 2 x 2.5	4.000	3.600	90%	0.150	4%	3.750	94%
b	1 x 2 x 2.5 (15 deg skew)	1.000	0.900	90%	0.050	5%	0.950	95%
c	2 x 3 x 3 (35 deg skew)	1.000	0.900	90%	0.100	10%	1.000	100%
d	1 x 2 x 2.5 (25 deg skew)	1.000	0.900	90%	0.050	5%	0.950	95%
e	1 x 2 x 2.5 (35 deg skew)	1.000	0.900	90%	0.050	5%	0.950	95%
f	2 x 3 x 4 (35 deg skew)	1.000	0.900	90%	0.100	10%	1.000	100%
4b-ii	Pipe Culverts							
a	1.50 m dia with 20 deg skew New	1.000	0.800	80%	0.000	0%	0.800	80%
b	1.50m dia with 20 deg skew with Casade	2.000	1.600	80%	0.000	0%	1.600	80%
c	1.50 m dia with 15 deg skew with cascade	1.000	0.800	80%	0.000	0%	0.800	80%
d	1.50 m dia with 30 deg skew New	2.000	1.600	80%	0.300	15%	1.900	95%
e	1.50 m dia with 20 deg skew Rep of existing	1.000	0.800	80%	0.200	20%	1.000	100%
f	0.9 m dia.30m length	1.000	0.400	40%	0.000	0%	0.400	40%
g	0.9 m dia Additional	1.000	0.800	80%	0.000	0%	0.800	80%
4c	Structures Causeways							
	Causeway (Length = 75.0m)	1.000	0.500	50%	0.420	42%	0.920	92%
4d	Structures (expansion joints, railing on bridges/Multicell culverts)							
i.	Steel railing on Multicell culvert at km 22+925(length=72m)	1.000	0.000	0%	1.000	100%	1.000	100%
ii.	RCC railing on bridge at km 20+750 (length = 70m)	1.000	1.000	100%	0.000	0%	1.000	100%
iii.	Expansion joint on bridges	1.000	1.000	100%	0.000	0%	1.000	100%
5a	Drainage & Erosion works (road side drain)							
i.	Drain type D-1 covered (600m)	3.000	0.000	0%	2.500	83%	2.500	83%
ii.	Drain type D-1 covered depressed(100m)	1.000	0.000	0%	0.750	75%	0.750	75%
iii.	Drain type D-2 covered (725m)	3.625	0.000	0%	3.000	83%	3.000	83%
iv.	Drain type D-3 (2950m)	5.900	0.600	10%	4.650	79%	5.250	89%
v.	Drain type D-4 (100m)	1.000	0.000	0%	1.000	100%	1.000	100%
5b	Road protection works							
i.	Gabion wall at km 26+250 (length=150m)	1.000	0.000	0%	1.000	100%	1.000	100%
ii.	New jersey barrier (dual carriageway median) length =200m.	1.000	0.000	0%	0.000	0%	0.000	0%
iii.	Crash barrier (length=2000m)	4.000	0.200	5%	3.050	76%	3.250	81%
iv.	Metal guard rail (2500m)	5.000	0.800	16%	0.000	0%	0.800	16%
6	Ancillary works							
i.	Traffic signs / km posts	1.000	0.000	0%	0.000	0%	0.000	0%
ii.	Pavement markings / studs	1.000	0.000	0%	0.000	0%	0.000	0%
iii.	Gantries (02 nos)	1.000	0.000	0%	0.000	0%	0.000	0%
7	Diversion	1.500	1.500	100%	0.000	0%	1.500	100%
	TOTAL	111.592	69.774	79%	25.530	13%	95.304	92%

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

Financial progress till end of reporting quarter was 82%. US\$ 17,972,006 was certified during the reporting Quarter. Total Accrued expenditure is US\$ 69,466,707 out of US\$ 84,364,699. Total accruals till end of reporting quarter were US\$ 80,767,125 i.e. 96%.



■ Total Amount Certified = \$ 69,466,707
■ Work done amount not certified = \$ 11,300,418
■ Balance Work = \$ 3,597,574

PIL wise details are given in the table below

Details of Accruals and Accrued Expenditure

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Quarter		Current Quarter		Accumulative		Total Accruals	Balance Work
		Road	Bridges			Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Work done amount not Certified		
1	PIL 01	Sec I	-	\$9,978,081	\$9,978,082	\$9,978,081	\$9,978,081	-	-	\$9,978,082	-	\$9,978,082	-
2	PIL 02	Sec II	-	\$9,383,483	\$9,383,484	\$9,383,483	\$9,383,483	-	-	\$9,383,484	-	\$9,383,484	-
3	PIL 03	Sec III	-	\$9,512,705	\$9,512,705	\$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	-	-	\$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	-	\$7,663,172	\$25,444,269	\$6,196,850	\$1,122,759	\$968,399	\$98,615	\$7,165,250	\$252,974	\$7,418,224	\$244,948
		Sec V	-	\$8,580,296		\$6,459,499	\$1,613,081	\$1,274,089	\$203,264	\$7,733,588	\$542,256	\$8,275,844	\$304,452
		Sec VI	-	\$6,551,308		\$4,372,063	\$1,307,812	\$354,487	\$294,227	\$4,726,550	\$1,247,552	\$5,974,102	\$577,206
		-	at Km 18+475	\$218,068		\$184,034	\$33,083	\$34,034	\$951	\$218,068	\$0	\$218,068	\$0
		-	at Km 27+000	\$1,111,838		\$757,031	\$216,250	\$0	\$354,420	\$757,029	\$354,422	\$1,111,451	\$387
		-	at Km 27+250	\$1,073,617		\$875,899	\$137,898	\$0	\$177,161	\$875,900	\$177,160	\$1,053,060	\$20,557
		-	at Km 2+200	\$68,944		\$68,944	\$0	\$0	\$0	\$68,944	\$0	\$68,944	\$0
		-	at Km 11+560	\$105,296		\$37,579	\$0	\$67,717	\$0	\$105,296	\$0	\$105,296	\$0
-	at Km 21+320	\$71,730	\$0	\$0	\$29,316	\$36,002	\$29,316	\$36,002	\$65,318	\$6,412			
6	PIL 06	Sec VII	-	\$9,012,926	\$17,626,462	\$0	\$6,392,202	\$5,581,397	\$1,089,648	\$5,581,397	\$1,900,452	\$7,481,849	\$1,531,077
		Sec VIII	-	\$8,613,536		\$0	\$7,491,824	\$5,122,033	\$952,021	\$5,122,033	\$3,321,813	\$8,443,846	\$169,690
7	PIL 07	Sec IX	-	-	\$8,751,166	\$0	\$6,898,351	\$4,540,534	\$1,109,971	\$4,540,534	\$3,467,788	\$8,008,322	\$742,844
Total				\$84,364,699		\$51,494,701	\$25,213,259	\$17,972,006	\$4,316,281	\$69,466,707	\$11,300,418	\$80,767,125	\$3,597,574

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 = 03
- Quality Assurance Manager = 09
- M & E Specialist = 17
- Field Managers = 31
- Environmental compliance officer = 12
- Field Monitors = 64
- Laboratory Staff = 64

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	31.11	0.23	31.34
2	Asphaltic Concrete Base Course	Km	31.16	0.18	31.34
3	Water Bound Macadam	Km	30.25	0.21	30.46
4	Rigid Pavement	Km	16.92	0.10	17.02
5	Granular Sub base	Km	47.38	0.23	47.61
6	Earth Work	Km	47.38	0.23	47.61
7	Culverts	Nos	124	4	128
8	Retaining Walls	Km	16.79	1.83	18.62
9	Breast Wall	Km	1.52	0.73	2.25
10	Drains	Km	43.37	8.40	51.77
11	Utility Ducts	Nos	79	4	83
12	Cause ways	Nos	11	0	11
13	Metal Guard Rail	Km	2.79	0	2.79
14	Diversion	Km	43.66	0.30	43.96

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 Certification	Amount Certified USD
05	04	October 28, 2015	1,968,087
06	01	October 28, 2015	8,112,694
05	05	December 10, 2015	759,957
06	02	December 10, 2015	2,590,736
07	01	December 10, 2015	4,540,534

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 Oct 15 , 2015	Matter remain under decision
2	Substandard works in Retaining and Breast Walls	Emails : Sep 03, 2015 Sep 15 , 2015 Oct 07 , 2015 Oct 27 , 2015 Nov 10, 2015 Nov 24,2015 Meetings : July 07 , 2015 Aug 24 , 2015 Oct 15, 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 Oct 07 , 2015 Nov 24,2015 Meeting : Oct 15, 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 Nov 10 ,2015	Rectification in progress
6	Aerolastic Sealant joint filling not as per specs in Rigid Pavement	Emails : Nov 10,2015 Nov 20, 2015 Nov 27, 2015	Rectification Pending
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 Oct 07, 2015 Meeting : Oct 15,2015	Rectification pending

4.5 Meetings

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

Date	Participants	Venue
Oct 15, 2015	USAID, AGES, FATA Sect , FWO, NESPAK	PD FWO Office, Peshawar
Nov 05, 2015	USAID, AGES, FATA Sect , FWO, NESPAK	FWO Office, Jamrud
Dec 01,2015	USAID, AGES, FATA Sect , FWO, NESPAK	FWO Office, Jamrud

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	273	12	261	14	0	14	287	12	275
2	Asphaltic concrete wearing course compaction test	572	2	570	17	0	17	589	2	587
3	Asphaltic concrete wearing course cores thickness test	572	23	549	17	0	17	589	23	566
4	Tack coat test	5	0	5	0	0	0	5	0	5
5	Asphaltic concrete base course quality test	549	13	536	14	0	14	563	13	550
6	Asphaltic concrete base course cores compaction test	943	5	938	8	0	8	951	5	946
7	Asphaltic concrete base course cores thickness test	946	51	895	8	0	8	954	51	903
8	Asphalt thickness Full Dept h Test	14	0	14	0	0	0	14	0	14
9	Prime coat test	18	0	18	0	0	0	18	0	18
10	Water Bound Macadam material quality test	150	27	123	14	1	13	164	28	136
11	Water Bound Macadam field density test (FDT)	138	59	79	9	4	5	147	63	84
12	Aggregate Base course material quality test	49	8	41	0	0	0	49	8	41
13	Aggregate Base course field density test (FDT)	50	23	27	0	0	0	50	23	27
14	Sub base material quality test	273	19	254	5	0	5	278	19	259
15	Sub base material field density test (FDT)	173	18	155	11	1	10	184	19	165
16	Sub grade material quality test	205	1	204	3	0	3	208	1	207
17	Sub grade material field density test (FDT)	213	13	200	19	0	19	232	13	219
18	Aggregate quality test for Asphalt	119	0	119	0	0	0	119	0	119
19	Aggregates quality test for concrete	177	22	155	33	1	32	210	23	187
20	Concrete compressive strength test	271	1	270	64	7	57	335	8	327
21	Cement Quality Test	6	0	6	0	0	0	6	0	6
22	Water Quality Test	1	0	1	0	0	0	1	0	1
23	Steel Quality Test	42	0	42	0	0	0	42	0	42
24	Absorption & Compression strength of Bricks	28	14	14	0	0	0	28	14	14
25	Fine Aggregate Quality Tests for Structures	10	6	4	8	0	8	18	6	12
26	Stone Masonry quality test	22	1	21	11	0	11	33	1	32
27	Calibration of Lab Equipments	12	0	12	0	0	0	12	0	12
Total		5831	318	5513	255	14	241	6086	332	5754

5. ENVIRONMENTAL COMPLIANCE

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

6. SECURITY SITUATION

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

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

ENVIRONMENTAL MONITORING REPORT

During this reporting period, 12 site visits (4 site visits in each month) have been carried out. Summarizing that, the Labour 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 to the workers at camps are satisfactory, while at is always missing at site like first aid box and ambulance etc.

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, health and safety protocols at working 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 because most of road has been completed, 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 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.

- 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



.Km 42+500 and by pass road Km 37 to 39, dust pollution requires sprinkling of water.



Crush Plants near Km 31+, requires proper Health & Safety protocols and other crush plant/mixture plants environmental requirements.



Km 42+500, dust pollution requires sprinkling of water.



Crush Plants near Km 31+ and 36+, requires proper Health & Safety protocols and other crush plant/mixture plants environmental requirements.



Km 35+50 asphalt placement site, requires proper H&S protocols, proper placement of solid waste/building materials



Km 42 working sites, requires proper H&S protocols, proper placement of solid waste/building materials

**ANNEXURE-II
SECURITY REPORT**

MONTHLY SECURITY REPORT

1. **Situation Analysis**

During reporting quarter of the year, KP/FATA has retained its “High” risk rating. This region warrants effective security measures both for personnel and material, as well as ensuring success of project implementation. The terrorist threat to attack high profile / sensitive locations, religious places, crowded markets and government installations / officials can be expected and prevented through high vigilance and timely counter measures.

2. **USAID’s Threat Assessment**

The risk level in KP & FATA is “High” as per USAID threat assessment.

3. **Update on On – Job Training of Staff**

Regular briefing / cautioning on safety / security of project staff has been carried out by the security officer to remain current on situation in the area and follow the project security protocol to avoid any undesired risk / incident.

4. **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.

5. **Security meeting in Islamabad**

USAID / Pakistan PLSU held a security meeting at Islamabad which was attended by the Security Officer.

6. **Detail of Security Related Incidents**

- Security forces arrested 18 suspected terrorists on October 17, 2015 in Khyber Agency and recovered local and foreign currencies worth sixty million rupees during a search operation.
- Tribal Union Journalists continued their protest rally at Babe Khyber Jamrud Tehsil in Khyber Agency on October 18, 2015 and demanded the government to protect their life and home.
- Unidentified gunmen kidnapped 21 workers of the Frontier Works Organization (FWO) from Neeli Kach area in South Waziristan Agency – FATA on Friday October 23, 2015.

- The main earthquake occurred on 26 October 2015 at a depth of approximately 212.5 km. The Pakistan Meteorological Department, however, said the magnitude of the earthquake was 8.1. The earthquake killed at least 268 people and injured more than thousand people.
- Seven FC men were killed at check post north west of Angor Adda in South Waziristan Agency border attack.
- A tribesman was killed on October 26, 2015 in broad daylight, in Jamrud Bazar Khyber Agency.
- One security forces person was killed while three were injured in a roadside explosion in Tirah Valley of Khyber Agency on Friday October 30, 2015.
- At least 20 suspected militants were killed as Pakistan Air Force Jets destroyed a number of militant hideouts and other related targets in Khyber Agency of FATA on November 7, 2015.
- Four persons including a woman sustained injuries in two separate blasts in Khyber Agency on November 18, 2015.
- On December 4, 2015, the Forces arrested 35 suspects in Khyber Agency in an operation carried out at Khugakhel in tehsil Landi Kotal.
- On December 13, 2015, a Khasadar official was killed by some unknown militants in Jamrud area of Khyber Agency.
- Eight terrorists have been killed while 8 injured in an aerial strike by jet aircrafts in Tirah Valley of Khyber Agency.
- On December 18, 2015, a wanted militant surrender himself to Political Administration on the outskirts of Jamrud Tehsil in Khyber Agency.
- On December 21, 2015, The Jamrud Political Administrator arrested a gang of kidnapers and seized unlicensed arms and narcotics at Jamrud Khyber Agency.
- Two grenades lobed at FC Camp on Dec 24, 2015 by some unidentified militants. There was no damage caused since the device exploded in open area of the Camp.
- On December 26, 2015 hundreds of Custom Clearing Agents and Tribal Elders of Khugakhel tribe, demonstrated on Torkham Border against the proposed shifting of the custom and NLC Offices from Torkham to Jamrud.
- Two children were hit by a speedy vehicle of Khasadar forces in Landi Kotal, Khyber Agency on December 26, 2015 and as a result one died while other got injured.
- On December 29, 2015, four suspected militants got killed in military strike in Rajgul area of Khyber Agency in Tirah Valley close to Pak-Afghan Border.

7. Advisory

All staff CMEP - KP is advised to be very vigilant and adopt all preventive / security measures as per project security plan and ensure the personnel as well as material safety.

- Follow security orders and instructions.
- Must be alert to the situation around you.
- Maintain a low personal profile by not doing anything that draw attention to yourself. Dress commonly for the area and blend in 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 your vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.

**ANNEXURE-III
PHOTOGRAPHS**

PAVEMENTS



KM 7+500 LHS; Rigid pavement formwork fixing for weigh station is in progress



KM 7+500 LHS; Rigid pavement for weigh station completed



KM 35+100~35+150 FW; Embankment construction in progress



KM 35+100~35+150 FW; Flexible pavement completed



KM 35+150~35+225 FW; Embankment construction in progress



KM 35+150~35+225 FW; Flexible pavement completed

BRIDGES



Bridge at KM 21+320 DS side; Abt-I Gabion protection work in progress



Bridge at KM 21+320 DS side; Gabion protection work & PCC Toe wall completed



Bridge at KM 21+320 US side; Gabion protection work in progress



Bridge at KM 21+320 US side; Gabion protection work completed



Bridge at KM 27+000 DS side; Abt-II Excavation for Gabion protection work carried out along protection wall



Bridge at KM 27+000 DS side; Gabion protection work completed



Bridge at KM 27+000 US side; Gabion protection work in progress



Bridge at KM 27+000 US side; Gabion protection work completed



Bridge at KM 27+000 US side; Excavation for Gabion protection work is in progress



Bridge at KM 27+000 US side; Gabion protection work & excavation of surplus common material complete



Bridge at KM 27+250 US side; Abt-I Gabion protection work completed for both Abt-I & II



Bridge at KM 27+250 US side; Gabion protection work & Excavation of surplus common material completed

RETAINING WALLS



KM 2+300~2+425 RHS LOOP-III; Breast wall excavation carried out in progress



KM 2+300~2+425 RHS LOOP-III; Breast wall stone masonry completed



KM 2+450~2+485 RHS LOOP-III; Ret wall stone masonry in progress



KM 2+425~2+485 RHS LOOP-III; Ret wall stone masonry completed



KM 32+765~32+825 RHS; Breast wall stone masonry for drain type D-4 is in progress



KM 32+765~32+825 RHS; Breast wall for drain type D-4 completed



KM 35+100~35+150 LHS; Ret wall excavation carried out



KM 35+100~35+150 LHS; Ret wall stone masonry completed



KM 36+300~36+500 LHS; Excavation for drain type D-4 Breast wall carried out



KM 36+300~36+500 LHS; Breast wall for drain type D-4 completed



KM 39+925~39+975 RHS; Breast wall stone masonry in progress



KM 39+925~39+975 RHS; Breast wall stone masonry completed



KM 40+300~40+360 LHS; Ret wall excavation in progress



KM 40+300~40+360 LHS; Ret wall stone masonry completed



KM 40+370~40+450 LHS; Ret wall stone masonry in progress



KM 40+370~40+500 LHS; Ret wall stone masonry completed



KM 40+500~40+550 LHS; Ret wall excavation carried out



KM 40+500~40+550 LHS; Ret wall stone masonry completed



KM 40+805~40+825 RHS; Breast wall stone masonry for drain type D-4 in progress



KM 40+805~40+825 RHS; Breast wall for drain type D-4 completed



KM 41+350~41+450 RHS; Breast wall for Drain type D-4 stone masonry in progress



KM 41+350~41+450 RHS; Breast wall for drain type D-4 completed



KM 41+475~41+500 RHS; Ret wall excavation in progress



KM 41+475~41+500 RHS; Ret wall stone masonry completed

CULVERTS



Culvert 35+149 US side; wing wall excavation in progress



Culvert 35+149 DS side; NJ Barrier concrete casted



Culvert 38+231 DS side; Backfilling along wing walls in progress



Culvert 38+231 DS side; NJ Barrier concrete casted



Culvert 38+231 DS side; wing wall excavation carried out



culvert 38+231 DS side; wing walls constructed



Culvert 39+775 DS side; wing wall formwork fixing in progress



culvert 39+775 DS side; wing walls & head wall constructed



Culvert 39+775 US side; wing walls steel rebar fixing in progress



culvert 39+775 US side; wing walls & head wall partially constructed



Culvert 41+068 DS side; steel rebar fixing for apron in progress without cut off wall construction.



culvert 41+068 DS side; wing walls & head wall constructed



Culvert 41+214 DS side; Overlap for vertical bars of wing wall is only 10-20cm



culvert 41+214 DS side; wing walls & head wall constructed



Culvert 41+214 US side; Vertical dowel bars for wing walls are completed throughout the length of wall



culvert 41+214 US side; wing walls & head wall constructed not while NJ Barrier not constructed



Culvert 41+386 DS side; steel rebar fixing for wing walls is in progress

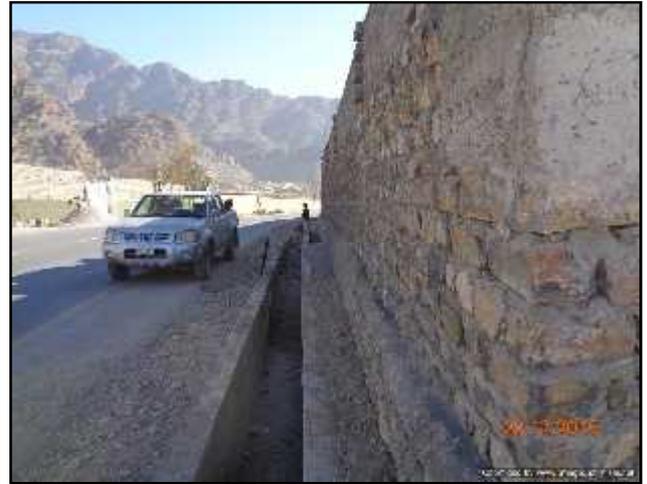


culvert 41+386 DS side; wing walls & head wall constructed

DRAINS



KM 27+175~27+225 LHS; RCC Drain type D-1 construction in progress



KM 27+175~27+225 LHS; RCC Drain type D-1 completed



KM 33+735~33+750 RHS; Rain water accumulates due to improper drainage



KM 33+610~33+750 RHS; Drain type D-3 constructed



KM 34+925~34+975 LHS; Drain type D-1 top slab concrete pouring in progress



KM 35+925~35+975 LHS; RCC Drain type D-1 completed



KM 35+575~35+650 RHS; Drain type D-1 top slab steel rebar fixing in progress



KM 35+575~35+650 RHS; RCC Drain type D-1 completed



KM 37+500~37+600 RHS; Drain type D-3 concrete placing in progress



KM 37+500~37+600 RHS; Drain type D-3 completed



KM 37+700~37+750 RHS; Drain type D-3 lean concrete in progress



KM 37+700~37+750 RHS; Drain type D-3 completed



KM 37+750~37+900 RHS; Drain type D-4 lean concrete in progress



KM 37+750~37+900 RHS; Drain type D-4 completed



KM 37+950~38+000 RHS; Drain type D-3 concrete placing in progress



KM 37+950~38+000 RHS; Drain type D-3 complete



KM 41+600~41+700 RHS; Proposed location Drain to be constructed



KM 41+600~41+700 RHS; RCC Drain type D-2 constructed



KM 41+900~42+000 RHS; Excavation for drain type D-2 in progress



KM 41+900~42+000 RHS; RCC Drain type D-2 completed



KM 42+300~42+400 LHS; RCC Drain type D-2a steel rebar fixing in progress



KM 42+300~42+400 LHS; RCC Drain type D-2 & Breast wall completed



KM 42+400~42+450 RHS; RCC Drain type D-2 excavation in progress



KM 42+400~42+450 RHS; RCC Drain type D-2 completed

CAUSEWAYS



Causeway at KM 28+095 DS side; Gabion protection work in progress



Causeway at KM 28+095 DS side; Gabion protection work completed



Causeway at KM; 26+267 DS side; Gabion wall in progress



Causeway at KM 26+267 DS side; Gabion protection wall completed



Causeway at KM 29+708 US side; Gabion Protection wall in progress



Causeway at KM 29+708 US side; Gabion protection wall completed



Causeway at KM 31+667; DS side; Gabion protection work in progress



Causeway at KM 31+667 DS side; Gabion protection work completed



Causeway at KM 36+500 DS side; Excavation for Gabion protection work in progress



Causeway at KM 36+500 DS side; Gabion protection work completed



Causeway at KM 42+000 DS side; Excavation for Gabion protection work in progress



Causeway at KM 42+000 DS side; Gabion protection work completed

MISCELLANEOUS



KM 21+050~21+065 RHS; PCC Toe wall excavation in progress



KM 21+050~21+065 RHS; PCC Toe wall concrete completed



KM 25+525~25+550 LHS; Excavation for PCC Protection wall is in progress



KM 25+525~25+600 LHS; PCC Toe wall concrete casting completed



KM 30+500~30+550 RHS; Gabion protection work along



KM 30+500~30+550 RHS; Gabion protection work completed