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



QUARTERLY PROGRESS REPORT # 14

JANUARY – MARCH 2016

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DISCLAIMER

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EXECUTIVE SUMMARY

Both flexible and rigid pavements of 46 km length have been substantially completed and are open for traffic. Construction activities on structural components are in progress, however, 128/131 Nos. culverts, 18.79/19.88 km retaining walls, 2.34/2.34 km breast walls, 53.15/53.47 km drains, 83/85 Nos. utility ducts and 11/11 Nos. causeways are completed so far. Physical progress achieved during the reporting quarter was 2%, totaling to 98% by the end of the quarter with accruals of US\$ 82,517,397 out of US\$ 84,364,699. Total amount certified till end of the quarter was US\$ 79,658,309 achieving financial progress of 94%.

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 US\$ 9,978,081
- **PIL 02** (*Section II km 9+000 – km 14+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,383,483
- **PIL 03** (*Section III km 14+000 – km 19+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 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 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*):
Progress achieved during the reporting quarter was 2% attaining total physical progress 97% with accrued expenditure of US\$ 24,273,649, out of US\$ 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 5% attaining total physical progress 95% with accrued expenditure of US\$ 15,251,617 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 3% attaining total physical progress 95% with accrued expenditure of US\$ 7,590,241 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.

MATTERS REQUIRING ATTENTION

1. Constitution of Remaining PILs

As per activity agreement, US\$ 87,000,000 has been obligated for the PTR project. However, US\$ 84,364,699 consisting of 07 numbers of PILs have been approved till reporting of this month. The constitution of remaining PIL for additional work is under way. Work is monitored by AGES and reported to USAID accordingly.

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

The aforementioned sections have been substantially completed, and minor/ancillary works are in progress. PIL 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. Though the final reimbursement request has been submitted prior to December 31, 2015, but FWO needs to complete the punch lists.

3. Completion of Punch Lists & Implementation of Environmental Mitigation Plan

FWO has demobilized its plants and equipment and also shifted its regular staff to a new project in Sind. As a heads up, the focal person of the FWO residual team, after the departure of the CO next month, is a **CIVILIAN**, and it is a general impression of all the stakeholders that he is the most **UNFIT** person to close the PTR as his track record in getting the job done properly has remained very poor. He has been the main cause of most of the pending site issues. Therefore, it is highly likely that the final certifications of reimbursement to FWO may get delayed if the punch lists items are not properly completed and some of the actions of the environmental mitigation plan for the close out of the project are not implemented.

4. Bhagiari Check Post

Long standing workmanship and quality issues at the Bhagiari check post has been corrected. Still, minor repairs are remaining to be done.

5. Gantry Sign Boards

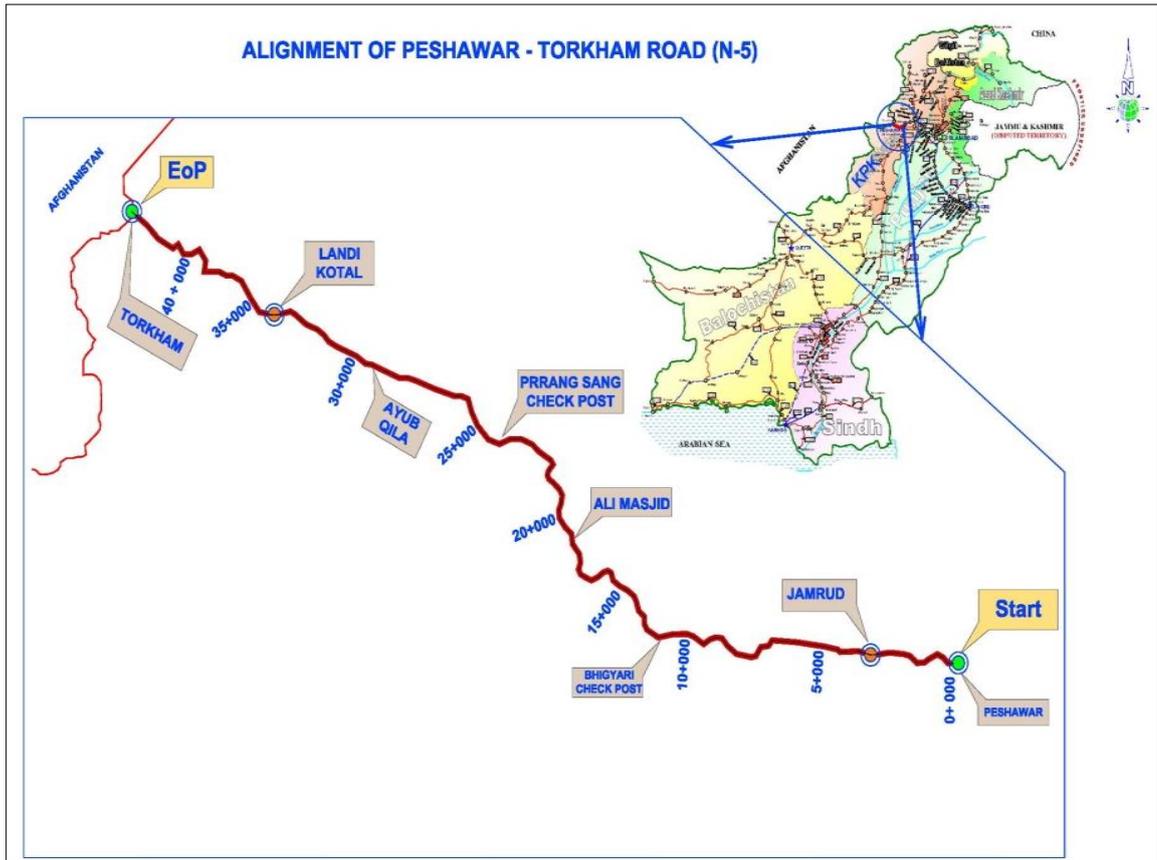
NESPAK/FWO to identify a site-specific and most appropriate Gantry sign board out of four potential signboards in the drawings shared with AGES.

6. Payment Issue for Relocated Water Supply System

The amount for Certification of payment for the relocated pipeline would be only possible after the validation and assessment of the actual work done at the site by the PD, PMU, FATA Sect.

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

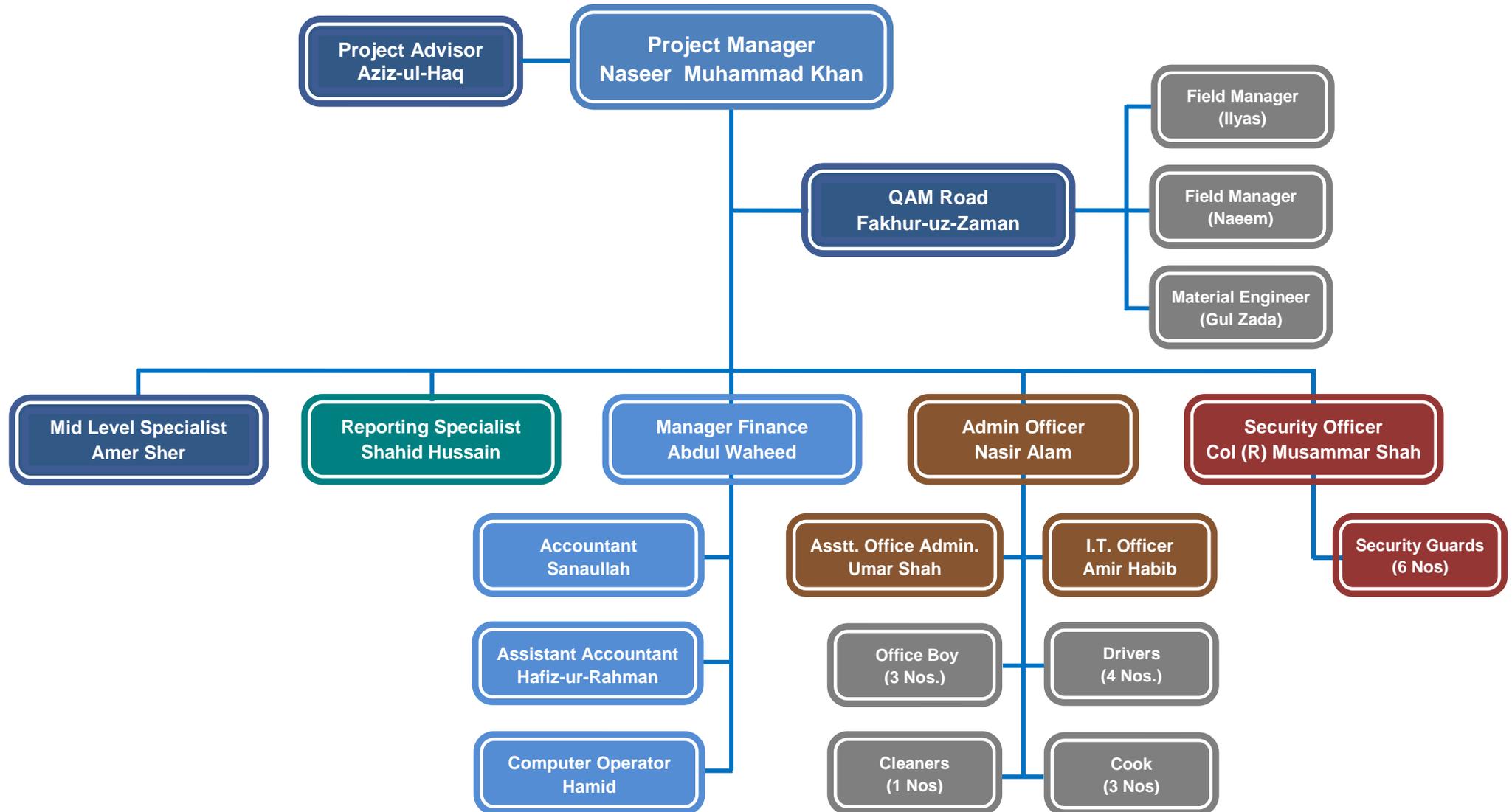
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

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 33 Staff members (Technical = 07 & nontechnical = 26) are currently working on the project. During the reporting quarter 18 project staff members were released from the project as per phase out plan.

Organization Chart for CMEP Office, Peshawar



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	7.08	100%	-	-	7.08	100%
c	Asphaltic base course	7.082	7.08	100%	-	-	7.08	100%
3	Surface courses and pavement				-	-		
a	Asphaltic concrete for wearing course & allied activities	7.082	7.08	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	3.00	100%	-	-	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%	2.26	39%	5.75	100%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	7.04	80%	1.71	20%	8.75	100%
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%	0.70	5%	15.00	100%
h	Retaining wall: H= 8.0 m ; L= 250m	5.00	5.00	100%	-	-	5.00	100%
4a-ii	Breast wall - 325m	3.25	3.25	100 %	-	-	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	1.00	100%	-	-	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	0.85	85%	0.15	15%	1.00	100%
iv	Drain type D-2a uncovered (200 m)	1.00	0.65	65%	0.35	35%	1.00	100%
v	Drain type D-4 (700 m)	2.00	2.00	100%	-	-	2.00	100%
vi	Drain type D-3 (3511 m)	7.02	6.66	95%	0.00	0%	6.66	95%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	1.00	100%	-	-	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.80	80%	0.20	20%	1.00	100%
7	Diversion	5.16	5.16	100%	-	-	5.16	100%
TOTAL		124.30	117.81	97 %	5.37	2%	123.18	99%

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	12.60	100%	-	-	12.60	100%
2	Sub base & base course							
a	Granular sub base	12.600	12.60	100%	-	-	12.60	100%
b	Water bound macadam	10.472	10.47	100%	-	-	10.47	100%
c	Asphaltic base course	10.472	10.47	100%	-	-	10.47	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	10.47	100%	-	-	10.47	100%
b	Rigid pavement (Half Pavement Width)	2.900	2.90	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	3.08	100%	-	-	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	2.00	100%	-	-	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	3.083	100%	-	-	3.083	100%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	2.00	100%	-	-	2.00	100%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	2.00	100%	-	-	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	1.00	100%	-	-	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	1.00	100%	-	-	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	3.25	100%	-	-	3.25	100%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.70	70%	0.00	0%	0.70	70%
j	Parapet walls : L = 925 m	5.000	3.00	60%	0.00	0%	3.00	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	3.00	100%	-	-	3.00	100%
4a-ii	Breast wall - 455m							
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.00	100%	-	-	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	2.00	100%	-	-	2.00	100%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.000	1.00	100%	-	-	1.00	100%
ii	1 x 3 x 2.5	1.000	1.00	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	2.00	67%	0.00	0%	2.00	67%
ii	1 x 3 x 2	2.000	2.00	100%	-	-	2.00	100%
iii	1 x 3 x 2.5	1.000	1.00	100%	-	-	1.00	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.00	0%	0.00	0%	0.00	0%
v	2 x 3 x 3 (20 deg skew)	1.000	1.00	100%	-	-	1.00	100%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	1.00	100%	-	-	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	1.00	100%	-	-	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	1.00	100%	-	-	1.00	100%
ix	Service ducts (17 Nos)	17.000	17.00	100%	-	-	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	1.00	100%	-	-	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (800 m)	4.000	2.89	72%	1.12	28%	4.00	100%
ii	Drain type D-1a uncovered (1600 m)	4.000	4.00	100%	-	-	4.00	100%
iii	Drain type D-2 covered (1225 m)	3.063	1.95	64%	0.00	0%	1.95	64%
iv	Drain type D-2a uncovered (2240 m)	4.978	4.98	100%	-	-	4.98	100%
v	Drain type D-4 (475 m)	1.000	1.00	100%	-	-	1.00	100%
vi	Drain type D-3 (225 m)	1.000	1.00	100%	-	-	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.75	75%	0.25	25%	1.00	100%
ii	Pavement Markings / Studs	1.000	0.95	95%	0.05	5%	1.00	100%
7	Diversion	6.300	6.30	100%	-	-	6.30	100%
TOTAL		146.273	140.45	96 %	1.42	1%	140.86	97%

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	1.00	100%	-	-	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	2.29	83%	0.46	17%	2.75	100%
b	Retaining wall : H= 3.0 m ; L= 450m	4.50	4.50	100%	-	-	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	2.39	96%	0.11	4%	2.50	100%
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	1.00	50%	0.00	0%	1.00	50%
ii	1 x 2 x 2 (12.00 m length)	1.00	1.00	100%	-	-	1.00	100%
iii	Service ducts	13.00	13.00	100%	-	-	13.00	100%
4c	Construction of causeways L = 265.00 m	1.00	0.92	92%	0.08	8%	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.25	1.09	87%	0.16	13%	1.25	100%
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	1.00	100%	-	-	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	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	1.00	100%	-	-	1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.00	0.75	75%	0.25	25%	1.00	100%
ii	Pavement Markings / Studs	1.00	0.75	75%	0.25	25%	1.00	100%
7	Diversion	4.00	4.00	100%	-	-	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.00	0.50	50%	0.00	0%	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%	0.20	20%	1.00	100%
ii	Relocation of Buildings	1.00	0.75	75%	0.25	25%	1.00	100%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.00	1.00	100%	-	-	1.00	100%
TOTAL		96.22	91.57	91%	1.76	4%	93.33	95%

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	1.00	100%	-	-	1.00	100%
TOTAL		7.0	7.00	100%	0.00	0%	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	1.00	100%	-	-	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	1.00	100%	-	-	1.00	100%
f	Ancillary works	1.0	0.67	67%	0.33	33%	0.67	67%
TOTAL		12.0	11.67	99.97%	0.33	0.03%	12.00	100%

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	0.75	75%	0.25	25%	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	1.00	100%	-	-	1.00	100%
f	Ancillary works	1.0	0.67	67%	0.33	33%	1.00	100%
TOTAL		13.0	12.42	98%	0.58	2%	13.00	100%

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	1.00	100%	-	-	1.00	100%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	1.00	100%	-	-	1.00	100%
TOTAL		2.0	2.00	100%	-	-	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	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	1.00	100%	-	-	1.00	100%
3	Pressure grouting of existing abutments	1.0	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	1.00	100%	-	-	1.00	100%
b	surface course & pavement	1.0	1.00	100%	-	-	1.00	100%
c	drainage & erosion works	1.0	0.85	85%	0.15	15%	1.00	100%
d	Ancillary works	1.0	0.50	50%	0.50	50%	1.00	100%
TOTAL		7.0	6.35	91%	0.65	9%	7.0	100%

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	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	6.50	6.50	100%	-	-	6.50	100%
c	Asphaltic base course	6.50	6.50	100%	-	-	6.50	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.50	6.50	100%	-	-	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	1.04	52%	0.96	48%	2.00	100%
b	Retaining wall : H= 1.50 m ; L= 50m	1.00	0.80	80%	0.00	0%	0.80	80%
c	Retaining wall : H= 2.00 m ; L= 40m	1.00	1.00	100%	-	-	1.00	100%
d	Retaining wall : H= 2.50 m ; L= 80m	1.00	1.00	100%	-	-	1.00	100%
e	Retaining wall : H= 3.00 m ; L= 250m	2.00	2.00	100%	-	-	2.00	100%
f	Retaining wall : H= 3.50 m ; L= 200m	2.00	2.00	100%	-	-	2.00	100%
g	Retaining wall : H= 4.00 m ; L= 50m	1.00	0.00	0%	0.10	10%	0.10	10%
h	Retaining wall : H= 6.00 m ; L= 225m	3.00	2.46	82%	0.54	18%	3.00	100%
i	Retaining wall : H= 8.00 m ; L= 30m	1.00	1.00	100%	-	-	1.00	100%
4b-i	Construction of New culverts-Flexible 90 cm pipe culvert	1.00	0.90	90%	0.10	10%	1.00	100%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 2 (15 deg skew)	1.00	0.95	95%	0.05	5%	1.00	100%
ii	1 x 2 x 5.5 (30 deg skew) box culvert	1.00	1.00	100%	-	-	1.00	100%
iii	1 x 2 x 5.5 (30 deg skew) landikotal	1.00	1.00	100%	-	-	1.00	100%
iv	2 x 3 x 6 (20 deg skew)	1.00	0.95	95%	0.05	5%	1.00	100%
v	1 x 3 x 5 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
vi	1 x 2 x 2.5 (25 deg skew)	1.00	0.00	0%	0.50	50%	0.50	50%
Vii	Service ducts	14.00	14.00	100%	-	-	14.00	100%
Viii	Service Duct KM 37+000 – 41+000	1.00	1.00	100%	-	-	1.00	100%
4c	Construction of causeways L = 38.0 m	1.00	0.92	92%	0.08	8%	1.00	100%
5a-1	Drainage & erosion works (road side drain) Km 33+000 – Km 37+000							
I	Drain type D-1 covered (2400 m)	6.00	4.50	75%	1.20	20%	5.70	95%

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%	0.50	50%	2.00	100%
iii	Drain type D-1a uncovered (950 m)	2.00	2.00	100%	-	-	2.00	100%
iv	Drain type D-2a covered (200 m)	1.00	1.00	100%	-	-	1.00	100%
v	Drain type D-3 (800 m)	1.00	1.00	100%	-	-	1.00	100%
vi	Drain type D-4 (200 m)	1.00	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	1.00	100%	-	-	1.00	100%
ii	Drain type D-4 (925 m)	6.17	2.65	43%	0.85	14%	3.50	57%
5b	Road Protection works) Km 37+000 – Km 41+000							
i	Jersey barrier	1.00	0.00	0%	0.60	60%	0.60	60%
6a	Ancillary works Km 33+000 – 37+000							
i	Traffic signs / Km Posts	1.00	0.00	0%	0.80	80%	0.80	80%
ii	Pavement Markings / Studs	1.00	0.00	0%	0.95	95%	0.95	95%
6b	Ancillary works Km 37+000 – 41+000							
i	Traffic signs / Km Posts	1.00	0.00	0%	0.25	25%	0.25	25%
ii	Pavement Markings / Studs	1.00	0.00	0%	0.80	80%	0.80	80%
7a	Diversion Km 33+000 – 37+000	4.00	4.00	100%	-	-	4.00	100%
7b	Diversion Km 37+000 – 41+000	4.00	4.00	100%	-	-	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%	0.20	80%	1.00	100%
8b	Relocation of Buildings Km 37+000 – Km 41+000							
i	Relocation of Buildings	1.00	0.30	30%	0.50	50%	0.80	80%
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%	0.15	15%	0.15	15%
iii	OFC Cable	1.00	0.00	0%	1.00	100%	1.00	100%
Iv	Copper Cable	1.00	0.00	0%	1.00	100%	1.00	100%
v	OFC Cable	1.00	0.00	0%	0.60	60%	0.60	60%
vi	HT/LT Lines Km 9+00 – 35+00	2.00	0.00	0%	1.00	50%	1.00	50%
vii	HT /LT Lines Km 35+00 – 38+00	3.00	0.00	0%	0.00	0%	0.00	0%
TOTAL		121.67	95.97	82%	14.08	10%	110.05	92%

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	8.00	100%	-	-	8.00	100%
b	Water bound macadam	1.70	1.70	100%	-	-	1.70	100%
c	Asphaltic base course	1.70	1.70	100%	-	-	1.70	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	1.70	1.70	100%	-	-	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	5.35	87%	0.45	7%	5.80	95%
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	1.00	100%	-	-	1.00	100%
e	Retaining wall : H= 4.00 m ; L= 340m	3.40	2.98	88%	0.22	6%	3.20	94%
f	Retaining wall : H= 6.00 m ; L= 350m	3.50	3.37	96%	0.13	4%	3.50	100%
g	Retaining wall : H= 8.00 m ; L= 50m	1.00	1.00	100%	-	-	1.00	100%
h	Retaining wall : H= 10.00 m ; L= 140m	1.00	0.94	94%	0.06	6%	1.00	100%
i	Retaining wall : H= 10.00 m ; L= 140m Class B Concrete	1.00	0.94	94%	0.06	6%	1.00	100%
4a-ii	Breast Wall (RW-3) = 485 M							
a	Breast Wall H = 2.00 m ; L = 50 m	1.00	0.00	0%	1.00	100%	1.00	100%
b	Breast Wall H = 3.00 m ; L = 360 m	3.00	2.69	90%	0.31	10%	3.00	100%
c	Breast Wall H = 4.00 m ; L = 75 m	1.00	1.00	100%	-	-	1.00	100%
4b-i	Culverts (New Culverts)							
a	1 x 2 x 3 (Additional lane) New	1.00	1.00	100%	-	-	1.00	100%
b	1 x 2 x 2.5 (25 deg skew) New	1.00	0.95	95%	0.05	5%	1.00	100%
c	2 x 2 x 3 (25 deg skew) Replacement	1.00	1.00	100%	-	-	1.00	100%
d	1 x 3 x 4.5 (35 deg skew) Additional cut	1.00	1.00	100%	-	-	1.00	100%
e	2 x 3 x 5 (35 deg skew) Box Culvert	1.00	0.95	95%	0.05	5%	1.00	100%
f	1 x 2 x 2.5 Repair existing slab Culvert	4.00	3.40	85%	0.30	8%	3.70	93%
g	1 x 2 x 2.5 (20 deg skew) New	1.00	1.00	100%	-	-	1.00	100%
h	1 x 2 x 2.5 (22 deg skew) New	1.00	1.00	100%	-	-	1.00	100%
i	1 x 2 2.5 (12.81 deg skew) New	1.00	0.90	90%				
4b-ii	Pipe Culverts							
a	1.5 m dia 0 deg skew New	3.00	2.85	95%	0.05	2%	2.90	97%
b	1.5 m dia 0 deg skew Replacement	1.00	0.90	90%	0.10	10%	1.00	100%
c	1.5 m dia 15 deg skew Replacement	1.00	1.00	100%	-	-	1.00	100%
d	1.5 m dia 20 deg skew Replacement	2.00	1.60	80%	0.40	20%	2.00	100%
e	1.5 m dia 20 deg skew New	1.00	1.00	100%	-	-	1.00	100%
f	1.5 m dia 20 deg skew New with cascade	2.00	1.85	93%	0.15	7%	2.00	100%
g	1.5 m dia 25 deg skew New with channel	1.00	1.00	100%	-	-	1.00	100%
h	Service ducts	4.00	2.00	50%	0.00	50%	2.00	50%
5a	Drainage & erosion works (road side drain)							
l	Drain type D-2 covered (150 m)	1.00	1.00	100%	-	-	1.00	100%
v	Drain type D-3 (3125 m)	8.928	8.00	90%	0.75	8%	8.75	98%
5b	Crash Barrier (200m)	1.00	1.00	100%	-	-	1.00	100%
TOTAL		96.45	89.17	98%	4.08	1.5%	93.25	99.5%

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%	-	-	8.506	100%
2	Sub base & Base course							
a	Granular Sub Base	8.506	8.506	100%	-	-	8.506	100%
b	Water Bound Macadam	0.900	0.900	100%	-	-	0.900	100%
c	Asphaltic Base Course	2.560	2.560	100%	-	-	2.560	100%
3	Surface Courses & Pavement							
a	Asphaltic Concrete Wearing Course	2.710	2.710	100%	-	-	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	2.833	100%	-	-	2.833	100%
b	H= 2.00 m, L= 570m	3.800	3.260	86%	0.000	0%	3.260	86%
c	H= 2.50 m, L= 175m	1.000	1.000	100%	-	-	1.000	100%
d	H= 3.00 m, L= 40m	1.000	1.000	100%	-	-	1.000	100%
e	H= 4.00 m, L= 75m	1.000	1.000	100%	-	-	1.000	100%
f	H= 5.00 m, L= 185m	1.000	0.550	55%	0.450	45%	1.000	100%
g	H= 5.50 m, L= 50m	1.000	1.000	100%	-	-	1.000	100%
h	H= 6.00 m, L= 10m	1.000	1.000	100%	-	-	1.000	100%
i	H= 8.00 m, L= 150m	2.000	2.000	100%	-	-	2.000	100%
4a-ii	Breast wall (RW-3) - 625 m							
a	H= 1.50 m, L= 25m	1.000	0.000	0%	1.000	100%	1.000	100%
b	H= 2.50 m, L= 75m	1.000	0.000	0%	1.000	100%	1.000	100%
c	H= 3.00 m, L= 400m	2.000	2.000	100%	-	-	2.000	100%
d	H= 4.00 m, L= 125m	1.000	1.000	100%	-	-	1.000	100%
e	RCC cut off wall (50m length)	1.000	1.000	100%	-	-	1.000	100%
f	PCC cut off wall (50m length)	1.000	1.000	100%	-	-	1.000	100%
4b-i	Structures (Culverts)							
a	1 x 2 x 2.5	4.000	3.750	94%	0.250	6%	4.000	100%
b	1 x 2 x 2.5 (15 deg skew)	1.000	0.950	95%	0.050	5%	1.000	100%
c	2 x 3 x 3 (35 deg skew)	1.000	1.000	100%	-	-	1.000	100%
d	1 x 2 x 2.5 (25 deg skew)	1.000	0.950	95%	0.050	5%	1.000	100%
e	1 x 2 x 2.5 (35 deg skew)	1.000	0.950	95%	0.050	5%	1.000	100%
f	2 x 3 x 4 (35 deg skew)	1.000	1.000	100%	-	-	1.000	100%
4b-ii	Pipe Culverts							
a	1.50 m dia with 20 deg skew New	1.000	0.800	80%	0.200	20%	1.000	100%
b	1.50m dia with 20 deg skew with Casade	2.000	1.600	80%	0.200	10%	1.800	90%
c	1.50 m dia with 15 deg skew with cascade	1.000	0.800	80%	0.200	20%	1.000	100%
d	1.50 m dia with 30 deg skew New	2.000	1.850	93%	0.150	8%	2.000	100%
e	1.50 m dia with 20 deg skew Rep of existing	1.000	1.000	100%	-	-	1.000	100%
f	0.9 m dia.30m length	1.000	0.400	40%	0.100	10%	0.500	50%
g	0.9 m dia Additional	1.000	0.800	80%	0.200	20%	1.000	100%
4c	Structures Causeways							
	Causeway (Length = 75.0m)	1.000	0.920	92%	0.020	2%	0.940	94%
4d	Structures (expansion joints, railing on bridges/Multicell culverts)							
i.	Steel railing on Multicell culvert at km 22+925(length=72m)	1.000	1.000	100%	-	-	1.000	100%
ii.	RCC railing on bridge at km 20+750 (length = 70m)	1.000	1.000	100%	-	-	1.000	100%
iii.	Expansion joint on bridges	1.000	1.000	100%	-	-	1.000	100%
5a	Drainage & Erosion works (road side drain)							
i.	Drain type D-1 covered (600m)	3.000	2.500	83%	0.350	12%	2.850	95%
ii.	Drain type D-1 covered depressed(100m)	1.000	0.750	75%	0.250	25%	1.000	100%
iii.	Drain type D-2 covered (725m)	3.625	3.000	83%	0.450	12%	3.450	95%

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
iv.	Drain type D-3 (2950m)	5.900	5.250	89%	0.650	11%	5.900	100%
v.	Drain type D-4 (100m)	1.000	1.000	100%	-	-	1.000	100%
5b	Road protection works							
i.	Gabion wall at km 26+250 (length=150m)	1.000	1.000	100%	-	-	1.000	100%
ii.	New jersey barrier (dual carriageway median) length =200m.	1.000	0.000	0%	1.000	100%	1.000	100%
iii.	Crash barrier (length=2000m)	4.000	3.250	81%	0.750	19%	4.000	100%
iv.	Metal guard rail (2500m)	5.000	0.800	16%	2.240	45%	3.040	61%
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%	0.300	30%	0.300	30%
iii.	Gantries (02 nos)	1.000	0.000	0%	0.000	0%	0.000	0%
7	Diversion	1.500	1.500	100%	-	-	1.500	100%
TOTAL		111.592	95.254	92%	9.910	4%	105.164	96%

2.13 Forecasted Completion PIL 05

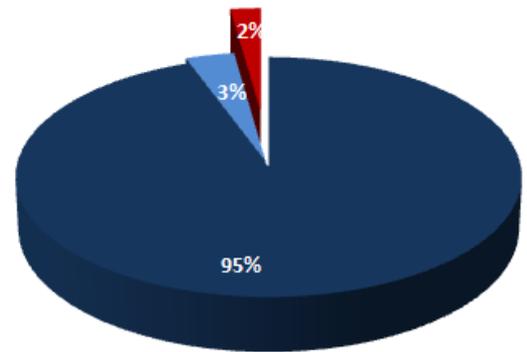
*The following table shows the forecasted completion of ongoing activities.

	Remaining Works	Qtr -3		
		Apr	May	June
PIL 05	Section –IV (19+000 to Km 21+100 & 22+400 to 24+000 & Loop # 02)			
	Section –V (Km 21+100 - 22+400 and 24+000 - 29+000)			
	Section –VI (Km 29+000- 33+000)			
PIL 06	Section –VII (Km 33+000 - Km 37+000)			
	Section –VIII (Km 37+000 – Km 41+000)			
PIL 07	Section –IX (Km 41+000 – 43+465 & Loop # 3)			

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

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

Financial progress till end of reporting quarter was 95%. US\$10,191,602 was certified during the reporting Quarter. Total Accrued expenditure is US\$ 79,658,309 out of US\$ 84,364,699. Total accruals till end of reporting quarter were US\$ 82,517,397 i.e. 98%.



PIL wise details are given in the table below

■ Total Amount Certified = \$ 79,658,309
 ■ Work done amount not certified = \$ 2,859,088
 ■ Balance Work = \$ 1,847,302

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	\$7,165,250	\$7,418,224	\$393,808	\$195,494	\$7,559,058	\$54,660	\$7,613,718	\$49,454
		Sec V	-	\$8,580,296		\$7,733,588	\$8,241,910	\$322,215	\$49,232	\$8,055,803	\$235,339	\$8,291,142	\$289,154
		Sec VI	-	\$6,551,308		\$4,726,550	\$5,974,102	\$1,282,745	\$226,072	\$6,009,295	\$190,879	\$6,200,174	\$351,134
		-	at Km 18+475	\$218,068		\$218,068	\$218,068	\$0	\$0	\$218,068	\$0	\$218,068	\$0
		-	at Km 27+000	\$1,111,838		\$757,031	\$1,111,451	\$354,807	\$387	\$1,111,838	\$0	\$1,111,838	\$0
		-	at Km 27+250	\$1,073,617		\$875,898	\$1,053,060	\$197,719	\$20,557	\$1,073,617	\$0	\$1,073,617	\$0
		-	at Km 2+200	\$68,944		\$68,944	\$68,944	\$0	\$0	\$68,944	\$0	\$68,944	\$0
		-	at Km 11+560	\$105,296		\$105,296	\$105,296	\$0	\$0	\$105,296	\$0	\$105,296	\$0
-	at Km 21+320	\$71,730	\$29,316	\$65,318	\$42,414	\$6,412	\$71,730	\$0	\$71,730	\$0			
6	PIL 06	Sec VII	-	\$9,012,926	\$17,626,462	\$5,581,397	\$7,363,850	\$1,837,106	\$892,765	\$7,418,503	\$838,112	\$8,256,615	\$756,311
		Sec VIII	-	\$8,613,536		\$5,122,033	\$8,443,846	\$2,711,081	\$131,923	\$7,833,114	\$742,665	\$8,575,769	\$37,767
7	PIL 07	Sec IX	-	-	\$8,751,166	\$4,540,534	\$8,007,180	\$3,049,707	\$380,504	\$7,590,241	\$797,443	\$8,387,684	\$363,482
Total				\$84,364,699		\$69,466,707	\$80,614,050	\$10,191,602	\$1,903,347	\$79,658,309	\$2,859,088	\$82,517,397	\$1,847,302

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 = 04
- Quality Assurance Manager = 08
- Field Managers = 28
- Environmental compliance officer = 02
- Field Monitors = 57
- Laboratory Staff = 53

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	31.34	0	31.34
2	Asphaltic Concrete Base Course	Km	31.34	0	31.34
3	Water Bound Macadam	Km	30.46	0	30.46
4	Rigid Pavement	Km	17.02	0	17.02
5	Granular Sub base	Km	47.61	0	47.61
6	Earth Work	Km	47.61	0	47.61
7	Culverts	Nos	128	0	128
8	Retaining Walls	Km	18.62	0.17	18.79
9	Breast Wall	Km	2.25	0.09	2.34
10	Drains	Km	51.77	1.38	53.15
11	Utility Ducts	Nos	83	0	83
12	Cause ways	Nos	11	0	11
13	Metal Guard Rail	Km	2.79	1.57	4.36
14	Diversion	Km	43.96	0	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
5	6	January 20, 2016	2,593,708
6	3	January 26, 2016	2,837,527
7	2	January 26, 2016	2,009,805
6	4	March 01, 2016	1,710,660
7	3	March 01, 2016	1,039,902

4.4 Field Observations & Follow up

Sr. #	Findings	Follow up	Status
1	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
2	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
3	Sub standard works at KM 10+500 (Baghiari Check Post).	Emails: May 28, 2015 July 30, 2015 Oct 02, 2015 Nov 10, 2015	Matter resolved
4	Aerolastic Sealant joint filling not as per specs in Rigid Pavement	Emails: Nov 10, 2015 Nov 20, 2015 Nov 27, 2015	Matter resolved

4.5 Meetings

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

Date	Participants	Venue
Jan 08, 2016	USAID, AGES, FATA Sect , FWO, NESPAK	FWO Office, Jamrud
Jan 21, 2016	USAID, AGES, FATA Sect , FWO, NESPAK	FWO Office, Jamrud
Feb 10, 2016	USAID, AGES, FATA Sect , FWO, NESPAK	FWO Office, Jamrud
Mar 14, 2016	USAID, AGES, FATA Sect , FWO, NESPAK	PD FWO Office, Peshawar

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	287	12	275	14	0	14	301	12	289
2	Asphaltic concrete wearing course compaction test	589	2	587	32	0	32	621	2	619
3	Asphaltic concrete wearing course cores thickness test	589	23	566	32	0	32	621	23	598
4	Tack coat test	5	0	5	0	0	0	5	0	5
5	Asphaltic concrete base course quality test	563	13	550	14	0	14	577	13	564
6	Asphaltic concrete base course cores compaction test	951	5	946	20	0	20	971	5	966
7	Asphaltic concrete base course cores thickness test	954	51	903	20	0	20	974	51	923
8	Asphalt thickness Full Dept h Test	14	0	14	3	0	3	17	0	17
9	Prime coat test	18	0	18	0	0	0	18	0	18
10	Water Bound Macadam material quality test	164	28	136	6	0	6	170	28	142
11	Water Bound Macadam field density test (FDT)	147	63	84	8	2	6	155	65	90
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	278	19	259	0	0	0	278	19	259
15	Sub base material field density test (FDT)	184	19	165	0	0	0	184	19	165
16	Sub grade material quality test	208	1	207	0	0	0	208	1	207
17	Sub grade material field density test (FDT)	232	13	219	0	0	0	232	13	219
18	Aggregate quality test for Asphalt	119	0	119	0	0	0	119	0	119
19	Aggregates quality test for concrete	210	23	187	12	0	12	222	23	199
20	Concrete compressive strength test	335	8	327	38	4	34	373	12	361
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	2	1	1	30	15	15
25	Fine Aggregate Quality Tests for Structures	18	6	12	5	0	5	23	6	17
26	Stone Masonry quality test	33	1	32	2	0	2	35	1	34
27	Calibration of Lab Equipments	12	0	12	0	0	0	12	0	12
Total		6086	332	5754	208	7	201	6294	339	5955

5. SECURITY SITUATION

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

**ANNEXURE-I
SECURITY REPORT**

QUARTERLY 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. Detail of Security Related Incidents

- Three car thieves have been arrested on January 11, 2016 and a stolen car (Registration no SAC – 7755) recovered at Wazirdand check post in Jamrud tehsil, which was stolen from Board Bazar Peshawar.
- Three persons including a man and his son got killed and one injured in a firing incident during a car ambush at Jamrud Khyber Agency on January 10, 2016.
- Khasadar Forces Official arrested a smuggler and recovered 3 kg heroin from his possession at Torkham Border, Khyber Agency on January 13, 2016.
- Bomb Disposable Squad (BDS) of Landi Kotal Khyber Agency has spoiled the bid of terrorists attack by defusing 3 kg bomb in a local mobile on January 16, 2016.
- Ten peoples were killed and about 31 injured when a bomb exploded near a security check post situated close to Karkhano Market area at Peshawar on January 19, 2016.
- A shopkeeper was kidnapped at gunpoint from Landi Kotal bazaar on January 28, 2016.
- Dead-body of a police worker who has gone missing from Jamrud Tehsil a few days back was found in Regi area of Peshawar on January 29, 2016.
- On February 02, 2016, six suspected militants were killed and five other injured when jet planes pounded hideouts of the terrorists in Tirah Valley of Khyber Agency.
- The Security forces foiled a terrorism bid and defused three explosive devices planted by unknown militants on February 10, 2016, in Kharkiabad area of Tehsil Jamrud in Khyber Agency.
- 8 terrorist were killed in air strike carried out at by Pakistan Air Force in Khyber Agency area on February 15, 2016.

- Gunman killed a member of Bar Qambarkhel saroshta in Bara Khyber Agency on February 17, 2016.
- Unknown men shot dead an afghan religious scholar Abdul Hakeem in Landi Kotal area of Khyber Agency on February 18, 2016.
- A man sustained injuries while soldiers fired at him when he did not stop at a check post in Jabba area Jamrud Khyber Agency on February 25, 2016.
- Two persons sustained injuries in a bomb blast in Bara sub diversion on Khyber Agency on February 28, 2016.
- Political Administration Khyber Agency arrested 10 Transporters at Landi Kotal and sent them to jail since they illegally stopped vehicles of Raziq international company on Pak Afghan Highway in first week of March 2016.
- The local youth criticized on March 18, 2016 the concerned authorities for posting Afghan nationals on the polio workers posts in far flung area of Kam Shalman and Loy Shalman in Khyber Agency.
- Political Administration seized 38 Kg hashish and arrested two smugglers in different incidents in Jamrud Tehsil of Khyber Agency on March 18, 2016.
- On March 24, 2016 Authorities at Torkham border seized 139 Kg hashish smuggled from Afghanistan at Torkham border and arrested 2 persons.

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-II
PHOTOGRAPHS**

PAVEMENTS



KM 1+200~1+300 Jamrud by pass; WBM Base brooming in progress



KM 1+200~1+300 Jamrud by pass; ACWC completed



KM 1+200~1+300 Jamrud by pass; WBM Base brooming in progress



KM 1+200~1+300 Jamrud by pass; ACWC completed



KM 1+650~1+750 FW Jamrud bypass; ACWC laying & compaction in progress



KM 1+650~1+750 FW Jamrud bypass; ACWC completed



KM 5+200 RHS Jamrud bypass exit junction; WBM Base cleaning & brooming in progress



KM 5+200 RHS Jamrud bypass exit junction; flexible pavement completed



KM 5+200-5+250 LHS Jamrud bypass exit junction; Prime coat applied



KM 5+200-5+250 LHS Jamrud bypass exit junction; flexible pavement completed



KM 11+700-11+925 LHS W&S Road; WBM Base watering & compaction in progress



KM 11+700-11+925 LHS W&S Road; ACWC & drain construction completed



KM 11+700~11+925 LHS W&S Road; WBM Base watering & compaction in progress



KM 11+700~11+925 LHS W&S Road; ACWC & drain construction completed



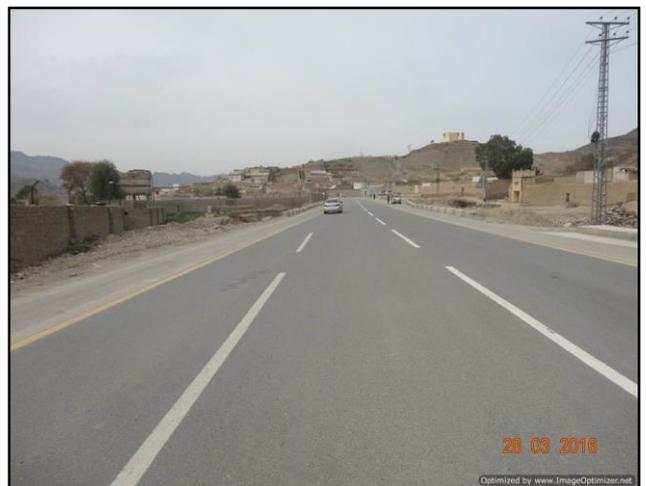
KM 35+100~35+225 RHS; layout for pavement marking is in progress



KM 35+100~35+225 RHS; pavement marking completed



KM 35+600~35+700 LHS; layout for Pavement marking in progress



KM 35+600~35+700 LHS; Pavement marking completed



KM 40+300~40+500; cascades construction in progress



KM 40+300~40+500; view of rigid pavement after pavement marking & cascade construction.



KM 41+600 LHS; Cleaning of Rigid pavement in progress before chemical application



KM 41+600 LHS; Rigid pavement top surface rectification completed

RETAINING WALLS AND BREAST WALLS



KM 33+775~33+800 LHS LKL LOOP; Ret wall withheld due to poor quality of workmanship



KM 33+775~33+800 LHS LKL LOOP; Retaining wall reconstructed after dismantling



KM 36+325~36+350 RHS; Ret wall stone masonry in progress while undersize stones being used



KM 36+325~36+350 RHS; Ret wall stone masonry completed



KM 39+075~39+150 LHS; Raising of stone masonry Retaining wall completed



KM 39+075~39+150 LHS; PCC Parapets over stone masonry Retaining wall completed

CULVERTS



Culvert 0+458 US LOOP-III; wing walls & head wall formwork fixing in progress



Culvert 0+458 US LOOP-III; RCC wing walls & head wall completed



Culvert 0+692 DS side LOOP-III; cascade excavation is in progress



Culvert 0+692 DS LOOP-III; cascade stone masonry completed



Culvert 1+124 DS LOOP-III; cascade Excavation is in progress



culvert 1+124 DS LOOP-III; cascade stone masonry completed



Culvert 1+830 & 1+896 DS side LOOP-III; Cascade for both culverts to be constructed



Culvert 1+830 & 1+896 DS side LOOP-III; Cascade for both culverts completed



Culvert 1+830 DS LOOP-III; Apron slab require compaction before lean concrete casting



Culvert 1+830 DS LOOP-III; RCC Apron & Head wall completed



Culvert 36+200 DS side; water from culvert could not discharged properly due to level problem



Culvert 36+200 DS side; concrete filled on culvert bottom slab for smooth discharge of water



Culvert 38+161 DS side; steel rebar fixing for wing walls is in progress



Culvert 38+161 DS side; head wall & wing walls completed



Culvert 38+612 DS side; steel rebar fixing for wing walls & head wall is in progress



Culvert 38+612 DS side; RCC Apron & Head wall completed



Culvert 40+189 DS side; RCC Apron & cutoff wall concrete casted



Culvert 40+189 DS side; RCC Apron & head wall completed



Culvert 40+470 DS side; Apron lean concrete casted



Culvert 40+470 DS side; RCC Apron & head walls completed



KM 2+275 LOOP-III DS Nallah of culvert 1+830 & 1+896



KM 2+275 LOOP-III DS Nallah of culvert 1+830 & 1+896 converted into cascade

DRAINS



KM 2+075~2+100 RHS LOOP-III; Drain type D-3 in progress



KM 2+075~2+100 RHS LOOP-III; Drain type D-3 completed



KM 35+050~35+100 LHS; Depressed drain top slab steel rebar fixing in progress



KM 35+050~35+100 LHS; Depressed drain top slab casted



KM 35+075~35+100 RHS; Excavation for RCC Drain is in progress



KM 35+075~35+100 RHS; RCC Drain completed



KM 35+100 RHS Link road; RCC Drain steel rebar fixing in progress



KM 35+100 RHS Link road; RCC Drain completed



KM 35+100~35+130 RHS; RCC Drain steel rebar fixing in progress



KM 35+100~35+130 RHS; RCC Drain Downstream of culvert completed



KM 35+125~35+150 LHS; RCC Drain steel rebar fixing in progress



KM 35+125~35+150 LHS; RCC Drain completed



KM 35+150~35+200 RHS; excavation for kerb stone & PCC on shoulders along drain type D-1 in progress



KM 35+150~35+200 RHS; Footpath & PCC on shoulders completed



KM 35+250 RHS; Kerb stone fixing along drain type D-1 in progress



KM 35+250 RHS; Kerb stone & PCC concrete on shoulders along drain type D-1 completed



KM 35+300~35+400 RHS; compaction of shoulders in progress before laying of PCC concrete



KM 35+300~35+400 RHS; Footpath & PCC on shoulders completed



KM 35+300~35+500 RHS; Kerb stone fixing along drain type D-1 in progress



KM 35+300~35+500 RHS; Footpath & PCC on shoulders completed along drain type D-1



KM 38+175~38+225 RHS; RCC Drain type D-3 excavation in progress



KM 38+175~38+225 RHS; RCC Drain type D-3 completed



KM 41+700~41+800 RHS; Kerb stone fixing along drain type D-2 in progress



KM 41+700~41+800 RHS; PCC shoulders & Kerb stone fixing along drain type D-2 completed

CAUSEWAYS



Causeway at KM 22+095 LHS; Lean concrete for 1x panel casted



Causeway at KM 22+095 LHS; rectification of old causeway completed



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



Causeway at KM 26+267 BS; construction of new causeway completed



Causeway at KM 28+100 RHS; steel rebar fixing for 1xpanel is in progress



Causeway at KM 28+100 LHS; rectification of old causeway completed



Causeway at KM 29+708 RHS; lean concrete for 1x panel of ground slab is in progress



Causeway at KM 29+708; rectification of old causeway completed



Causeway at KM 36+500 LHS; Vertical post 100mm dia pipe fixing in progress.



Causeway at KM 36+500 BS; Vertical post 100mm dia pipe fixing completed



Causeway at KM 42+000 RHS; Vertical post 100 mm dia pipes fixing in progress



Causeway at KM 42+000 RHS; Vertical post 100mm dia pipe fixing completed

MISCELLANEOUS



KM 7+500 LHS; Brick masonry for weigh station periphery wall is in progress



KM 7+500 LHS; Kerb stone fixing at weigh station along rigid pavement completed



KM 7+500 LHS; Kerb stone fixing at weigh station along rigid pavement is in progress



KM 15+900 RHS; inner plaster work for security check post building is in progress



KM 15+900 RHS; Paint work for security check post building completed