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



QUARTERLY PROGRESS REPORT # 15

APRIL – JUNE 2016

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DISCLAIMER

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EXECUTIVE SUMMARY

Revised PIL 05, 06, 07 & 08 were approved during the reporting quarter. Both flexible and rigid pavements of 46 km length have been substantially completed and are open for traffic. Minor finishing works are in progress in Section 07 & 09. Physical progress achieved during the reporting quarter was 0.65%, totaling to **99.98%** with accruals of US\$ 85,839,371 out of US\$ 85,856,980. Total amount certified till end of the month was US\$ 83,279,774 achieving financial progress of **97%**.

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\$ 9,978,082
- **PIL 02** (*Section-II km 9+000 – km 14+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,383,484
- **PIL 03** (*Section-III km 14+000 – km 19+000*):
100% completed, and all milestones certified with accrued expenditure of US\$ 9,512,705
- **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*):
100% completed, and all milestones certified with accrued expenditure of US\$ 24,901,643.
- **PIL 06** (*Section-VII km 33+000 - km 37+000; Section-VIII km 37+000 - km 41+000*)
Progress achieved during the reporting quarter was 3% attaining total physical progress 100% remaining milestones were certified with accrued expenditure of US\$ 17,796,243.
- **PIL 07** (*Section-IX km 41+000 - km 43+465 & Loop -3*)
Progress achieved during the reporting quarter was 0.3% attaining total physical progress 100% remaining milestones were certified with accrued expenditure of US\$ 8,039,087.
- **PIL 08** (*Additional works*)
Progress achieved during the reporting quarter was 2% till end attaining total physical progress of 99.3%, no milestones have been certified so far therefore accrued expenditure remained zero out of US\$ 2,577,205.

MATTERS REQUIRING ATTENTION

1. Completion of Pending works by FWO

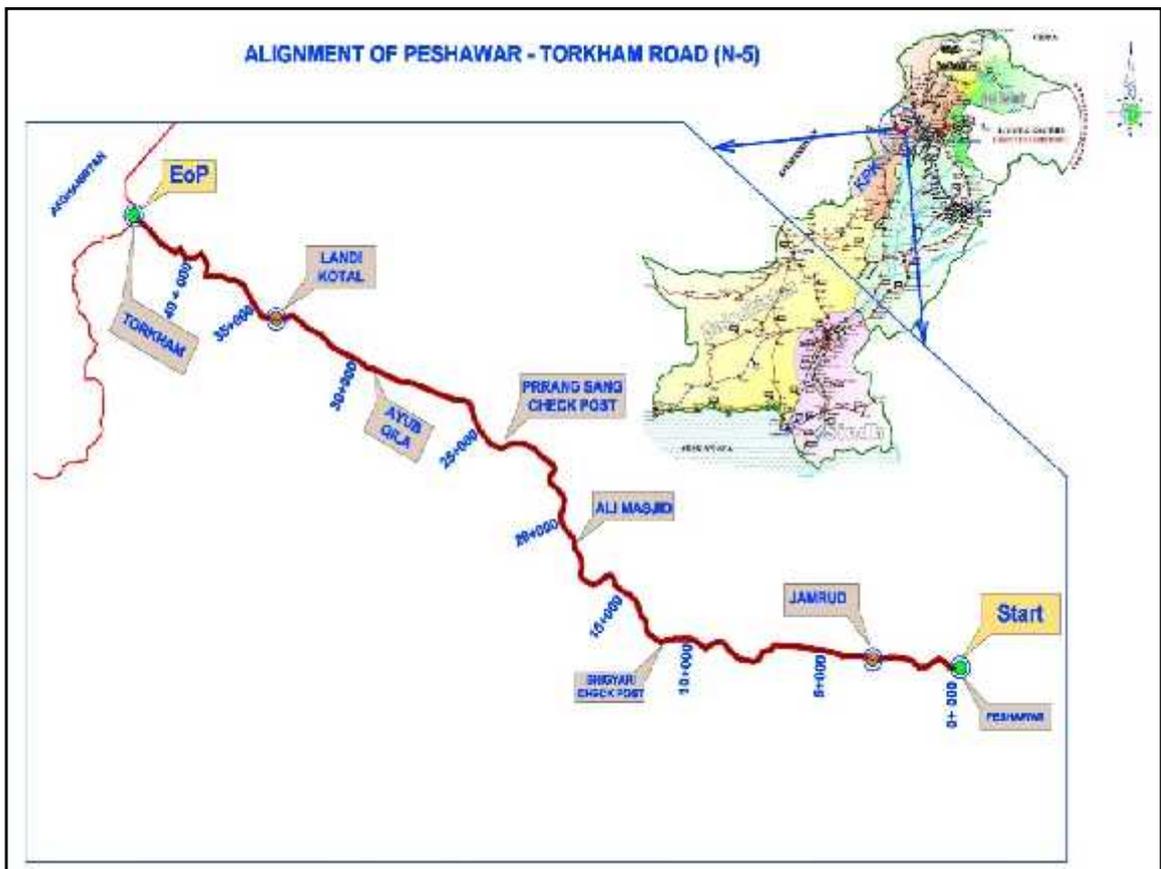
FWO to complete the punch list items, and also some of the milestones of PIL #8. FWO has submitted the final reimbursement request, which cannot be processed, until the above are realized.

2. Damage to Gantry Sign Board at RD 2+400

The gantry sign board was brought down by an abnormal loaded trailer. It was repaired and erected again. But to avoid future damage, the local administration needs to implement strict measures to restrain loaded trailer to the clearance height of the gantry.

1. PROJECT BACKGROUND

The Peshawar–Torkham road is an integral part of National Highway (N-5), a vital piece of the nation’s infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on September 18, 2012 obligating US\$ 67,000 Million for the project. Later additionally funded with US\$ 20,000 Million.



The project is implemented by FATA Secretariat and executed through Frontier Works Organization (FWO) under the FARA contracting mode of USAID. FWO is also fully responsible for the design and construction of the project in conformity with the NHA’s specifications and standard engineering practices. NESPAK is providing design and control services to FWO. While AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services, including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission by signing agreement on September 30, 2012. Construction activities by the contractor started on October 15, 2012. Agreed project completion date is September 30, 2016.

1.1 Scope of Work

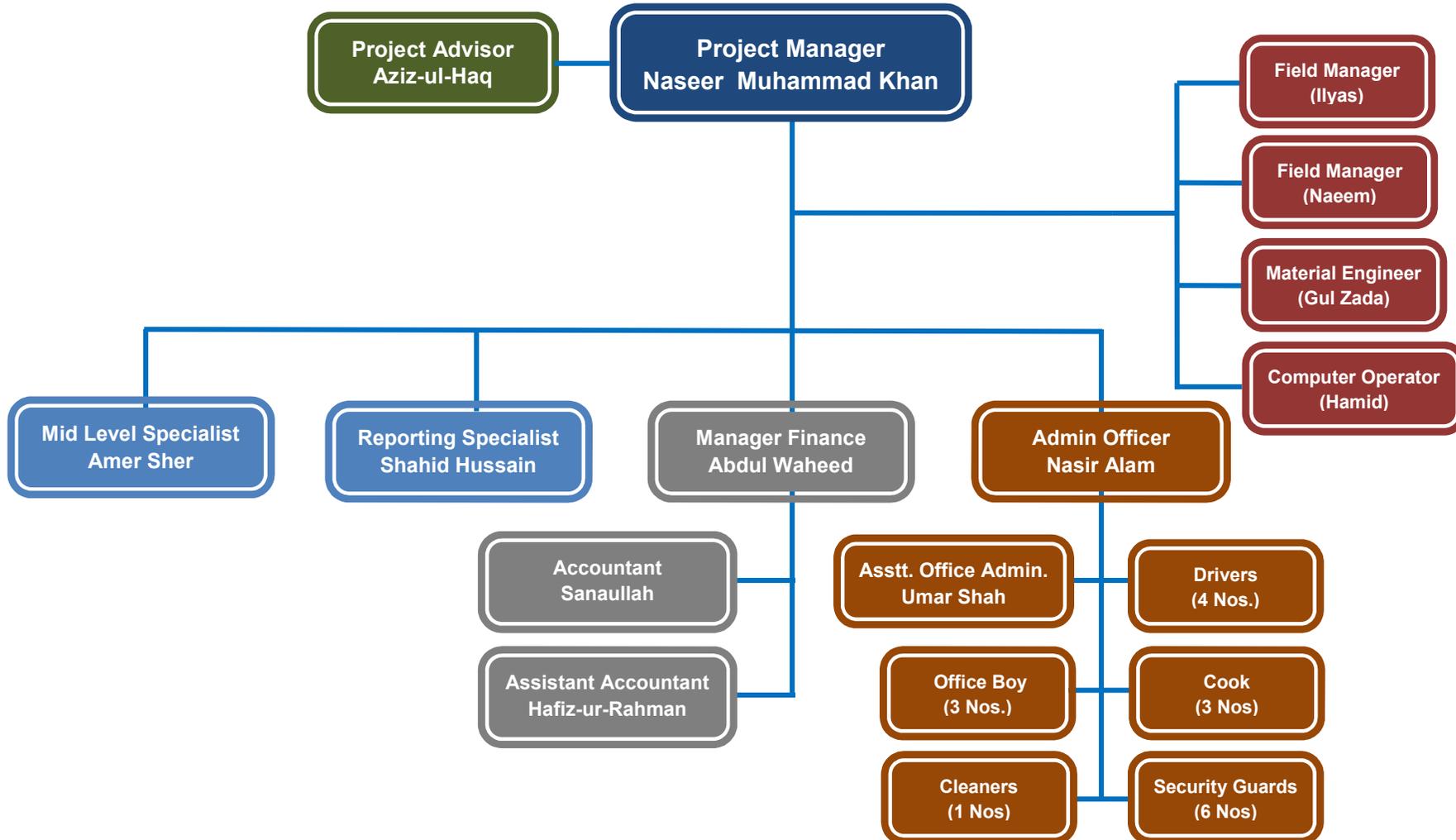
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US\$	PIL Expiry Date	Revised Allocated Amount US\$	PIL Expiry Date
PIL 01	a) Section-I (km 0+000 - km 9+000)	9,978,082	Dec 31, 2014	-	Dec 31, 2014
PIL 02	a) Section-II (km 9+000 - km 14+000)	9,383,484	Dec 31, 2014	-	Dec 31, 2014
PIL 03	a) Section-III (km 14+000 - km 19+000)	9,512,705	Dec 31, 2014	-	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multi cell Culvert at km 11+190 d) Multi cell Culvert km 22+925	3,668,533	Dec 31, 2014	-	Dec 31, 2014
PIL 05	a) Section-IV (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section-V (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section-VI (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320	25,444,269	Dec 31, 2015	24,901,643	Jun 30, 2016
PIL 06	a) Section-VII (km 33+000 – km 37+000) b) Section-VIII (km 37+000 - km 41+000)	17,626,462	Dec 31, 2015	17,796,243	Jun 30, 2016
PIL 07	a) Section-IX (km 41+000 – km 43+465 & Loop3)	8,751,166	Jun 30, 2016	8,039,087	Jun 30, 2016
PIL 08	Additional Works	2,577,205	Sep 30, 2016	2,577,205	Sep 30, 2016
Total				US \$ 85,856,980	

1.2 Project Staff

Quality assurance manager road, IT officer & security officer were released from the project during the reporting quarter. Following 30 Staff members (Technical = 6 & non technical = 24) are currently working on the project.

Organization Chart for CMEP Office, Peshawar



2. PHYSICAL PROGRESS (PIL 05, 06 & 07)

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	7.08	7.08	100%	-	-	7.08	100%
c	Asphaltic base course	7.08	7.08	100%	-	-	7.08	100%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	7.08	7.08	100%	-	-	7.08	100%
b	Rigid pavement (Half Pavement Width)	6.48	6.48	100%	-	-	6.48	100%
c	ACWC & allied activities on existing bridges	1.00	1.00	100%			1.00	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	5.75	100%	-	-	5.75	100%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	8.75	100%	-	-	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	15.00	100%	-	-	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%
vi	90 cm Pipe Culvert (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	1.00	100%	-	-	1.00	100%
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	1.00	100%	-	-	1.00	100%
iv	Drain type D-2a uncovered (200 m)	1.00	1.00	100%	-	-	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)	7.80	7.80	100%	-	-	7.80	100%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	1.00	100%	-	-	1.00	100%
i	Crash Barrier (246 m at Loop#2)	1.00	1.00	100%			1.00	100%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	1.00	100%	-	-	1.00	100%
7	Diversion	5.16	5.16	100%	-	-	5.16	100%
TOTAL		128.08	128.08	100%	-	-	128.08	100%

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	12.60	12.60	100%	-	-	12.60	100%
2	Sub base & base course				-	-		
a	Granular sub base	12.60	12.60	100%	-	-	12.60	100%
b	Water bound macadam	10.47	10.47	100%	-	-	10.47	100%
c	Asphaltic base course	10.47	10.47	100%	-	-	10.47	100%
3	Surface courses and pavement				-	-		
a	Asphaltic concrete for wearing course & allied activities	10.47	10.47	100%	-	-	10.47	100%
b	Rigid pavement (Half Pavement Width)	2.90	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	3.08	3.08	100%	-	-	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.00	2.00	100%	-	-	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.08	3.083	100%	-	-	3.083	100%
d	Retaining wall : H= 3.5 m ; L= 300m	2.00	2.00	100%	-	-	2.00	100%
e	Retaining wall : H= 4.0 m ; L= 350m	2.00	2.00	100%	-	-	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.00	1.00	100%	-	-	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.00	1.00	100%	-	-	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.25	3.25	100%	-	-	3.25	100%
i	Retaining wall: H= 7.0 m ; L= 100m	1.00	1.00	100%	-	-	1.00	100%
j	Parapet walls : L = 925 m	5.00	5.00	100%	-	-	5.00	100%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.00	3.00	100%	-	-	3.00	100%
4a-ii	Breast wall - 455m				-	-		
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.00	1.00	100%	-	-	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.00	2.00	100%	-	-	2.00	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 3 x 2.5	1.00	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)	2.00	2.00	100%	-	-	2.00	100%
ii	Pipe Culvert (1.5 m dia)	1.00	1.00	100%	-	-	1.00	100%
lii	1 x 3 x 2	2.00	2.00	100%	-	-	2.00	100%
lv	1 x 3 x 2.5	1.00	1.00	100%	-	-	1.00	100%
v	1 x 3 x 3 (20 deg skew)	1.00	1.00	100%	-	-	1.00	100%
vi	2 x 3 x 2.5 (45 deg skew)	1.00	1.00	100%	-	-	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.00	1.00	100%	-	-	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
ix	Service ducts (17 Nos)	17.00	17.00	100%	-	-	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.00	1.00	100%	-	-	1.00	100%
5a	Drainage & erosion works (road side drain)				-	-		
i	Drain type D-1 covered (800 m)	4.00	4.00	100%	-	-	4.00	100%
ii	Drain type D-1a uncovered (1600 m)	4.00	4.00	100%	-	-	4.00	100%
iii	Drain type D-2 covered (1225 m)	2.60	2.60	100%	-	-	2.60	100%
iv	Drain type D-2a uncovered (2240 m)	4.98	4.98	100%	-	-	4.98	100%
v	Drain type D-4 (475 m)	1.00	1.00	100%	-	-	1.00	100%
vi	Drain type D-3 (225 m)	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	1.00	100%	-	-	1.00	100%
ii	Pavement Markings / Studs	1.00	1.00	100%	-	-	1.00	100%
7	Diversion	6.30	6.30	100%	-	-	6.30	100%
TOTAL		144.82	144.82	100%	-	-	144.82	100%

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	2.75	100%	-	-	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	2.50	100%	-	-	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)	1.00	1.00	100%	-	-	1.00	100%
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	1.00	100%	-	-	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.25	1.25	100%	-	-	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	1.00	100%	-	-	1.00	100%
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	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	1.00	100%	-	-	1.00	100%
ii	Pavement Markings / Studs	1.00	1.00	100%	-	-	1.00	100%
7	Diversion	4.00	4.00	100%	-	-	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (1Nos)	1.00	1.00	100%	-	-	1.00	100%
ii	Monuments (01 Nos)	1.00	1.00	100%	-	-	1.00	100%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.00	1.00	100%	-	-	1.00	100%
ii	Relocation of Buildings	1.00	1.00	100%	-	-	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		94.22	94.22	100%	-	-	94.22	100%

2.4 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	2.00	100%	-	-	2.00	100%
b	Retaining wall : H= 1.50 m ; L= 50m	1.00	0.95	95%	0.05	5%	1.00	100%
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	0.95	95%	0.05	5%	1.00	100%
h	Retaining wall : H= 6.00 m ; L= 225m	3.00	3.00	100%	-	-	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 (27+511)	1.00	1.00	100%	-	-	1.00	100%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement Km 33+000 – 37+000							
i	1x 2 x 2 (15 deg skew)	1.00	1.00	100%	-	-	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	1.00	100%	-	-	1.00	100%
v	1 x 3 x 5 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
4b-iii	Construction of New culverts (replacement of existing) -Flexible pavement Km 37+000 – 41+000							
i.	2 x 3 x 5 (35 deg skew) (38+230)	1.00	1.00	100%	-	-	1.00	100%
ii.	1 x 2 x 2.5 (12.81 deg skew) 40+800	1.00	0.90	90%	0.10	10%	1.00	100%
4b-iv	Construction of Pipe Culvert Km 37+000 – 41+000							
i.	Pipe Culvert (1.5m dia with 20 deg skew)	2.00	2.00	100%	-	-	2.00	100%
ii.	Pipe Culvert (1.5 m dia with 0 deg skew)	1.00	0.95	95%	0.05	5%	1.00	100%
4b-v	Construction of New Culvert Km 41+000 – 43+465 & Loop – 3							
i.	1 x 2 x 2.5 (15 deg skew)	1.00	1.00	100%	-	-	1.00	100%
4b-vi	Construction of Pipe Culvert Km 41+000 – 43+465 & Loop-3							
i.	Pipe Culvert (1.5 m dia with 20 deg skew) (41+214, 41+386)	2.00	1.80	90%	0.20	10%	2.00	100%
ii.	Pipe Culvert (0.9 m dia) Additional (1+515)	1.00	1.00	100%	-	-	1.00	100%
iii.	Pipe Culvert (1.50 m dia with 20 deg skew) (1 +380)	1.00	1.00	100%	-	-	1.00	100%
iv.	Service ducts Km 33+000 – 37+000	14.00	14.00	100%	-	-	14.00	100%
v	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	1.00	100%	-	-	1.00	100%
4d	Construction of causeways L = 75.0 m at Km 42+000	1.00	1.00	100%	-	-	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	5.70	95%	0.30	5%	6.00	100%
li	Drain type D-1 covered Dep (800 m)	2.00	2.00	100%	-	-	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%

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
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%
vii	Drain type D-2 Depressed & Open Drain Type D-2 a	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)	5.04	5.04	100%	-	-	5.04	100%
lii	Drain type D-2 covered (150 m)	1.00	1.00	100%	-	-	1.00	100%
5a-3	Drainage & erosion works (road side drain) Km 41+000 – 43+465 & Loop 3							
i.	Drain Type D-1 covered depressed (100m)	1.00	1.00	100%	-	-	1.00	100%
5b-1	Road Protection works) Km 37+000 – Km 41+000							
i	Jersy barrier	1.00	1.00	100%	-	-	1.00	100%
5b-2	Road Protection works) Km 41+000 – 43+465 & Loop -3							
i	Metal Guard Rail (2000 m)	4.00	3.00	75%	1.00	25%	4.00	100%
6a	Ancillary works Km 33+000 – 37+000							
i	Traffic signs / Km Posts	1.00	0.80	80%	0.20	20%	1.00	100%
ii	Pavement Markings / Studs	1.00	0.95	95%	0.05	5%	1.00	100%
6b	Ancillary works Km 37+000 – 41+000							
i	Traffic signs / Km Posts	1.00	0.25	25%	0.75	75%	1.00	100%
ii	Pavement Markings / Studs	1.00	0.80	80%	0.20	20%	1.00	100%
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	1.00	100%	-	-	1.00	100%
9	Utilities Shifting / Relocation							
i	MES Water Supply	1.00	1.00	100%	-	-	1.00	100%
ii	PHE Water Supply	1.00	1.00	100%	-	-	1.00	100%
iii	OFC Cable	1.00	0.60	60%	0.40	40%	1.00	100%
Iv	Copper Cable	1.00	1.00	100%	-	-	1.00	100%
v	OFC Cable	1.00	1.00	100%	-	-	1.00	100%
vi	HT/LT Lines Km 9+00 – 35+00	2.00	2.00	100%	-	-	2.00	100%
10	Ancillary works Km 41+000- 43+465							
i	Traffic Signs / Km Posts	1.00	0.00	0%	1.00	100%	1.00	100%
ii	Pavement Markings / Studs	1.00	0.30	30%	0.70	70%	1.00	100%
iii	Gantries (02 Nos)	1.00	0.00	0%	1.00	100%	1.00	100%
TOTAL		137.54	131.29	95%	6.25	5%	137.54	100%

2.5 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	5.80	95%	0.33	5%	6.13	100%
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	3.20	94%	0.20	6%	3.40	100%
f	Retaining wall : H= 6.00 m ; L= 350m	3.50	3.50	100%	-	-	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	1.00	100%	-	-	1.00	100%
i	Retaining wall : H= 10.00 m ; L= 140m Class B Concrete	1.00	1.00	100%	-	-	1.00	100%
4a-ii	Breast Wall (RW-3) = 485 M							
a	Breast Wall H = 2.00 m ; L = 50 m	1.00	1.00	100%	-	-	1.00	100%
b	Breast Wall H = 3.00 m ; L = 360 m	3.00	3.00	100%	-	-	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	1.00	100%	-	-	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	1.00	100%	-	-	1.00	100%
f	1 x 2 x 2.5 Repair existing slab Culvert	4.00	3.70	93%	0.30	7%	4.00	100%
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%
4b-ii	Pipe Culverts							
a	1.5 m dia 0 deg skew New	2.00	2.00	100%	-	-	2.00	100%
b	1.5 m dia 0 deg skew Replacement	1.00	1.00	100%	-	-	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	2.00	100%	-	-	2.00	100%
e	1.5 m dia 20 deg skew New	1.00	1.00	100%	-	-	1.00	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	4.00	100%	-	-	4.00	100%
5a	Drainage & erosion works (road side drain)							
v	Drain type D-3 (3125 m)	8.93	8.75	98%	0.18	2%	8.93	100%
5b	Crash Barrier (200m)	1.00	1.00	100%	-	-	1.00	100%
TOTAL		90.45	89.45	99.70%	1	0.3%	90.45	100%

2.6 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	8.51	8.51	100%	-	-	8.51	100%
2	Sub base & Base course							
a	Granular Sub Base	8.51	8.51	100%	-	-	8.51	100%
b	Water Bound Macadam	0.90	0.90	100%	-	-	0.90	100%
c	Asphaltic Base Course	2.56	2.56	100%	-	-	2.56	100%
3	Surface Courses & Pavement							
a	Asphaltic Concrete Wearing Course	2.71	2.71	100%	-	-	2.71	100%
b	Rigid Pavement	14.43	14.43	100%	-	-	14.43	100%
4a-i	Retaining wall (RW-2) - 1680m							
a	H= 1.50 m, L= 425m	2.83	2.83	100%	-	-	2.83	100%
b	H= 2.00 m, L= 570m	3.80	3.26	86%	0.54	14%	3.80	100%
c	H= 2.50 m, L= 175m	1.00	1.00	100%	-	-	1.00	100%
d	H= 3.00 m, L= 40m	1.00	1.00	100%	-	-	1.00	100%
e	H= 4.00 m, L= 75m	1.00	1.00	100%	-	-	1.00	100%
f	H= 5.00 m, L= 185m	1.00	1.00	100%	-	-	1.00	100%
g	H= 5.50 m, L= 50m	1.00	1.00	100%	-	-	1.00	100%
h	H= 6.00 m, L= 10m	1.00	1.00	100%	-	-	1.00	100%
i	H= 8.00 m, L= 150m	2.00	2.00	100%	-	-	2.00	100%
4a-ii	Breast wall (RW-3) - 625 m							
a	H= 1.50 m, L= 25m	1.00	1.00	100%	-	-	1.00	100%
b	H= 2.50 m, L= 75m	1.00	1.00	100%	-	-	1.00	100%
c	H= 3.00 m, L= 400m	2.00	2.00	100%	-	-	2.00	100%
d	H= 4.00 m, L= 125m	1.00	1.00	100%	-	-	1.00	100%
e	RCC cut off wall (50m length)	1.00	1.00	100%	-	-	1.00	100%
f	PCC cut off wall (50m length)	1.00	1.00	100%	-	-	1.00	100%
4b-i	Structures (Culverts)							
a	1 x 2 x 2.5	4.00	4.00	100%	-	-	4.00	100%
b.	2 x 3 x 3 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
c.	1 x 2 x 2.5 (25 deg skew)	1.00	1.00	100%	-	-	1.00	100%
d.	1 x 2 x 2.5 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
e.	2 x 3 x 4 (35 deg skew)	1.00	1.00	100%	-	-	1.00	100%
4b-ii	Pipe Culverts							
a	1.50 m dia with 20 deg skew New	1.00	1.00	100%	-	-	1.00	100%
b.	1.50 m dia with 15 deg skew with cascade	1.00	1.00	100%	-	-	1.00	100%
c.	1.50 m dia with 30 deg skew New	1.85	1.85	100%	-	-	1.85	100%
e.	0.9 m dia.30m length	1.00	1.00	100%	-	-	1.00	50%
4d	Structures (expansion joints, railing on bridges/Multicell culverts)							
i.	Steel railing on Multicell culvert at km 22+925(length=72m)	1.00	1.00	100%	-	-	1.00	100%
ii.	RCC railing on bridge at km 20+750 (length = 70m)	1.00	1.00	100%	-	-	1.00	100%
iii.	Expansion joint on bridges	1.00	1.00	100%	-	-	1.00	100%
5a	Drainage & Erosion works (road side drain)							
i.	Drain type D-1 covered (600m)	3.00	1.00	100%	-	-	3.00	100%
iii.	Drain type D-2 covered (725m)	3.63	3.45	95%	0.18	5%	3.63	100%
iv.	Drain type D-3 (2950m)	5.90	5.90	100%	-	-	5.90	100%
v.	Drain type D-4 (100m)	1.00	1.00	100%	-	-	1.00	100%
5b	Road protection works							
i.	Gabion wall at km 26+250 (length=150m)	1.00	1.00	100%	-	-	1.00	100%
ii.	New jersey barrier (dual carriageway median) length =200m.	1.00	1.00	100%	-	-	1.00	100%
iii.	Crash barrier (length=2000m)	4.00	4.00	100%	-	-	4.00	100%
iv.	Metal guard rail (2500m)	1.00	0.90	90%	0.10	10%	1.00	100%
7	Diversion	1.50	1.50	100%	-	-	1.50	100%
	TOTAL	97.12	96.30	99.7%	0.82	0.3%	97.12	100%

2.7 PIL 08 Additional Works

Sr. No	Additional Works	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			Milestones Achieved	% Progress	Milestones Achieved	% Progress	Milestones Achieved	% Progress
A	ADDITIONAL WORKS SECTION - I , II & III							
i.	Retaining Wall's, Breast Wall & PCC Toe Wall	1.00	1.00	100.0%	-	-	1.00	100.0%
ii.	Road Side Drains	1.00	1.00	100.0%	-	-	1.00	100.0%
iii.	Miscellaneous Works including Earthwork, Cement Admixture, ACBC on Culverts, Service Ducts & Rigid Pavement Jointing works etc.	1.00	1.00	100.0%	-	-	1.00	100.0%
B	ADDITIONAL WORKS SECTION - IV ~ IX							
i.	Construction / Repair of Flood Protection works including Retaining Walls, PCC Toe Walls & Causeways.	1.00	0.90	90.0%	0.06	6.0%	0.96	96.0%
ii	ACWC with Rigid Pavement & Retaining wall on Jamrud , Landi-Kotal bypasses and W & S road.	1.00	1.00	100.0%	-	-	1.00	100.0%
iii	Weigh Station # 01 (Conversion of Flexible Approaches to Rigid Pavement), Boundary wall , Kerb stone and Tuff pavers etc	1.00	0.90	90.0%	0.10	10%	1.00	100.0%
iv	Miscellaneous Works including Rigid Pavement/ Crash Barrier on Loop # 02, Steel Railing at KM: 21+320 and Installation of Reflectorized Pavement studs etc.	1.00	1.00	100.0%	-	-	1.00	100.0%
TOTAL		7.00	6.80	97.6%	0.16	1.7%	6.96	99.3%

2.8 Forecasted Completion PIL 08

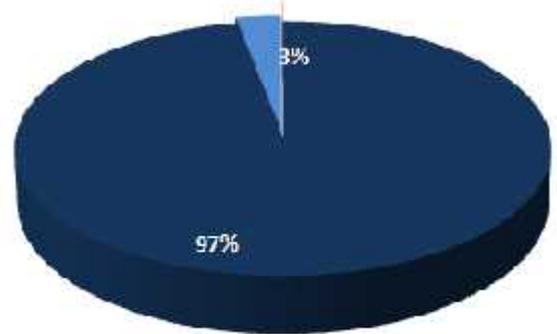
*The following table shows the forecasted completion of in progress activities.

	Remaining Works	Year 2016		
		June	July	Aug
PIL 08	Additional Works	[Forecasted Completion Data]		

***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 97%. US\$ 3,621,467 was certified during the reporting quarter. Total Accrued expenditure is US\$ 83,279,774 out of US\$ 85,856,980. Total accruals till end of reporting quarter were US\$ \$85,839,371 i.e. 99.98%.



■ Total Amount Certified – \$ 83,279,774
 ■ Work done amount not certified = \$ 2,559,597
 ■ Balance Work = \$ 17,608

PIL wise details are given in the table below:

Details of Accrued Expenditure and Accruals

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Quarter		Current Quarter		Accumulative		Total Accruals	Balance Work
		Road	Bridges			Accrued Expenditure	Total Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Work done amount not Certified		
1	PIL 01	Sec I	-	\$9,978,081	\$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	-	\$7,667,458	\$24,901,643	\$7,559,057	\$7,667,458	\$108,400	-	\$7,667,458	-	\$7,667,458	-
		Sec V	-	\$8,356,533		\$8,055,803	\$8,356,533	\$300,729	-	\$8,356,533	-	\$8,356,533	-
		Sec VI	-	\$6,228,159		\$6,009,295	\$6,228,159	\$218,864	-	\$6,228,159	-	\$6,228,159	-
		-	at Km 18+475	\$218,068		\$218,068	\$218,068	-	-	\$218,068	-	\$218,068	-
		-	at Km 27+000	\$1,111,838		\$1,111,838	\$1,111,838	-	-	\$1,111,838	-	\$1,111,838	-
		-	at Km 27+250	\$1,073,617		\$1,073,617	\$1,073,617	-	-	\$1,073,617	-	\$1,073,617	-
		-	at Km 2+200	\$68,944		\$68,944	\$68,944	-	-	\$68,944	-	\$68,944	-
		-	at Km 11+560	\$105,296		\$105,296	\$105,296	-	-	\$105,296	-	\$105,296	-
6	PIL 06	Sec VII	-	\$9,555,551	\$17,796,243	\$7,418,502	\$9,085,417	\$2,137,049	\$470,134	\$9,555,551	-	\$9,555,551	-
		Sec VIII	-	\$8,240,692		\$7,833,114	\$8,215,709	\$407,578	\$24,983	\$8,240,692	-	\$8,240,692	-
7	PIL 07	Sec IX	-	-	\$8,039,087	\$7,590,241	\$8,018,952	\$448,846	\$20,135	\$8,039,087	-	\$8,039,087	-
8	PIL 08	Additional Works		-	\$ 2,577,205	\$0	\$2,516,543	\$0	\$43,053	\$0	\$2559,597	\$2559,597	\$17,608
Total				\$85,856,980		\$79,658,307	\$85,281,066	\$3,621,467	\$558,305	\$83,279,774	\$2,559,597	\$85,839,371	\$17,608

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 = 04
- Field Managers = 27
- Material Engineer = 03

4.2 IPCs Certifications

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

PIL No	IPC No	Date of Certification	Amount Certified USD
05	Final	June 02, 2016	627,994
06	Final	June 02, 2016	2,544,627
07	Final	June 02, 2016	448,846

4.3 Construction Activities Monitored

Sr	Activity	Unit	During the reporting Quarter						Completed till Previous Month	Completed in reporting month	Total Completed
			Sec IV	Sec V	Sec VI	Sec VII	Sec VIII	Sec IX			
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	-	-	-	-	-	-	17.10	0	17.10
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	-	-	-	0.09	-	-	18.79	0.09	18.88
9	Breast Wall	Km	-	-	-	-	-	-	2.34	0	2.34
10	Drains	Km	-	-	-	0.32	-	-	53.15	0.32	53.47
11	Utility Ducts	Nos	-	-	-	-	-	-	85	0	85
12	Cause ways	Nos	-	-	-	-	-	-	11	0	11
13	Metal Guard Rail	Km	-	-	-	1.00	-	0.31	4.36	1.31	5.67
14	NJ Barrier	Km	-	-	-	-	-	-	3.71	0	3.71
15	Diversion	Km	-	-	-	-	-	-	43.96	0	43.96

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	Matter resolved
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	Matter resolved
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

Follow-up/coordination meetings conducted with USAID, FWO/NESPAK representatives.

Date	Participants	Venue
April 04, 2016	USAID, AGES, FATA Sect FWO, NESPAK	PD FWO Office, Peshawar
May 19, 2016	USAID, AGES	AGES PTR Office, Peshawar

4.6 Laboratory Tests

No Laboratory Test was conducted during the reporting quarter.

**ANNEXURE-I
PHOTOGRAPHS**

PAVEMENT



KM 33+800 LHS; concrete casted earlier inside the flexible pavement as remedial work



KM 33+800 LHS; Patch work in flexible pavement carried out but still there is cavity in the road surface



KM 33+800 LHS; Flexible pavement rectification work in progress



KM 33+800 LHS; Patch work in flexible pavement carried out



KM 35+100~35+120 LHS; Flexible pavement rectification in progress



KM 35+100 LHS; Patch work in flexible pavement carried out

RETAINING WALLS



KM 35+125 LHS; Ret wall dismantled for rectification of settlement cracks



KM 35+125 LHS; Repair work of stone masonry Ret wall



KM 35+150~35+165 RHS; Ret wall stone masonry in progress



KM 35+150~35+160 RHS; Ret wall stone masonry completed



KM 35+165 LHS; Ret wall dismantled for rectification of settlement cracks should be dismantled upto full depth



KM 35+165 LHS; Ret wall stone masonry rectification completed

CULVERTS



Culvert 2+434 US side LOOP-III; cascade stone masonry wall is in progress



Culvert 2+434 LOOP-III US side; Cascade stone masonry completed



Culvert 35+149 DS (both sides); RCC wing wall dismantled for drain outlet



Culvert 35+149 DS side; OFC cable duct crossing over RCC Drain



Culvert 41+386 US side; Cascade lean concrete casted



Culvert 41+386 US side; cascade stone masonry completed

DRAINS



KM 2+440~2+520 RHS LOOP-III; Drain type D-2 steel rebar fixing in progress



KM 2+434~2+525 RHS LOOP-III; RCC Drain type D-2 walls concrete completed



KM 35+500 LHS; Rectification of manhole cover precast slabs in progress



KM 37+300~37+400 RHS ; Drain type D-3 cleaning in progress



KM 38+600~38+700 RHS; Drain type D-3 cleaning in progress



KM 38+600~38+700 RHS; Drain type D-3 cleaning in progress



KM 40+200 RHS ; Drain type D-3 cleaning & removal of sliding material is in progress



KM 40+375 RHS; Drain type D-3 cleaning in progress



KM 40+475~40+550 RHS ; Drain type D-3 cleaning completed



KM 40+550~40+600 RHS ; Drain type D-3 cleaning completed



KM 42+200 LHS; Precast manhole cover slabs repaired

ANCILLARY WORKS



Culvert 1+386 DS side Loop-III; Metal guard rail fixing completed



KM 0+050~0+100 LHS Loop-III; Metal guard rail fixing in progress



KM 1+125~1+200 LHS Loop-II; Metal guard rail fixing completed



KM 36+250 RHS; Pavement marking repair work in progress



KM 38+250 Sign board for Bridge clear height being fixed



KM 38+350~38+375 LHS; Metal guard rail vertical post fixing in progress



KM 39+300 Sign Boards fixed at approach of Michni Check post



KM 39+500~39+600 RHS; Studs fixing along centre line is in progress



KM 39+700 LHS; Sign board of falling gradient



KM 41+700 LHS; Sign board for axle load installation in progress



KM 42+000~42+600; Pavement marking completed



KM 42+000~42+600; Pavement centre line marking completed



KM 42+000~43+000; Pavement marking & stud fixing completed



KM 42+200 Gantry Sign Board fixed (Pesh- Torkham).



KM 42+200 Gantry Sign Board fixed (Torkham-Pesh)



KM 42+600~42+900; Pavement marking & stud fixing completed

JAMRUD BYPASS



0+300~0+500 Jamrud bypass; ACWC in progress



KM 0+300~0+500 Jamrud bypass; ACWC laying & compaction in progress



KM 2+000~2+400 Jamrud bypass; Asphaltic wearing course compaction in progress



KM 2+000~2+400 Jamrud bypass; Asphaltic wearing course completed



KM 2+000~2+400 Jamrud bypass; Asphaltic wearing course laying & compaction in progress



KM 2+000~2+400 Jamrud bypass; Asphaltic wearing course laying & compaction in progress

MISCELLANEOUS



Causeway at KM 42+000 LHS; concrete surface treatment carried out with ultra M Strong



Causeway at KM 42+000 US side; concrete surface completely deteriorated



KM 7+500 LHS; PCC Class B concrete casted along boundary wall for easy flow of rain water



KM 7+500 LHS; PCC Concrete casted along Boundary wall of weigh station



KM 7+500 LHS; PCC Concrete casting in progress along Boundary wall of weigh station



KM 15+925 RHS; material deposited for Screeding on roof slab of security check post building



KM 37+000~37+300 LHS; OFC conduit Re excavation in progress



KM 38+100 LHS;NJ Barrier repair concrete in progress



KM 38+225~38+350 LHS; Optic fiber cable pulling in progress



KM 38+775 LHS; Optic fiber cable pulling in progress



KM 39+600 LHS; Screeding on roof slab of security check post building is in progress building