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THE AGRICULTURAL FEEDER ROADS PROJECT 65 p.

GRANT NO. 521-0074

LOAN NO. 521-T-007

THE GOVERNMENT OF THE REPUBLIC OF HAITI

PUBLIC WORKS, TRANSPORT AND COMMUNICATIONS
DEPARTMENT

TAMS TIPPETTS-ABBETT-McCARTHY-STRATTON
NEW YORK PORT-AU-PRINCE

5210074 00

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GRANT NO. 521-0074

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MONTHLY REPORT

No. 21

February 1979

THE GOVERNMENT OF THE REPUBLIC OF HAITI

PUBLIC WORKS, TRANSPORT AND COMMUNICATIONS
DEPARTMENT

TAMS TIPPETTS-ABBETT-McCARTHY-STRATTON
NEW YORK PORT-AU-PRINCE

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A. Introduction

A.1. General - The Government of the Republic of Haiti, Ministry of Public Works, Transport and Communications (TPTC) signed a contract with TIPPETTS-ABBETT-McCARTHY-STRATTON (TAMS), Engineers and Architects of New York, New York, on March 18, 1977.

The purpose of this contract is to provide advisory personnel to assist the Ministry of Public Works, Transport and Communications in carrying out a four year program of technical assistance, financed by USAID Grant (Consultant participation) and Loan (USAID) and counterpart funds (GOH).

A.2. Description of Project

A.2.a. Reconstruction - The original list of 940 kms of feeder roads which is detailed in the Project Paper has now been revised to take into account roads which are planned for study and reconstruction by other agencies (Jeremie-Roseaux-Carrefour Charles-Pestel-Barraderes, Vieux Bourg-Crochu) and roads which are proposed for inclusion in the program as substitutes (Hinche-Pignon, Le Borgne-Anse a Foleur, St. Raphael-St.Michel d'Attalaye).

Reconstruction is now scheduled as follows:-

TPTC Construction Brigades 344 kms, TPTC Light Construction Brigade 304 kms and Private Haitian road contractors 304 kms to make a total of 952 kms.

A.2.b. Equipment Leasing - An Equipment Leasing Service (SLELC) has been established for rental of road construction equipment to private local contractors constructing feeder roads in this program.

A.2.c. Labor Intensive Pilot Project - A pilot project was undertaken to explore various labor intensive methods of road reconstruction and socio-economic factors.

A.2.d. Technical Assistance - Technical assistance is being provided to TPTC, over the period of the loan and grant, in carrying out the program of reorganisation.

B. General Summary

Design work by TPTC "in-house" section continued on the Les Cayes-Camp Perrin Road. The survey crews continued construction surveys and the soils crews continued construction soils testing on the St. Raphael-Pignon, Cavailon-Barraderes and Carrefour Thomazeau-Thomazeau Roads.

The Brigades continued construction on the St. Raphael-Pignon, Cavailon-Barraderes Roads and Carrefour St. Antoine-Bainet Roads. The rate of progress during this period was very minimal due to the short month and holidays.

The private contractor continued construction on the Carrefour Thomazeau-Thomazeau Road. The contractor continues to fall further behind schedule, primarily due to lack of equipment on the jobsite.

Of the five private local consultants doing the design for private contract work, only one has completed a design package. The other four consultants continue to fail to meet new revised submittal dates. Letters have been sent to two consultants to turn in all completed work to date and TPTC "in-house" design section will finish the design.

SLELC (Leasing Service) now has nineteen customers and profits have increased 400% in the past quarter compared with the previous quarter.

In Budget and Accounting, a follow-up with suppliers of IFB No.1 was made for the purpose of reconciling the final commitment of funds.

The Pilot Project file was closed following an audit by USAID/Haiti.

C. TPTC Survey and Soils Program

C.1. Objective - The purpose of this program is to develop the TPTC survey personnel to carry out detailed surveys required to complete design of the roads to be constructed by the Brigades. It is also for developing the field construction personnel to perform simple soils testing methods in controlling the quality of construction.

C.2. Input - The survey personnel are supervised by those responsible in the main office. A soils engineer from the Consultants' New York Office has implemented the soils program. One soils testing crew from the National Laboratory is working with each Brigade (North and South).

C.3. Progress - The surveys required for the next scheduled road designs are still not proceeding as planned. The two soils crews are actively engaged in on-site soils investigations and construction field testing.

C.4. Problems - The three survey crews are presently working with the Brigades and the private contractor projects. Additional survey crews are required for surveys of the next scheduled design of the feeder roads. However, although survey crews are available, there is neither transportation nor funds to support the additional survey crews required by this project. This matter is severely curtailing this operation. Also due to the inexperience of some of the surveyors, some basic survey errors have been found after the design was completed and the construction survey was staked-out in the field.

While the two soils crews are generally under the supervision of the field engineers, they should be supervised directly by a chief soils engineer.

This is important if the two soils testing crews are to be utilized in exploration for, and sampling of, borrow soils suitable for base course and surface course materials.

C.5. Prognosis - Upon completion of the program, it is anticipated that the survey and soils crews will be well enough advanced so as to carry out their duties with a minimal direction from the main office. However, more direct supervision of the survey and soils crews is immediately required if this goal is to be reached.

D. Design By TPTC

D.1. Objective - The purpose of this program is to develop the design capabilities of the TPTC "in-house" design.

D.2. Input - Assistance has been provided to the TPTC personnel assigned to the feeder roads project. This assistance included providing standard drawings and realisation of a set format for all road design standards. Assistance has also been given in preparing standard specifications and contract forms.

D.3. Problems - The problem area is mostly in getting additional experienced personnel. Due to survey errors, the design of one road has to be corrected. As the construction rate increases, the present design staff will be inadequate to keep ahead of construction. Also, communication between the survey crews and design personnel requires more direct effort and supervision to avoid completing design from faulty surveys.

D.4. Progress - The rate of design work continues to increase each month as the staff gains in experience. The staff is at a level now where they can check the local consultants submittals.

D.5. Prognosis - Upon completion of this program, it is expected that the "in-house" design section will be capable of completing a road design package including plans, typical sections, drainage details, cross-sections and estimates. This goal will be reached only if direct supervision is constantly continued during this program.

E. Design By Local Consultants

E.1. Objective - The purpose of this program is to develop the design capabilities of the local Haitian design consultants.

E.2. Input - Assistance has been provided to the local design consultants currently completing the first 160 kms of design studies and preparation of contract documents. This assistance included joint field visits to all proposed locations, meetings at Consultants' offices and the main project office as well as providing standard drawings and typical contract documents for their use in completion of the design contracts.

E.3. Problems - The local design consultants' continued inability to meet scheduled dates, for submission of the various stages of the design studies, is delaying scheduled construction by private contractors. Had they been able to make their submissions in a more timely manner, the construction work scheduled to be undertaken by private contractors could have advanced as originally planned in the Project Paper.

E.4. Prognosis - Several lessons have been learned from the first design contracts. As the stages of design progressed it was found that some of the local consultants gained valuable experience and proved themselves more capable of meeting the requirements of the design contracts even though progress was still slower than anticipated. It now appears that the second 160 kms of design studies will have to be re-evaluated. The re-evaluation will have to take into account whether the best consultants should be retained and/or using new consultants (with contracts which are more binding) or consultants do surveys only with the design done "in-house".

F. Construction By TPTC Brigades (Force Account)

F.1. Objective - The objective of this program is to assist in the expansion of the brigades construction capabilities to meet the requirements of the road construction program.

F.2. Input - Each brigade operates as a single unit with an advisor attached to it to prepare work programs and to schedule and improve construction operations. Each brigade is assisted with back-up from the main project office.

F.3. Progress - Compared to the rate of progress during the first year of construction, the present construction rate approaches approximately 3.0 to 3.5 kms per month or roughly triple that of the first year for each brigade.

F.4. Problems - Delays in receiving the first equipment procurement slowed construction productivity considerably. The used equipment continues to be prone to breakdowns and lack of some parts causes lengthy down-times. It is now certain that the second equipment procurement will not reach the brigades before July 1979 at the very earliest.

F.5. Prognosis - It appears that the brigades, with additional forthcoming new equipment, will achieve an average rate of 5.0 kms of road per month per brigade. This average, of course, will depend upon the type of terrain encountered and the condition of the existing used equipment.

G. Construction By Private Contractors

G.1. Objective - The objective of this program is to assist in building up the local private construction industry to a level where they can compete with international contractors, or at least be able to obtain a substantial share of projects by subcontracting.

G.2. Input - To assist the private contractors, they will have an opportunity to augment their available equipment by leasing equipment through a leasing service (SLELC) which is also part of the overall program.

G.3. Progress - To date one construction contract for private contractors has been let on the Carrefour Thomazeau - Thomazeau Road contract. It is anticipated that a second contract will be let in the next one or two months.

G.4. Problems - The private contractor has started to fall significantly behind schedule. This can be attributed mostly to breakdown of key equipment and some misunderstanding on utilizing proposed borrow area sites. The TPTC supervision staff has to be increased in order to insure proper inspection and control.

G.5. Prognosis - It is anticipated that upon completion of the private contractors construction of the 304 kms of roads allocated to them, some will be fully capable of performing future road contracts in competition with outside contractors.

H. Construction By Light Brigade (Labor Intensive and Equipment Mix)

H.1. Objective - The objective of this program is the reconstruction of part of the 940 kms of Agricultural Feeder Roads in a timely manner in accordance with the Loan Agreement.

H.2. Input - A proposal has been submitted to USAID/Haiti for the establishment of a TPTC Light Brigade (Labor Intensive and Equipment Mix). This brigade is assisting the two existing mechanized brigades in the timely completion of the program of reconstruction of the Agricultural Feeder Roads in accordance with the Project Paper.

IFB No. 3 (equipment procurement for the Light Brigade) was submitted to USAID/Haiti on January 5, 1979.

H.3. Progress - Construction is continuing with a gradual increase of the Light Brigade forces as the work load increases according to schedule. Supervisor training continues on an on-going basis to prepare for a split of the present Light Brigade into two Brigades.

H.4. Problems - Continuing delay in the approval of IFB No.3, has meant that the Light Brigade cannot operate as planned. Lack of authorization to buy equipment, with the exception of one agricultural tractor, has meant that this Brigade has been forced to rent equipment which is uneconomical. The scheduled progress is also affected.

H.5. Prognosis - The entire Light Brigade contribution to the Agricultural Feeder Road Project is based on approval of IFB No.3. If an approval is not forthcoming in a very near future, the entire program will continue to fall further and further behind schedule.

I. Construction Equipment Program

I.1. Objective - The objective of this program is to devise and assist TPTC in the following procedures:-

- (1) The formation of procurement services for equipment and replacement parts.
- (2) The establishment of equipment records.
- (3) The establishment of equipment repair and maintenance procedures.
- (4) The establishment of warehousing system and control of spare parts.

I.2. Input - In August 1977, a summary of the procedures was written as a guide-line for the inception of the various procedures.

I.3. Progress - I.1. (1) and (4) above have been instituted and I.1. (2) and (3) above introduced in stages.

I.4. Problems - Delays in equipment procurement have been experienced due to causes beyond control. Equipment Procurement No. 3 (Light Brigade equipment) has been sent to USAID/Haiti for approval on January 5, 1979. The establishment of equipment records is very slow due to the limited education of most of the operators. Warehousing and control of spare parts was delayed pending provision of suitable warehousing facilities.

I.5. Prognosis - It is expected that the construction equipment program will formalize a self-contained equipment division experienced in the procurement of equipment and spare parts, repair and maintenance of the construction brigades equipment, warehousing and control of spare parts.

J. Leasing Service (SLELC)

J.1. Objective - The objective of this program is to set-up a heavy equipment leasing service. This leasing service will be available to private contractors constructing the feeder roads to rent certain specialized or high cost equipment.

J.2. Input - Assistance has been given to SLELC in procuring equipment and spare parts, also, in developing and placing into operation the leasing service.

J.3. Progress - All equipment has been procured and is in-country as well as spare parts. The leasing service has moved to a permanent location and is now operational for equipment rental with several rental contracts having been let.

J.4. Problems - The main problem was the late delivery of the equipment ordered against IFB No.1 This started arriving when the equipment leasing Supervisor's assignment ended and accordingly caused a delay in the start-up of SLELC's rental operations.

J.5. Prognosis - With the planned award during the first half of 1979 of construction contracts for 134 kms. it is reasonably anticipated that SLELC will become self-supporting during the first two years of its existence, as planned. This assumption is based on the expectation that the contractors winning these contracts will require and will make use of SLELC rental equipment.

K. Administration Program

K.1. Objective - The objective of this program is to assist TPTC management in planning and implementing the necessary reorganization of the basis structure of TPTC. Also, to advise and assist TPTC management relative to execution of procedures for ensuring the timely implementation of all elements of this program.

K.2. Input - An advisor was assigned to the Ad Hoc Committee, in charge of the reorganization of TPTC.

K.3. Progress - A new organic law has been passed and its implementation has begun. New services have been created, personnel recruited and equipment purchased.

K.4. Problems - No major problems have been encountered to date.

K.5. Prognosis - With the apparent interest and support from TPTC executive management, the implementation of the reorganization of TPTC has an excellent chance to show beneficial results.

L. Budget and Accounting

L.1. Objective - These systems are inter-related with the cost system prepared in the light of present needs with allowances made for elaboration as the works extend. The basic document which serves in this area is schedule 17, page 65, Project Paper. "Scheduled Project Expenditures" - the framework to guide the entire operation ("force and private contractor accounting") from the onset of the project throughout its period of implementation.

L.2. Input - Methods and procedures have been designed and utilized since September 1977 and these continuously up-dated. Contacts established with related governmental agencies and banking institutions. Cumulative cost data collected on a monthly basis has been distributed to interested parties.

L.3. Problems - No major problems have been encountered.

L.4. Progress - TPTC personnel assigned to the Budget-Accounting service are demonstrating a growing interest in their role under the Project. The work-load, although steadily increasing, is being maintained.

L.5. Prognosis - In all areas of Budget/Accounting/Cost activity coordinated measures must be insured so as to provide the required funds where needed, guard against use of funds where not approved, reconcile both participation of funds on a continuing basis and make available to interested parties full disclosure of accounts during the period of the Project and at its end.

M. Training

M.1. Objective - The objective of this program is to assist in training of TPTC technical, administrative and budget/accounting personnel. This training is not at the elementary basis level since the counterparts were chosen at the beginning of the project for their previous experience.

M.2. Input - The consultant's personnel are providing training on an on-going basis at the advanced level mainly in areas in which the counterparts have had little or no prior experience. On-the-job training has been applied throughout the project covering planning and design, scheduling, road reconstruction and supervision, equipment procurement and maintenance, administration and budget and accounting.

M.3. Problems - While there are no problems relating to technical capabilities, there are some areas where lack of follow through to a definite solution of a given task requires continuing supervision.

M.4. Progress

Design - In-house designs have been prepared and completed for a total of approximately 54 kms, as well as review of private consultants design of 160 kms.

Reconstruction

Planning and scheduling of the Brigades construction operations is now being done by TPTC engineers with assistance of the Consultant's engineers as required.

Equipment

Brigade equipment maintenance is being carried out entirely by TPTC mechanics with the assistance of the Consultant's mechanics as required.

Equipment procurement was conducted jointly by TPTC and the Consultant's specialists and included preparation of specifications and contract documents and bid evaluation.

Budget and Accounting

Budget and Accounting training consists of continuing the processing of all areas of accounting which are relative to funding through USAID and GOH. This includes budget preparation, disbursement scheduling and monthly and special reports.

Administration

Administration training consisted of assistance in updating of existing Internal Regulations Manuals, reorganization of TPTC and on-the-job training of counterpart in administration, purchasing and office inventory.

M.5. Prognosis - To date experience has shown there is a continuing requirement to see that given tasks are followed through to successful completion. It is hoped that by continuing example and reminders this deficiency in carrying out given tasks and planning ahead will be remedied.

N. Meetings This Period

M.1. Feeder Road Project - Weekly meetings were held with key personnel from TPTC and the Consultant in attendance. Items pertaining to personnel, equipment and project matters were discussed.

O. Matters Pending

The following items were sent to USAID/Haiti for approval:-

O.1. Private Contract Work

- a) Prequalification of contractors report - January 12, 1979.
- b) Addendum No. 1 to prequalification of contractors report - February 16, 1979.

O.2. Light Brigade

- a) IFB No. 3 (Light Brigade Equipment) - January 5, 1979.

O.3. Equipment Procurement

- a) Bid evaluation and recommendations (IFB No.2) - January 31, 1979.

O.4. Financial

- a) SF 1034 (Equipment) \$ 9,768.00 - Dec.29, 1978
- b) SF 1034 (Operating Costs - Materials) \$ 25,532.23 - Jan.31, 1979
- c) SF 1034 (Operating Costs - Materials) \$148,353.75 - Feb. 6, 1979
- d) SF 1034 (Contract Work - Thomazeau) \$ 5,189.45 - Feb.20, 1979

P. Progress This Period

P.1. TPTC Survey and Soils Program - Construction survey layout continued on the St. Raphael-Pignon and Cavaillon-Barraderes Roads.

The field density testing and field sampling crews from the National Soils Laboratory continue working with the Brigades and on private contract work. See Appendix B-3 for progress schedule.

P.2. Design by TPTC - Design continued on the Les Cayes-Camp Perrin Roads. The design of the St. Raphael-Pignon Road has been temporarily suspended until new survey data is received from the field. See Appendix B-3 for progress schedule.

P.3. Design by Local Consultants - Visits to the local consultants design offices were made to expedite their already late design. While one consultant has already completed his design, the other consultants continue to fail to meet revised submittal dates. Letters were written to two consultants to turn in all their completed work to date. The uncompleted work will be finished by "in-house" design section. See Appendix B-4 for progress schedule.

P.4. Construction by Brigades (Force Account Work)- Construction continues on the St. Raphael-Pignon and Cavaillon-Barraderes Roads. Due to the short month and holidays, the progress during this period was very minimal. See Appendices B-5 and B-6 for progress schedules.

P.5. Construction by Light Brigade - Construction continues on the St. Antoine-Blockhauss section. The reconstruction of this section includes re-shaping and compaction of the surface course and side ditching, as well as installing additional culverts and adding base course where required. See Appendix B-7 for progress schedule.

P.6. Construction by Private Contractors - Construction continues on the Carrefour Thomazeau-Thomazeau Road. The contractor continues to fall behind schedule due to lack of proper equipment caused by pulling off equipment and breakdown of key equipment. See Appendix B-8 for progress schedule.

P.7. Construction Equipment Program - Approval of IFB No.2 Bid Evaluation and Recommendation (submitted to USAID/Haiti on January 31, 1979) and IFB No.3 Light Brigade Equipment (submitted to USAID/Haiti on January 5, 1979) has not been received to date. Routine maintenance and replacement of parts continued. An effort to rehabilitate a TPTC Galion 3-wheel roller, for approximately \$2,000. is continuing.

P.8. Leasing Service (SLELC) - The leasing service is now well know to the local contractors. The number of customers has increased from 5 to 19 within the past three months. Profits have increased 400% in the last quarter. The new SLELC administrative building is now 12% completed. Work also continues in setting up the warehousing and control systems.

P.9. Budget and Accounting - Discussions and meetings concerning the Bureau Central deficit, including the proposed monthly budget for implementation, continued.

A follow-up with suppliers of equipment under IFB No.1 was made for the purpose of reconciling final commitment of funds.

The Pilot Project file was closed following an audit by USAID/Haiti.

Q. Work Plan For March

Q.1. TPTC Survey and Soils Program - Construction layout surveys will continue on the roads under construction, Cavaillon-Barraderes and St. Raphael-Pignon Roads.

Soils testing and materials investigations will continue on roads under construction.

Q.2. Design by TPTC - The vertical profile design will be revised on the St. Raphael-Pignon Road and design will continue on the Les Cayes-Camp Perrin Road. Checking of local consultants' submittals continues.

Q.3. Design by Local Consultants - Visits to the local offices of the design consultants will continue as well as field trips to check the design.

It is anticipated that two more consultants will be 100% complete with their design submittals.

Q.4. Construction by Brigades - Construction will continue on the St. Raphael-Pignon and Cavaillon-Barraderes Roads.

Q.5. Construction by Private Contractors - Construction will continue on the Carrefour Thomazeau-Thomazeau Road. The contractor will have to make a more concerted effort in order to improve his progress.

Q.6. Construction by Light Brigade - Construction will continue on the St. Antoine-Blockhauss section of the St. Antoine-Bainet Road. It is anticipated that the two trailers, now being fabricated in Port-au-Prince, will be sent to the Brigade in March.

Q.7. Construction Equipment Program - Routine maintenance and repairs will continue as well as procurement of parts. Work will continue on rehabilitating the dead-lined Galion rollers now at the TPTC Garage.

Q.8. SLELC (Leasing Service)- Work will continue on the new administration building, setting up the warehousing system and rental of equipment.

Q.9. Budget and Accounting - The Third Quarter Budget - Operating Costs/ Materials for April-May-June 1979 will be completed. A re-appraisal of disbursement needs in line with additional funds for the Light Brigade purposes will be made.

APPENDIX A

PERSONNEL TPTC/TAMS

APPENDIX A

PROJECT STAFF - FEBRUARY 1979TPIC

NAME	POSITION TITLE	FROM	TO
R. Milfort	Project Director	1	28
E. Perpignand	Assistant Project Director	1	28
D. Dauphin	Field Supervisor	1	6 (Sick)
A. Rosemond	Budget Accounting	1	28
N. Beauharnais	Budget Accounting	1	28
M. Adam	Accountant	1	28
R. Edouard	Administration	1	28
L. Edouard	Field Engineer	1	28
S. Duplan	Field Engineer	1	28
J. St. Louis	Field Engineer	1	28
W. Clément	Equipment Specialist	1	28
E. Rémy	Assistant Equipment Specialist	1	28
L. Magloire	Heavy Equipment Mechanic	1	28
J. Lanose	Heavy Equipment Mechanic	1	28
J. Assad	Engineer	1	28
L. Pierre	Engineer	1	28
K. Jolibois	Draftsman	1	28
F. Jean-Baptiste	Engineer	1	28
E. Fortuné	Engineer	1-2	23-28 (Vacation)
G. Chrispin	Storekeeper	1	28
S. Augustin	Draftsman	1	28
E. Neptune	Typist	1	28
H. Louis-Jeune	Agronomist	1	28
F. Laroche	Field Engineer	1	28
C. Riché	Controller	1	28
G. Rosemond	Bilingual Secretary	1	28
L. Moysé	Typist/Receptionist	1	28

TPIC

<u>NAME</u>	<u>POSITION TITLE</u>	<u>FROM</u>	<u>TO</u>
M.L. Charles	Typist	1	28
Y. Elie	Typist	1	28
M. Abraham	Typist	1	28
J. Voley	Driver	1	28
V. François	Driver	1	28
B. Augustin	Office Boy	1	28
G. Bernard	Office Cleaner	1	28
M. Paul	Office Cleaner	1	28

PROJECT STAFF - FEBRUARY 1979TAMS

<u>NAME</u>	<u>POSITION TITLE</u>	<u>FROM</u>	<u>TO</u>
F.M. Rawson	Senior Transportation Engineer	1	28
M.W. Marra	Transportation Engineer	1	28
R. Miot	Field Engineer	1	28
A. Di Gennaro	Field Engineer	1	28
N. Ziegler	Field Engineer	1	28
W. Richard	Budget Accounting Advisor	1	28
M. Luangkhot	Administrative Advisor	1	-
W. Preece	Equipment Specialist	1	-
M. Tolmé	Heavy Equipment Mechanic	1	28
J. Capalbo	Heavy Equipment Mechanic	1	28
L. Jean-Claude	Administrator/Accountant	1	28
N. Percque	Executive Secretary	1	28
J. Boncy	Administrative Assistant	1	28
G. Bonaney	Bilingual Bookkeeper	12	28
F. Agence	Office Boy	1	28
G. Borgella	Driver	1	28

Departures

W. Preece	Resignation	February 1st
M. Luangkhot	End of Contract	February 1st

APPENDIX B

- B.1. Map of Haiti - Location of Feeder Roads**
- B.2. Construction Progress - Kms Completed**
- B.3. TPTC - Engineering, Design and Construction Progress**
- B.4. Local Consultants - Engineering and Design Progress**
- B.5. Construction Progress - North Brigade**
- B.6. Construction Progress - South Brigade**
- B.7. Construction Progress - Light Brigade**
- B.8. Construction Progress - Private Contractors**

KILOMETERS COMPLETED (WEIGHTED)

0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

1977
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
1978
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
1979
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
1980
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
March
April
May
June
1981
July
Aug
Sept
Oct
Nov
Dec

NORTH BRIGADE STARTED - SEPTEMBER 1, 1977

SOUTH BRIGADE STARTED - MARCH 28, 1978

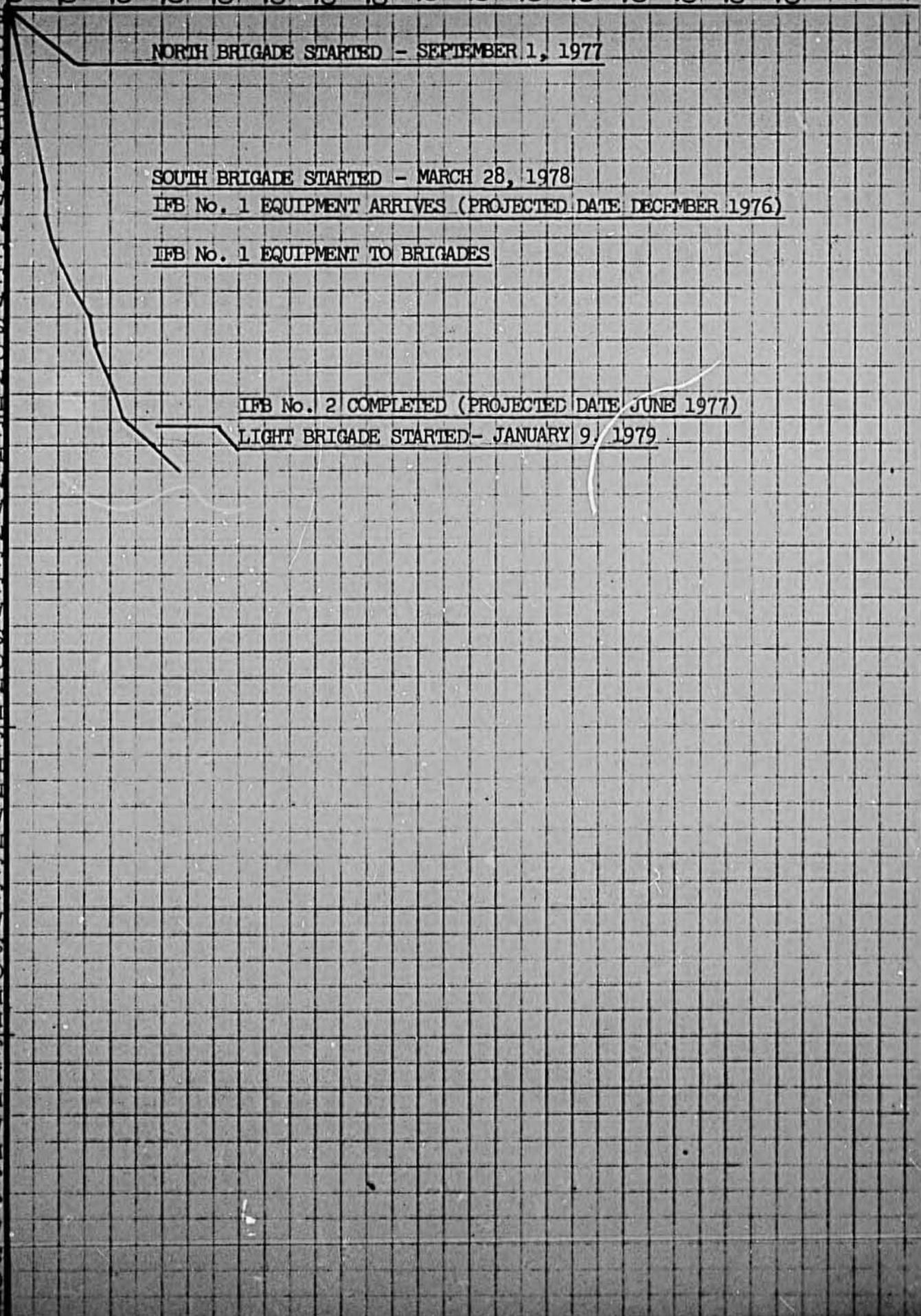
IFB No. 1 EQUIPMENT ARRIVES (PROJECTED DATE DECEMBER 1976)

IFB No. 1 EQUIPMENT TO BRIGADES

IFB No. 2 COMPLETED (PROJECTED DATE JUNE 1977)

LIGHT BRIGADE STARTED - JANUARY 9, 1979

CONSTRUCTION PROGRESS



T.P.T.C. - Engineering, Design & Construction Progress

BRIGADE	ROUTE	Kms	Surveys		Design		Construction		REMARKS
			This Month	To Date	This Month	To Date	This Month	To Date	
NORTH	Dondon - St. Raphael	12.0	-	100%	-	100%	-	100%	
NORTH	Carr. Menard - Dondon	12.0	-	100%	-	100%	-	100%	
NORTH	St. Raphael - Pignon	16.3	-	100%	-	87%	20.5%	49.0%	Vertical alignment being revised
SOUTH	Houck - Port Salut	18.1	-	100%	-	100%	-	100%	
SOUTH	Cavaillon - Barraderes	36.1	(1)	(1)	(1)	(1)	2.6%	21.1%	(1) Only minor survey & design contemplated
SOUTH	Les Cayes - Camp Perrin	22.2	-	100%	10%	90%	-	-	
SOUTH	Miragoane - Anse a Veau	27.0	-	100%	-	30%	-	-	Design temporarily stopped
LIGHT	Carr. St. Antoine-Bainet	35.5	-	-	-	-	9.6%	19.3%	
PRIVATE CONTRACTOR	Carr. Thomazeau-Thomazeau	7.0	-	100%	-	100%	8.9%	32.1%	Surveys & Design by TPTC

LOCAL CONSULTANTS - Engineering & Design Progress

CONSULTANT	ROUTE	Kms	Surveys		Design		REMARKS
			This month	To date	This month	To date	
TECINA	Vieux Depot - Marmelade	14.4	-	100%	-	100%	
TECINA	Ennery - St.Michel	25.0	-	100%	-	100%	
ENGINEERING	Gros Morne - Bassin Bleu	22.2	-	100%	-	95%	
GIA	Bassin Bleu - Port-de-Paix	27.9	-	100%	-	98%	
MAXIME LEON	Carr.Moussignac-Cote de Fer	40.5	-	100%	3%	95%	Field check in March
HAITI CONSULT	Carr.Fauche - Camp David	26.6	-	100%	10%	90%	Field check in March

North Brigade - Force AccountSt. Raphael - Dondon Road (Link No.28)

Length	Km. 12.0
Contractor	TPTC Force Account
Supervising Engineer (TPTC)	P. Michel
Advisor/Consultant (TAMS)	A. Di Gennaro
Starting Date	September 1, 1977
Scheduled Completion Date	December 31, 1977
Estimated Completion Date	August 31, 1978
Final Completion Date	August 31, 1978
Estimated Cost	\$169,533.00 (1)
Expenditures to date	\$118,420.21 (2)
Expenditures per Km	\$ 9,868.35
Percentage completed	100%

(1) This estimated cost is derived from the Project Paper and includes first year 15% inflation rate.

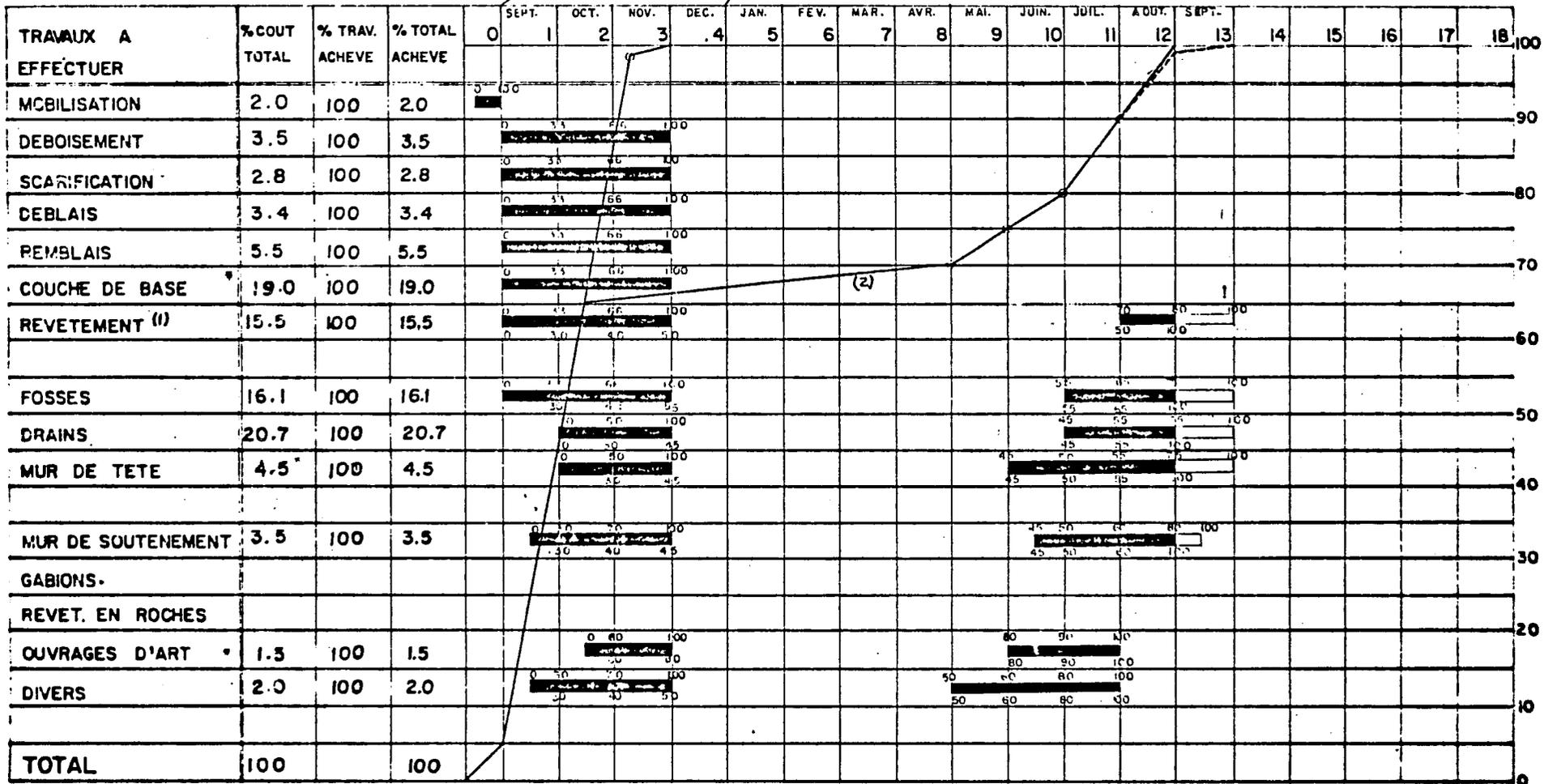
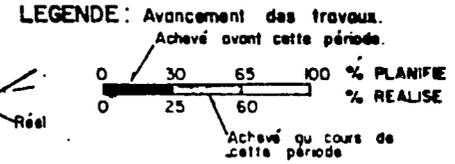
(2) Expenditures to August 31, 1978

Without amortization	\$ 93,741.21
With amortization	\$118,420.21

Progress - All work has been completed on this link.

CALENDRIER DES TRAVAUX

PROJET ROUTES SECONDAIRES AGRICOLES
ROUTE BONDON - ST RAPHAEL
LONGUEUR-(Km.) 11.52



* REVISION (AOUT 78)

NOTES (1) PLACEMENT IN SPECIFIED AREAS ONLY

(2) REVISED TO REFLECT BRIGADE'S MOVE TO DOYON-CAR MENARD P.O.

North Brigade - Force AccountBarriere Battant (Carrefour Menard) - Dondon (Link No.27)

Length	Km.12.0
Contractor	TPTC Force Account
Supervising Engineer (TPTC)	P. Michel
Advisor/Consultant (TAMS)	A. Di Gennaro
Starting Date	January 1, 1978
Scheduled Completion Date	April 30, 1978
Estimated Completion Date	November 30, 1978
Final Completion Date	November 30, 1978
Estimated Cost	\$125,889.35 (1)
Expenditures to date	\$304,679.31
Expenditures per Km	\$ 25,432.33
Percentage completed	100%
Kms Completed	12.0

(1) This estimated cost is derived from the Project Paper and includes first year 15% inflation rate.

(2) Expenditures to November 30, 1978

Without amortization	\$252,092.81
With amortization	\$304,679.31

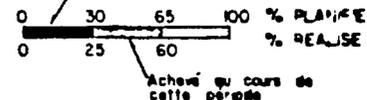
Progress - All work has been completed.

CALENDRIER DES TRAVAUX

PROJET ROUTES SECONDAIRES AGRICOLES
ROUTE DONDON - CAR. MENARD
LONGUEUR - (Km.) 12.0

15 DEC 1977

LEGENDE : Avancement des travaux



TRAVAUX A EFFECTUER	% COUT TOTAL	% TRAV. ACHEVE	% TOTAL ACHEVE	0	DEC-1	JAN-2	FEV-3	MAR-4	AVR-5	MAI-6	JUIN-7	JUL-8	AOU-9	SEP-10	OCT-11	NOV-12	DEC-13	14	15	16	17	18	
MOBILISATION	1.9	100	1.9	0	100																		
DEBOISEMENT	1.9	100	1.9	0		30	40	60	80	95	100	97	100										
SCARIFICATION	1.3	100	1.3	0		20	40	60	80	95	100	100											
DEBLAIS	9.3	100	9.3	0		20	40	60	80	95	100	55	75	97	100								
REMBLAIS				0																			
COUCHE DE BASE	27.9	100	27.9	0		20	40	55	70	85	100	100	100	100	100	100	100	100	100	100	100	100	100
REVETEMENT	9.3	100	9.3	0		20	40	55	70	85	100	100	100	100	100	100	100	100	100	100	100	100	100
FOSSES	16.0	100	16.0	0		20	40	55	70	85	100	100	100	100	100	100	100	100	100	100	100	100	100
DRAINS	19.5	100	19.5	0							35	60	100	100	100	100	100	100	100	100	100	100	100
MUR DE TETE	2.8	100	2.8	0							35	66	100	100	100	100	100	100	100	100	100	100	100
MUR DE SOUTÈNEMENT	4.8	100	4.8	0				10	20	46	72	100	100	100	100	100	100	100	100	100	100	100	100
GABIONS				0																			
REDET. EN ROCHES				0																			
OUVRAGES D'ART	4.5	100	4.5	0							35	66	100	100	100	100	100	100	100	100	100	100	100
DIVERS	1.0	100	1.0	0		20	40	50	70	100	100	100	100	100	100	100	100	100	100	100	100	100	100
TOTAL	100		100																				

North Brigade - Force AccountSt. Raphael - Pignon Road (Link No.29)

Length	Kms. 16.3
Contractor	TPTC Force Account
Supervising Engineer (TPTC)	L. Edouard
Advisor/Consultant (TAMS)	A. Di Gennaro
Starting Date	15 November 1978
Scheduled Completion Date	31 May 1979
Estimated Completion Date	31 May 1979
Final Completion Date	
Estimated Cost	\$ 65,748.38 (1)
Expenditures to date	\$180,282.05
Expenditures per Km	\$ 22,535.26
Percentage Completed	49.0%
Kms Completed (weighted)	8.0

(1) This estimated cost is derived from the Project Paper and includes first year 15% inflation rate.

(2) Expenditures to February 28, 1979 are as under:

- (a) Without amortization \$155,613.05
- (b) With amortization \$180,282.05

Progress - The work completed to date is as follows:-

- 1. Scarification - 85%
- 2. Embankment - 55%
- 3. Base course - 58%
- 4. Surface course - 3%
- 5. Side ditches - 55%
- 6. Culverts - 40%
- 7. Masonry headwalls - 35%
- 8. Excavation - 45%
- 9. Masonry retaining walls - 30%

South Brigade - Force AccountCarrefour Houck - Port Salut (Links Nos. 229 and 230)

Length	Kms. 18.1
Contractor	TPTC Force Account
Supervising Engineer (TPTC)	S. Duplan
Advisor/Consultant (TAMS)	R. Miot
Starting Date	March 28, 1978
Scheduled Completion Date	August 31, 1978
Estimated Completion Date	December 31, 1978
Final Completion Date	December 31, 1978
Estimated Cost	\$ 83,364.08 (1)
Expenditures to date	\$225,659.02
Expenditures per km	\$ 12,467.35
Percentage completed	100%
Kms Completed (weighted)	18.1 kms

(1) This estimated cost is derived from the Project Paper and includes first year 15% inflation rate.

(2) Cost to December 31, 1978 are as under:

(a) Without amortization	\$176,075.52
(b) With amortization	\$225,659.02

Progress - All work has been completed.

South Brigade - Force Account WorkCavaillon-Barraderes Road (Link Nos. 246 and 193)

Length	Kms. 36.1
Contractor	TPTC Force Account
Supervising Engineer (TPTC)	S. Duplan
Advisor/Consultant (TAMS)	R. Miot
Starting Date	February 1, 1978
Scheduled Completion Date	October 31, 1979
Estimated Completion Date	October 31, 1979
Final Completion Date	
Estimated Cost	\$531,700.00
Expenditures to date	\$232,872.54 (1)
Expenditures per Km	\$ 30,641.12
Percentage Completed	21.1%
Kms Completed (weighted)	7.6

(1) Includes costs from February 1, 1978

(2) Costs to February 28, 1979 are as under:

(a) Without amortization	\$201,972.07
(b) With amortization	\$232,659.02

Progress to date

1. Mobilization	-	60%
2. Scarification	-	30%
3. Excavation	-	5%
4. Embankment	-	10%
5. Side ditches	-	35%
6. Culverts	-	20%
7. Masonry headwalls-		20%
8. Drilling (rock)	-	35%
9. Surface course	-	40%

Light Brigade (Labor Intensive and Equipment Mix)Carrefour St. Antoine - Baint Road

Length	Kms. 35.5
Contractor	TPTC Light Brigade
Supervising Engineer (TPTC)	J. St. Louis
Advisor/Consultant (TAMS)	N. Ziegler
Starting Date	January 9, 1979
Scheduled Completion Date	August 1, 1979
Estimated Completion Date	August 1, 1979
Final Completion Date	
Estimated Cost	\$232,000.00
Expenditures to date	\$ 48,834.66 (1)
Percentage Completed	19.3%

(1) Includes costs occurred during training period from October to December 1978.

(2) Costs to February 28, 1979 are as under:

(a) Without amortization	\$48,230.66
(b) With amortization	\$48,834.66

Progress to date

Work completed:-

Mobilization	- 30%
Reshaping and compaction	- 40%
Base course	- 15%
Culverts	- 20%
Masonry headwalls	- 20%
Masonry retaining walls	- 50%

Private Contractors WorkCarrefour Thomazeau - Thomazeau Road

Length	Kms. 7.0
Contractor	Vorbe & Fils
Supervising Engineer (TPTC)	R. Davis
Advisor/Consultant (TAMS)	R. Miot
Starting Date	20 November 1978
Scheduled Completion Date	20 February 1979
Estimated Completion Date	31 March 1979
Final Completion Date	
Estimated Cost	\$84,630.75
Expenditures to Date	\$30,233.50
Expenditures per Km	\$13,145.00
Percentage Completed	32.1%
Kms. Completed (weighted)	2.3

Progress - The work completed to date is as follows:-

1. Shaping existing roadway - 83%
2. Embankment + foundation course - 45%
3. Excavation -100%
4. Rip-Rap -100%

APPENDIX C

EQUIPMENT

Equipment - North Brigade - February 1979

Received:

None

Returned:

1 - CAT 140 Grader (to SLELC)

On Hand:

1 - CAT D-8 dozer

1 - CAT D-6 dozer

1 - CAT 12G grader

1 - CAT 941B track loader

1 - M-F loader-backhoe

1 - Dynapac vibratory roller

2 - Hyster and Atlas - 3 wheel rollers

10 - Ford dump trucks

2 - Ford Flat-bed trucks

2 - Ford water trucks

1 - Ford fuel truck

3 - Ford pick-up trucks

1 - Ford shop truck

1 - Lubrication Unit

1 - Arc welding machine

1 - Whacker-vibro compactor

1 - Ford tractor - low boy (for use by each Brigade)

Equipment - North Brigade - February 1979 (Cont')

Downtime:

- 1 - Loader backhoe (8 days) - Hydraulic hose repairs
- 1 - Dump truck (2 days) - Body welding repairs
- 1 - Dump truck (15 days) - Transmission repairs
- 1 - Dump truck (7 days) - Engine overhaul
- 1 - Water truck (17 days) - Transmission repairs
- 1 - Pick-up truck (4 days) - Fuel pump repairs

Deadlined:

- 1 - Hand compactor (28 days)- In Port-au-Prince for
warranty repairs
- 1 - Dump truck (28 days) - Complete engine overhaul
required

Equipment - South Brigade - February 1979

Received:

None

Transferred:

None

On Hand:

- 1 - CAT D-8 dozer
- 1 - CAT D-6 dozer
- 2 - CAT 12G and 140G graders (one rental)
- 1 - M-F loader-backhoe
- 1 - CAT 941B track loader
- 1 - Dynapac vibratory roller
- 1 - Three-wheel roller
- 1 - Tandem roller
- 3 - Air compressors
- 1 - Lincoln welding machine
- 9 - Ford dump trucks
- 1 - Ford flat-bed truck
- 1 - Ford water truck
- 1 - Ford fuel truck
- 1 - Ford shop truck
- 3 - Ford pickup trucks
- 2 - Whacker - vibro compactors
- 2 - Pavement breakers

Equipment - South Brigade - February 1979 (Cont)

Downtime:

- 1 - Grader, Rental (17 days)
- 1 - Grader (28 days) - Brake repairs
- 1 - Loader (7 days) - Fuel pump repairs

Deadlined:

- 1 - Dump truck (28 days)- Requires complete electrical
and body repairs
- 1 - Flat-bed truck (28 days) - Minor engine repairs to
be completed and flat bed
modification for lube unit.

Equipment - Light Brigade - February 1979

Received:

- 1 - Dodge truck, 4 X 4
- 1 - John Deere farm tractor (rental)

Returned:

- 1 - Dynapac roller (SLELC rental)

On Hand:

- 1 - Hyster pneumatic roller
- 1 - Ford-600 dump truck
- 1 - Ford water truck
- 1 - John Deere farm tractor (rental)
- 2 - Dodge trucks, 4 X 4
- 1 - Jeep
- 1 - Land Rover
- 1 - Roller, towed-type

APPENDIX D

COST DATA

AGRICULTURAL FEDERAL ROADS PROJECT

FINANCIAL STATUS

1. GRANT

	<u>Budget</u>	<u>Invoice for Period</u>	<u>Total Invoiced to Date</u>	<u>Remaining Balance</u>
US	\$ 1,912,615	60,510.85 (Dec.78)	1,326,628.63 (Dec.31,1978)	585,986.37
Gourdes	3,062,400	73,186.00 (Feb.79)	2,237,459.48 (Feb.28,1979)	824,940.52

2. LOAN

	<u>Budget</u>	<u>Committed</u>	<u>Remaining Balance</u>
US	\$ 5,000,000	1,821,226.58 (Equipment Procurement No. 1 200,000.00 (LIPP) <u>270,000.00 (SLELC)</u> 2,291,226.58	\$2,708,773.42

CURRENT THRU 2/28/79

LOAN - U.S. \$ 5 Million

Project: Agricultural Feeder Roads

Rounded in Thousands of U.S. Dollars

I N P U T U.S. DOLLARS	Programmed Previous Years FY 1976 - 1977	Expended Previous Yrs FY 1976-1977 FY 1977-1978	Balance Brought Forward	Programmed This FY 1978-1979	NET		Expended Total To Date	Balance Remaining Cumula- tive	I.F.B. #1 \$1,824,226.58
					Total Available Combined FYs 76-77: 77-78 78- 79				
Brigade Equipment	6.7 \$ 400.-	7.8 \$ 852.-	\$ 348.:	\$ 600.-	\$ 948.-	\$ 852:	\$ 948+		
Leasing Equipment	7.8 800.-	:	:	:	:	:	:	(a)	
	6.7 400.-	7.8 972.-	28.:	-0-	28.-	972:	28:		
	7.8 600.-	:	:	:	:	:	:		
Pilot Project	6.7 150.-	7.8 198.-	(b) 2.:	-0-	-0-	198:	-0-	(b) non-add:	
	7.8 50.-	:	:	:	:	:	:		
SUB-TOTAL	\$ 2,400.-	\$2,022.-	\$ 376.:	\$ 600.-		\$2,022:	\$ 976:		
Loan - Gourdes									
Materials	6.7 \$ 50.-	:	:	:	:	:	:	:	
	7.8 100.-	:	:	:	:	:	:	:	
Operating Costs	:	6.7 30.-	6.7 \$ 60.:	\$ 100.-	\$ 600.-	6.7.8 \$ 189:	:	:	
	6.7 50.-	7.8 159.-	7.8 51.:	200.-		8.9 70:	\$ 341:	(c) ✓	
	7.8 100.-	:	:	:	:	:	:		
Contract Work	6.7 50.-	:	:	:	:	:	:	:	
	7.8 75.-	-0-	(d) 125.:	100.-	225.-	-0-	225:		
SUB-TOTAL	\$ 425.-	\$ 189.-	\$ 236.:	\$ 400.-	\$ 825.-	\$ 259:	\$ 566:		
Total Loan	\$ 2,825.-	\$2,211.-	\$ 612.:	\$ 1,000.-		\$2,281:	\$ 1,542:		

(a) Following distribution of spare parts, reconciliation of disbursement of IFB No. 1, including extension of L/Com.thru 11/15, additional bank charges and disposition of excess property procured - liquidation of FYs 76-77/77-78 allotments.

(b) Balance of \$ 2. uncommitted transferred to General Fund.

(c) Uncommitted:

FY-76-77-78 - (Balances)	→	Pilot Project Radios Budget Forwarded from Oct./Nov./Dec.78	\$ 1,888.18 236.73 962.10
FY 76-77 77-78 FY 78-79	→	\$ 60,000.- (1) 20,824.-	\$ 3,087.01 80,824.00 256,676.26 (2)
			340,587.27 (\$341.-) ✓

(1) Earmarked for Light Brigade - \$ 53,000.-

(2) Call for \$ 148,353.70 - Feb. 6, 1979

(d) \$ 28,210.25 earmarked for Thomazeau (Call for \$ 5,180.45 - Feb. 10, 1979)

PILOT PROJECT

Du 19 Janvier au 30 Sept. 1978

	GDES	US. \$
Labor	G. 703,506.30	\$ 140,701.26
Material	23,088.00	4,617.60
Equipment (Rental)	67,519.25	13,503.85
Tools	111,740.90	22,348.18
General & Administrative	84,704.65	16,940.93
	G. 990,559.10	\$ 198,111.82
Allotment	\$ 200,000.00	
Expenditures	198,111.82	
	Balance to General Fund	\$ 1,888.18

NOTE: Final distribution of Costs - audited by
U.S.A.I.D - November 1978 - no exceptions.

LIGHT BRIGADE
STATEMENT OF COSTS & EXPENSES
FROM OCT.23,78 TO FEBRUARY 1979

Labor	\$ 33,551.52
Rental Equipement	10,926.41
Material	2,200.58
Tools	337.00
General Administration	<u>1,215.15</u>
Total Cash Expenses	48,230.66
<u>Depreciation Equipement</u>	
<u>Non Cash</u>	
Depreciation Expense -Water truck 141-A	293.00
Depreciation Expense- Dump truck	89.00
" " 2 1/4 Ton truck	<u>222.00</u>
Total costs and Expenses	<u>\$ 48,834.66</u>

Contract Work :

Carrefour Thomazeau - Thomazeau

1st advance to

Entrepreneur, Nov. 9, 1978

\$ 12,694.61

63,473.05 G.

1st 'Devis' to

Entrepreneur - Feb. 16, 1979

(a) \$ 15,568.35

77,841.75

(a) of which A.I.D. participation

\$ 5,189.45 - 25,947.25

SF-1034 submitted to

USAID - February 16, 1979

AGRICULTURAL FEEDER ROADS

CUMULATED COSTS FROM START OF OPERATIONS THROUGH FEBRUARY 28, 1979

	DONDON ST. RAPH.	DONDON CAR. MENARD	ST. RAPHAEL PIGNON	CAVAILLON 8/77-1/78	BARRADERE 2/78-2/79	HOUCK PORT-SALUT	CAYES CAMP-PER	THOMAZE	MIRAGOA AME-A-V	CENTRAL OFFICE	TOTAL
Labor	289,765.87	682,512.10	273,677.65	183,637.00	403,366.12	464,248.04	63,361.50	28,642.00	22,801.25	766,986.72	3,178,998.25
Maintenance/Repair	27,548.05	192,948.15	156,218.10	35,491.00	170,411.00	95,817.30	-	2,466.10	-	66,941.30	747,841.00
Fuel/Lubricant	140,845.50	250,205.90	115,477.60	56,395.25	138,801.75	180,720.50	-	-	-	74,147.40	956,593.90
Material	7,225.40	93,971.25	131,006.03	9,297.50	195,797.45	102,773.55	-	2,428.50	3,588.50	144,391.05	690,479.20
Supplies/Miscell.	3,321.25	40,826.65	101,685.90	4,192.25	101,484.10	36,818.20	1,374.75	402.00	-	161,605.20	451,710.30
Amortization of Equipment Non-Cash	468,706.07	1,260,464.05	778,065.28	289,013.00	1,009,860.30	880,377.59	64,736.25	33,938.60	26,389.75	1,214,071.67	6,025,622.65 ✓
(a)	13,505.00	80,572.50	69,585.00	-	69,545.00	96,915.00	-	-	-	-	330,122.50
(b)	109,890.00	182,360.00	53,760.00	109,110.00	84,957.50	151,002.50	-	-	-	-	691,080.00
	592,101.07	1,523,396.55	901,410.28	398,123.00	1,164,352.80	1,128,295.09	64,736.25	33,938.60	26,389.75	1,214,071.67	7,046,825.15

①

②

③

(c)

WORKS:

Pipes - Young Metal Co. - Revision of breakdown through January 31, 1979:		
Costs charged to No. Brigade	a. 56,419.60	
North Brigade Stock	26,911.45	83,331.05
Charged to So. Brigade		113,500.85
Stock Port-au-Prince (SLELC)		48,948.60
Light Brigade		3,432.00
	a. 249,212.50	

IN SUMMARY:

Labor	a. 3,178,998.25	\$ 635,799.65	% 52.76
Maintenance/Repair	747,841.00	149,568.20	12.41
Fuel/Lubricant	956,593.90	191,318.78	15.87
Material	690,479.20	138,095.84	11.46
Supplies/Miscellaneous	451,710.30	90,342.06	7.50
	a. <u>6,025,622.65</u> ✓	\$ <u>1,205,124.53</u>	% <u>100.-</u>

\$ 242,814.33 → DEFICIT

N.B. (a) Amortization of Equipment proceeding from 'IFB' No. 1
 (b) Amortization of Equipment transferred from TPTC
 (c) Advances on "Contract Work" are not considered in this table

① ② ③

--- Works completed

AGRICULTURAL FEEDER ROADS
COST: FROM FEBRUARY 1 THROUGH 28, 1979

	ST. RAPHAEL PIGNON	CAVAILLON BARRADERES	THOMAZEAU	CENTRAL OFFICE	TOTAL
Labor	90,569.50	88,144.60	8,940.00	39,544.50	227,198.60
Maintenance/Repair	51,847.33	43,039.27	-	7,051.50	101,938.10
Fuel/Lubricant	37,586.60	55.00	-	273.00	37,914.60
Material	44,701.65	7,403.40	-	235.10	52,340.15
Supplies/Miscellaneous	<u>23,144.40</u>	<u>22,690.00</u>	<u>-</u>	<u>2,348.90</u>	<u>48,183.30</u>
	247,849.48	161,332.27	8,940.00	49,453.00	467,574.75
Amortization of Equip- ment Non-Cash	(a): 23,195.00	22,205.00	-	-	45,400.00
	(b): <u>17,920.00</u>	<u>17,740.00</u>	<u>-</u>	<u>-</u>	<u>35,660.00</u>
	<u>288,964.48</u>	<u>201,277.27</u>	<u>8,940.00</u>	<u>49,453.00</u>	<u>548,634.75</u>
			(c)		

In Summary:

Labor	227,198.60	\$ 45,439.72	% 48.59
Maintenance	101,938.10	20,387.62	21.80
Fuel/Lubricant	37,914.60	7,582.92	8.11
Material	52,340.15	10,468.03	11.19
Supplies/Miscellaneous	<u>48,183.30</u>	<u>9,636.66</u>	<u>10.31</u>
	<u>467,574.75</u>	<u>93,514.95</u>	<u>100.-</u>

- NOTES: (a) Equipment proceeding from IFB No. 1
 (b) Equipment transferred to TPTC
 (c) Payment of first Cost Estimate on " Contract Work is reported separately (Vorbes & File)

AGRICULTURAL FEEDER ROADS
ANALYSIS LABOR SALARIES
TO FEBRUARY 28, 1979
CUMULATIVE (a)

Dondon/St. Raphael	£. 225,477.40	\$ 45,095.48	% 7.72
Dondon/Carrefour Ménaid	682,512.10	136,502.42	23.36
St. Raphael/Pignon	273,677.65	54,735.53	9.36
Caveillon/Barradères	523,833.62	104,766.72	17.93
Houck/Port-Salut	464,248.04	92,849.61	15.89
Cayes/Camp Perrin	63,361.50	12,672.30	2.17
Thomazeau	28,642.00	5,728.40	.98
Miragoane/Anse-à-Veau	22,801.25	4,560.25	.78
Central Office	<u>637,358.47</u>	<u>127,471.69</u>	<u>21.81</u>
	<u>£.2,921,912.03</u>	<u>\$ 584,382.41</u>	<u>100.-</u>

(a) From October 1st 1977

	DONDON	DONDON	ST.RAPHAEL	CAVAIL.	HOUCK	CAYES	MIRAGOANE	CENTRAL	
	ST.RAPHAEL:	CARRF.MEN.:	PIGNON	BARRADER	PORT.SALUT	CAMP.PER.	THOMAZ.	ANSE-A-V.	OFFICE
FY 77-78 (REPORT)	225,477.40	495,369.28	-	229,087.02	301,417.54	63,361.50	1,955.00	18,449.25	435,087.95
October 1978	-	96,197.82	-	27,150.00	69,267.00	-	-	4,352.00	38,271.02
November 1978	-	90,945.00	-	27,809.00	72,625.50	-	2,147.00	-	48,189.50
December 1978	-	-	88,976.15	67,291.50	17,573.10	-	6,380.00	-	38,240.50
January 1979	-	-	94,132.00	84,351.50	3,364.90	-	9,220.00	-	38,025.00
February 1979	-	-	<u>90,569.50</u>	<u>88,144.60</u>	-	-	<u>8,940.00</u>	-	<u>39,544.50</u>
£.	<u>225,477.40</u>	<u>682,512.10</u>	<u>273,677.65</u>	<u>523,833.62</u>	<u>464,248.04</u>	<u>63,361.50</u>	<u>28,642.00</u>	<u>22,801.25</u>	<u>637,358.47</u>
	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>
\$	<u>45,095.48</u>	<u>136,502.42</u>	<u>54,735.53</u>	<u>104,766.72</u>	<u>92,849.61</u>	<u>12,672.30</u>	<u>5,728.40</u>	<u>4,560.25</u>	<u>127,471.69</u>

AGRICULTURAL FEEDER ROADS

OVERHEAD EXPENSES "General and Administrative" CENTRAL OFFICE

V E N T I L A T I O N

	FY 1976 - 1977 1977 - 1978 <u>To September 30, 1979</u>	FY 1978 - 1979 To February 28, 1979	Cumulated To 2/28/79
SALARIES :			
		October 1978	38,271.02
		November "	48,189.50
		December "	38,240.50
		January 1979	38,025.00
		February 1979	<u>39,544.50</u>
	564,716.20	202,270.52	766,986.72
<u>OTHER COSTS:</u>			
Jeep	33,500.00	-	33,500.00
Maintenance/Repair	36,970.10	29,971.20	66,941.30
Fuel/Lubricant	45,443.45	28,703.95	74,147.40
Material	26,815.30	9,334.90	36,150.20
Supplies & Expenses (Office	78,097.10	63,649.10	141,746.20
Transportation	81.00	-	81.00
<u>MISCELLANEOUS:</u>			
Immobilizations (Furniture, Offices, Others)	74,740.85	-	74,740.85
Advance for Cap-Haitien Office	5,125.00	-	5,125.00
Compensation (Accident)	200.00	-	200.00
Rent Jacmel Villa	<u>14,453.00</u>	-	<u>14,453.00</u>
	G. <u>880,142.00</u>	G. <u>333,929.67</u>	<u>1,214,071.67</u>
Salaries	G. 766,986.72	\$ 153,397.34	% 63.17
Other Costs/Sundries	447,084.95	89,416.99	36.83
TOTAL	G. <u>1,214,071.67</u>	\$ <u>242,814.33</u>	% <u>100.-</u>