

PO. P.M. - 296
54539

MONTHLY PROGRESS REPORT

MAURITANIA RURAL ROADS IMPROVEMENTS

PROJECT NO. 682-0214

CONTRACT NO. AFR-0214-C-00-3045-00.

USAID NOUAKCHOTT ISLAMIC REPUBLIC OF MAURITANIA

DATE FEBRUARY 28, 1986

PREPARED BY:

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CHIEF-OF-PARTY - M'BOUT

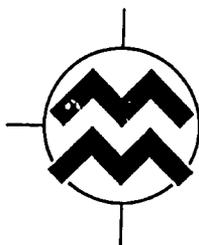
MORRISON-MAIERLE, INC.

CONSULTING ENGINEERS

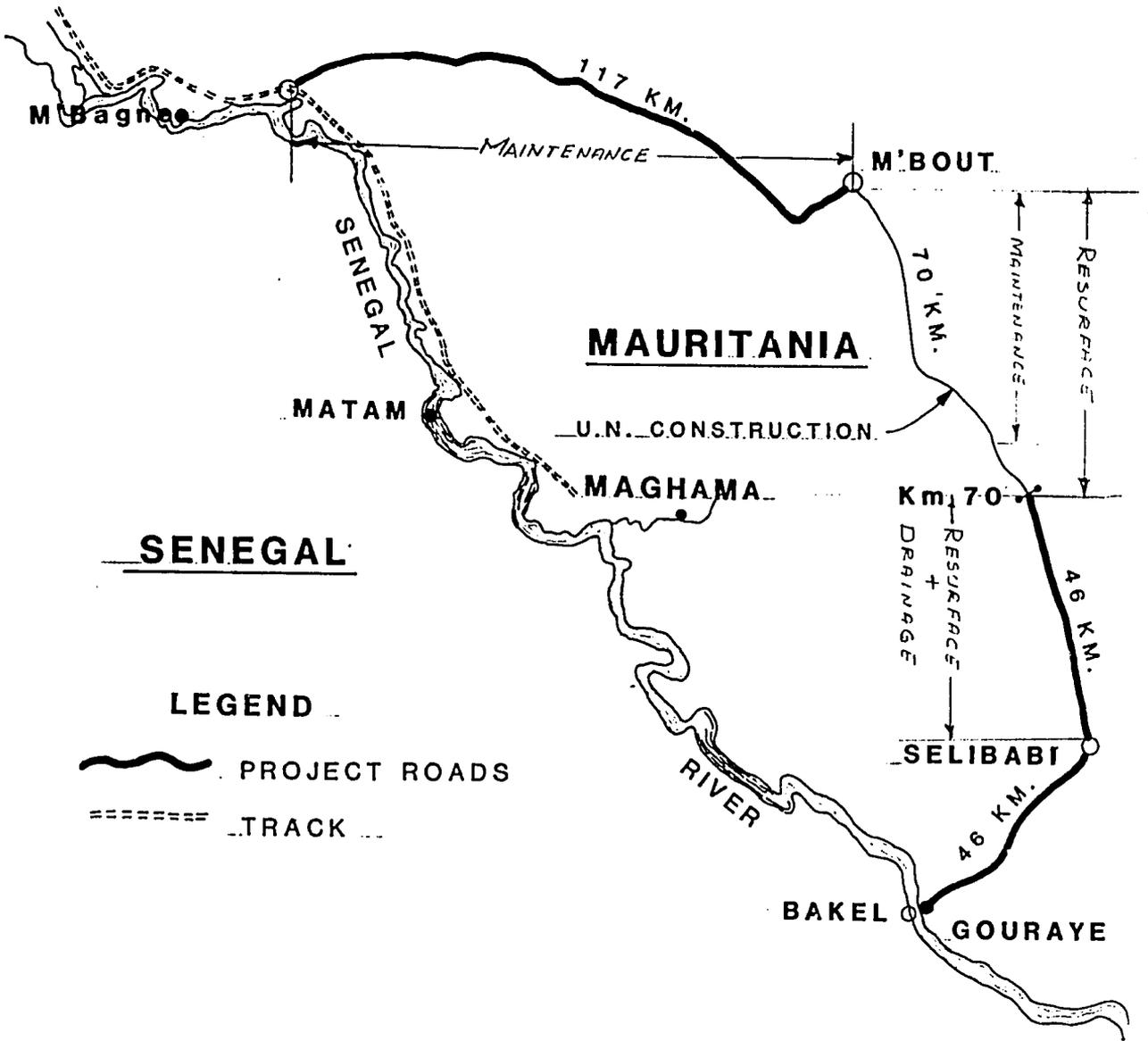
P. O. BOX 6147 - HELENA, MONTANA 59601

AND

OVERSEAS CONSTRUCTION SERVICES



PROJECT MAP
 LA CARTE DU PROJET
 FEB-1986



5.5m, 80 Km /hr, All Weather Earth Road.
Route de Terre à Deux Voies Utilisable
à tout les Temps à la Vitesse de 80Km/h

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1.0 EXECUTIVE SUMMARY - Administration and Personnel

Kaedi-M'Bout Section:

Maintenance : 117 kms.
Construction of Radians : 1st phase
Reconstruction : 0

M'Bout-Selibaby Section:

Reconstruction : 41,8 kms.
Maintenance of Radians : 4
Construction of Culverts : None
Construction of Radians : None
Road Maintenance : 30 kms.

Personnel:

Expatriate : 5
Brigade : 85 plus 20 day laborers
Payroll : UM 1,244,800

Fuel Consumption:

Gasoline : 2,946 lts.
Diesel : 47,566 lts.

Other:

Working days : 24
Holidays : 4

ADMINISTRATION AND PERSONNEL:

Five operators were dismissed for staging an illegal slow down procedure, which significantly curtailed our production during the first half of the month of February.

The number of laborers have increased by five, to reinforce the rock collecting tasks and assembly of culverts.

In addition, some twenty people coming from villages along the road have been employed as day workers to collect rocks to be used for filling gabions. It is anticipated that the number may increase up to fifty, as the program is working very well. 150,000 UM have been committed this month for these activities.

2.0 KAEDI-M'BOU SECTION

2.1 Maintenance:

Maintenance continues to be the main activity in this section of the road. A Champion grader is assigned to maintain the surface of the road in serviceable condition. The main objective is to keep the surface free of corrugations. The entire length of road is either bladed or dragged, as necessary.

2.2 Drainage Facilities:

The radiers were profiled last month. A crew of day workers from the village are getting rocks near the road. The rocks will be transported to the radier sites when equipment to do so becomes available. Upon the arrival of gabions, the actual construction will begin. It is expected that at least 40,000 M³ of rocks of various sizes will be used. With a likely swell factor of .60, some 66,000 CM³ of rocks will need to be transported. Assuming a medium hauling distance of 20 kms, a truck may be able to make 3 trips per hour. At this rate, we can move 5 trucks x 3 trips per hour x 8 M³ per trip = 120 M³ per hour $66,000 M^3 \times \frac{1}{120 M^3/hr} = 550 \text{ hours} \times \frac{\text{week}}{50 \text{ hrs}} = 11 \text{ weeks.}$

It is very unlikely that we can complete this task before the next wet season without additional trucks. Our present trucks are programmed until the first half of April in the Selibaby route. However, based on last year's experience, I believe this phase of work can continue year around.

3.0 M'BOUT - SELIBABY ROAD

3.1 Reconstruction:

We have now completed the reconstruction and surfacing of the U.N. built 70 km. road between M'Bout and Artenou. Washed out sections were rebuilt, the surface reprofiled and scarified, and a minimum thickness of 15 cms. of road surfacing material added, compacted and regraded. As usual, the chief problem encountered was the absence of adequate surfacing material within economical hauling distances. Before we start working on the remaining 46 kms. of road, a temporary camp will be established near the village of Tassota to house the field personnel.

This last section presents a formidable challenge as no less than 79 places varying in length from 4 to 300 meters will have to be reconstructed and provide with some forms of cross drainage. There are crossings at 3 major oucuds and the entire 46 kms. needs surfacing. Approximately 42,000 cubic meters of gravel need to be found and transported.

3.2 Drainage Facilities:

All of the concrete radiers between M'Bout and Selibaby are in some need of maintenance. They are all undermined beneath the slabs, where cavities of various dimensions are to be found. During this month, the first four concrete radiers were underpinned, and at Garfa, 3 square meters of slab were replaced. Other sites where radiers are to be constructed are being profiled as the route advances.

3.3 Maintenance:

Approximately 30 kms. of road have been regraded between M'Bout and Selibaby as part of our maintenance effort.

4.0 EQUIPMENT STATUS

All major pieces of construction are operational with the exception of a front end loader, for which we have not yet received all parts that were requisitioned. A D7 is also not operating, lacking spare parts, which we do not have in stock and were requisitioned last month.

As the front end loader will be required before radier construction starts, we are attempting to modify and reinforce available parts in order to bring it back to a working status, at least until the new parts arrive.

5.0 FUEL AND LUBRICANT STATUS

	<u>DATE</u>	<u>DIESEL LITERS</u>	<u>GASOLINE LITERS</u>
Balance on	1/25/85	24,847	5,040
Fuel Received	2/00/86	42,000	8,000
Fuel Used	2/00/86	(47,566)	(2,946)
Fuel in Storage	2/25/86	19,281	10,094

LUBRICANTS IN STOCK

Oil W-10	7 drums
Oil W-30	32 "
Oil W-40	0
Oil W-90	9 "
Oil W-140	9 "
Dextron	2 "
Antifreeze	15 "
Grease	10 "

6.0 VISITORS, EXPATRIATE ARRIVAL AND DEPARTURE

<u>NAME</u>	<u>ORGANIZATION</u>	<u>ARRIVAL</u>	<u>DEPARTURE</u>
Mike Stangl	USAID/Nouakchott	2/9	2/12
M. Favary	Maurequip/Nouakchott	2/9	2/12
Jack Fernandez, COP	Morrison-Maierle, Inc.		2/27
Ken Rikard	USAID/Nouakchott	2/24	2/26
Mike Kingery	USAID/Abidjan	2/24	2/26