

**GOVERNMENT OF KHYBER PAKHTUNKHWA  
PAKHTUNKHWA HIGHWAYS AUTHORITY(PKHA)**

**PESHAWAR**



**PROGRESS REPORT**

**FOR THE MONTH OF APRIL, 2018**



**GOVERNMENT OF KHYBER PAKHTUNKHWA  
PAKHTUNKHWA HIGHWAYS AUTHORITY(PKHA)  
Peshawar**

<b>Projects</b>		<b>Nos</b>
Ongoing		26
New		09
CPEC/Chinese Investment Projects		09
Total		44
<b>Due For Completion</b>		
Ongoing Projects		01
New Projects		0
Total		01
	<b>Allocation</b>	<b>Releases</b>
Ongoing Projects	1588.410	<b>563.886(M)</b> Underprocess with Finance Deptt.
New Projects	422.001	
<b>Total</b>	<b>2010.411</b>	<b>563.886(M)</b>

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S.No.	ADP No.	Name of Work	Page No		S.No.	ADP No.	Name of Work	Page No
1	1120	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35 KM, District Swat.	1		20	1281	130198-Establishment of Axle Load Control Regime on Provincial Highways at 8-Stations, District Kohat, D.I.Khan, Mardan, Charsadda & Bunner.	39
2	1263	140626-Construction of road from Amberi Killa to Daratang phase-II, SH: KM 17 to KM 35 District Karak (19 Km)	3		21	1282	140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24 KM), District Kohat and Hangu.	41
3	1264	140627-Improvement, Widening and Rehabilitation of Road from Bannu Kohat Road to Indus Highway via Garrison College/Dhoda Golf Club, Kohat (6 KM)	5		22	1283	140629 - Construction of Swat Motorway (Land Acquisition)	43
4	1265	140879- Improvement & Rehabilitation of road from Gulshan Abad to Janana Mill via Hangu Pattak and Dualization of Old Bannu road from Janana Mill to Kohat University (Indus Highway junction) (Total Length 17.90 KM) i/c Construction of new bridge at Jerma. District Kohat.	7		23	1284	140878 - Improvement & Widening of Nizampur-Kohat road (64 KM) District Nowshera & Kohat.	45
5	1266	120282 - Improvement and Widening of Road from Mufti Mehmood Flyover to Old Budni Bridge Upto Wahid Garhi (9 Km) on PH S-I i/c reconstruction of Old Budni Bridge, District Peshawar.	9		24	1285	160193 - Project Directorate for Swat Expressway.	47
6	1267	170186 - Reconstruction of Bridge at Tauheed Abad, District Peshawar on Peshawar-Naguman of Provincial Highway S-I.	11		25	1286	160248- Project Implementation Unit (PIU) ADB Assisted "Provincial Road Rehabilitation Project".	49
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8	1269	140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda ( 13 KM)	15				<b>New Schemes</b>	
9	1270	150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.	17		27	1288	170523 - F/S & Construction of Southern Link Road (Circular Road), Bannu.	53
10	1271	130680 Improvement and Widening of Malang Baba Nizampur Road Nowshera.	19		28	1289	150764 - F/S Design and Construction of Swabi By-pass Road (12 KM).	53
11	1272	140620- Re-construction of Bridge at Tor Warsak Daggar & Widening/Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.	21		29	1290	170566 - Widening & Improvement and BT of Swari, Dewana Baba road (11 km) including RCC Bridge at Tangu, District Buner.	53
12	1273	140623-Construction of road from Balambat Timergara to Kalpani Maidan link road District Dir Lower.	23		30	1291	160630 - F/S, Design and Construction of 2 No. Flyovers on Mingora Kanju Road SH: Mingora Bypass and Kanju Chowk, District Swat.	53
13	1274	90397 - Feasibility Study and Construction of road from Chukiyan to Sheringal and Patrak by PKHA. (36 Km) Dir Upper.	25		31	188	170501- Construction of Expressway from Chakdara to Mingora (40 KM).	53
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16	1277	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad.	31		34	1294	160249 - Provincial Roads Rehabilitation Project "Under PKHA Portfolio" ADB Assisted.	59
17	1278	140877- Construction of Haripur Bypass Road (23 KM).	33		35	1295	170174 - Construction of Swat Motorway SH: Provincial Equity (VGF) Phase-II.	61
18	1279	20665-Construction / Supervision of New Road works.	35		36	1296	170521 - F/S & Dualization of Mardan-Swabi road.	61
19	1280	20675 - F/S and Design of Projects of Various Roads.	37					

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1120	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35.25 KM, District Swat.  (A)PDWP 28/03/17	1300.000	<b>Revised A.A</b> 1299.00 (M) 17/04/2017			161.973	10.000  3.550  280.000- Jv-03 Reappropriate by PKHA	3.550		3.550	165.523	24%
	<b>Package - I</b> Length : 12 km (0+000 to 12+000) Manglawar to Kulkarin	357.552	321.796 M									
	<b>Package - II</b> Length : 12 km (12+000 to 24+000) Kulkarin to Kishora	435.296	391.766 M									
	<b>Package - III</b> Length : 11.25 km (25+000 to 35.25+000) Kishora to Malamjabba	407.705	366.934 M									

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS			
14	15	16	17	18	19	20	21			
Improvement & Widening of 35.25 km Road  ROW = 11.10 M Carriage way = 6.10 M (B/T) Formation Width = 11.1 M Design Speed = 60 Km/hr Sub Base = 15-20 cm Base Course = 25 cm AWC = 5 Cm Retaining Wall		8.48%	16.21%	16.21%	<b>PHYSICAL PROGRESS</b>					Design Consultant M/S Development  Management Consultant Supervisory Consultant M/s Creative Engineering Consultant  <u>Contractors:</u> <b>Package-1</b> M/s Amanullah Khan & Co:  <b>Package-2</b> M/s Raja Adalat Khan & Co:  <b>Package-3</b> M/s Raja Adalat Khan & Co:
			<b>PHYSICAL PROGRESS</b>							
			<b>Description</b>	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total</b>			
				<b>12 Km</b>	<b>12 Km</b>	<b>11.250 Km</b>	35.250 Km			
			Scarification	5/12 Km (42%)	5/12 Km (42%)	0/11.250 Km (0%)	10/35.250Km (28%)	<b>Package-I</b> 06/05/19		
			Clearing Grubbing	7/12 Km (58%)	4.4/12 Km (36%)	1/11.250 Km (8%)	12.4/35.250 Km (35%)			
			Natural Ground Compaction	7/12 Km (58%)	4.4/12 Km (36%)	1/11.250Km (8%)	12.4/35.250Km (35%)	<b>Package-II</b> 17/06/2019		
			Side Cutting	9/12 Km (75%)	7.5/12 Km (63%)	1/11.250Km (8%)	17.50/35.250Km (47%)			
			Embankment	5/12 Km (42%)	4/12 Km (33%)	0/11.250Km (0%)	9/35.250Km (26%)			
			Sub Grade	2/12 Km (16%)	3/12 Km (25%)	0/11.250Km (0%)	5/35.250Km (15%)			
			Sub Base	1.5/12 Km (13%)	0/12 Km (0%)	0/11.250Km (0%)	1.5/35.250Km (3%)	<b>Package-III</b> 17/06/2019		
			WBM	0/12 Km (0%)	0/12 Km (0%)	0/11.250Km (0%)	0/35.250Km (0%)			
			Wearing Course	0/12 Km (0%)	0/12 Km (0%)	0/11.250Km (0%)	0/35.250Km (0%)			
			<b>Structure Work</b>							
			R.wall/ B. Wall	780/877 M (90%)	502/677 M (74%)	131/646 M (20%)	1413/2200 M (66%)			
			<b>Culvert</b>							
			Package	Total	Completed	Under Construction	% Completion			
			1	61	12	12	22%			
			2	55	9	4	16%			
			3	56	3	30	6%			

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1263	140626-Construction of road from Amberi Killa to Daratang phase-II SH KM 17 to KM 35 District Karak (19 km)  (A)PDWP 06/03/15  <b>Package-I</b> contract cost = 250.055 millions km 0+000 to 7+000 (7 km) Ganderi banda to Serak banda  <b>Package-II</b> contract cost = 245.726 millions km 7+000 to 14+000 (7 km) Serak banda to shah salim banda  <b>Package-III</b> contract cost = 216.722 millions km 14+000 to 19+925 (5.825 km) shah salim banda to Abbasi banda  <b>Scheme Coordinates</b> <b>Start Point (Ganderi Banda)</b> N : 3026698.256, E : 969835.043 Elevation = 490.096 m  <b>End Point (Abbasi banda)</b> N : 3029600.82, E : 952534.03 Elevation = 443.715 m	798.06	798.06 24/3/2015			119.000	40.000  Released 14.200 10.000 U/P  Internal Reappropriate 300.00 PKHA	24.200   Jv-03		24.200	143.200	100%

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																											
14	15	16	17	18	19	20	21																																																																											
<p><b>Improvement &amp; Widening of Existing Road.</b></p> <p><b>Total Length</b> = 19.925 km</p> <p><b>PAVEMENT DESIGN</b></p> <p>Carriage way width = 7.30 Km</p> <p>No of lanes = 2 lanes</p> <p>Granular compacted shoulder = 2 m each side</p> <p>Asphalt wearing Course = 5 cm</p> <p>Water bound macadam = 25 cm</p> <p>Granular Sub base Course = 30 cm</p> <p>Improved Sub grade = 30 cm</p> <p>Box Culverts = 58 Nos</p> <p>Pipe Culverts = 9 Nos</p> <p>Causeway = 11 Nos (2015 M)</p> <p><b>Design Speed</b> = 80 Km/hr</p>	15.00%	15.00%	5.00%	20.00%	<p align="center"><b>PHYSICAL PROGRESS</b></p> <table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>7 km</td> <td>7 km</td> <td></td> <td>5.925 km</td> <td>19.925 km</td> </tr> <tr> <td><b>Road work</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1- Clearing &amp; Grubbing</td> <td>6.54/6.54 (100%)</td> <td>6.18/6.18 (99%)</td> <td>5.195/5.195 (100%)</td> <td>17.915/17.915 (100 %)</td> </tr> <tr> <td>2- Embankment</td> <td>6.54/6.54 (100%)</td> <td>6.18/6.18 (99%)</td> <td>5.195/5.195 (100%)</td> <td>17.915/17.915 (100 %)</td> </tr> <tr> <td>3- Improved Sub grade</td> <td>6.54/6.54 (100%)</td> <td>6.18/6.18 (99%)</td> <td>5.195/5.195 (100%)</td> <td>17.915/17.915 (100 %)</td> </tr> <tr> <td>4- Sub base</td> <td>6.54/6.54 (100%)</td> <td>6.18/6.18 (99%)</td> <td>5.195/5.195 (100%)</td> <td>17.915/17.915 (100 %)</td> </tr> <tr> <td>5- WBM</td> <td>6.54/6.54 (100%)</td> <td>5.86/6.18 (94.82%)</td> <td>5.195/5.195 (100%)</td> <td>17.915/17.915 (98.21 %)</td> </tr> <tr> <td>6- Wearing course</td> <td>6.54/6.54 (100%)</td> <td>5.86/6.18 (94.82%)</td> <td>5.195 / 5.195 (100%)</td> <td>16.82/17.915 (93.88 %)</td> </tr> <tr> <td><b>Structures</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1- Pipe culverts</td> <td>5/5 (100 %)</td> <td>0/2 (0%)</td> <td>1/3 (50%)</td> <td>4/9 (44.4 %)</td> </tr> <tr> <td>2- Box Culverts</td> <td>19/19 (100%)</td> <td>25/25 (100%)</td> <td>15/15 (100%)</td> <td>59/59 (100%)</td> </tr> <tr> <td>3- Cause ways</td> <td>3.9/4 (98%)</td> <td>1/4 (0%), 2 No in progress 25%</td> <td>0/3 (25%), 2 No in progress</td> <td>800 / 2015 m (40%)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Package 1	Package 2	Package 3	Total	7 km	7 km		5.925 km	19.925 km	<b>Road work</b>					1- Clearing & Grubbing	6.54/6.54 (100%)	6.18/6.18 (99%)	5.195/5.195 (100%)	17.915/17.915 (100 %)	2- Embankment	6.54/6.54 (100%)	6.18/6.18 (99%)	5.195/5.195 (100%)	17.915/17.915 (100 %)	3- Improved Sub grade	6.54/6.54 (100%)	6.18/6.18 (99%)	5.195/5.195 (100%)	17.915/17.915 (100 %)	4- Sub base	6.54/6.54 (100%)	6.18/6.18 (99%)	5.195/5.195 (100%)	17.915/17.915 (100 %)	5- WBM	6.54/6.54 (100%)	5.86/6.18 (94.82%)	5.195/5.195 (100%)	17.915/17.915 (98.21 %)	6- Wearing course	6.54/6.54 (100%)	5.86/6.18 (94.82%)	5.195 / 5.195 (100%)	16.82/17.915 (93.88 %)	<b>Structures</b>					1- Pipe culverts	5/5 (100 %)	0/2 (0%)	1/3 (50%)	4/9 (44.4 %)	2- Box Culverts	19/19 (100%)	25/25 (100%)	15/15 (100%)	59/59 (100%)	3- Cause ways	3.9/4 (98%)	1/4 (0%), 2 No in progress 25%	0/3 (25%), 2 No in progress	800 / 2015 m (40%)											<p><b>Package - I</b> 01/04/2018</p> <p><b>Package - II</b> 20/03/2018</p> <p><b>Package - III</b> 20/03/2018</p>	<p><b>Design Consultant :</b> M/S ABM Karachi</p> <p><b>Supervisory Consultant:</b> M/S Creative</p> <p><b>Engineering Consultant</b> M/S Hassan &amp; Behram (JV)</p> <p><b>Contractors:</b> M/S Z.S Construction Co. M/S Fazal karim &amp; Co.</p> <p><b>Issues:</b> Section-IV Gazette notification has been issued and sent to Deputy Commissioner Karak for further notification and demand bills.</p>
	Package 1	Package 2	Package 3	Total																																																																														
7 km	7 km		5.925 km	19.925 km																																																																														
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SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

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			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1264	140627-Improvement, Widening and Rehabilitation of Road from Bannu Kohat Road to Indus Highway via Garrison College/Dhoda Golf Club, Kohat (6 KM)  (A)PDWP 04/06/15  <b>Package-I</b> contract cost = 228 millions km 0+000 to 6+ 986(6.986 km) Garhi risaldar to Doda kharmato chowk	294.598	294.598 11/6/2015	321.020 11/6/2015	<b>Package-I</b> 2/11/2015	217.000	74.598  26.482 10.817 18.650 55.949	55.949		55.949	272.949	100%
<b>Scheme Coordinates</b> <b>Start Point (garhi risaldar)</b> N :3716870.754 , E : 727318.041  <b>End Point (doda kharmato chowk)</b> N 3711757.134: , E : 731582.996												



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14	15	16	17	18	19			20	21
<p><b>Total Length</b> = 6.986 km  <b>Carriageway Width</b> = 7.30 m  <b>Nos Of Lanes</b> = 2 lanes</p> <p><b>PAVEMENT DESIGN</b></p> <p>Asphalt wearing Course = 5 cm  Asphalt Base Course = 7 cm  Water bound macadam = 20 cm  Granular Sub base Course = 15 cm  Culverts = 13 Nos  Drain = 3.05 Km  ROW = 44 feet</p> <p><b>Design Speed</b></p>	40.00%	100.00%	44.27%	84.00%		Package 1	Total	<b>Package-I</b> <b>1/11/2017</b>  <b>Extended Time</b> <b>30/6/2018</b>	<b>Design Consultant:</b> M/S ACE Lahore  <b>Supervisory Consultant:</b> M/S Nespak  <b>Contractor:</b> M/S Ittehad Construction Company.
					7 km	7 km			
					<b>Road work</b>				
					1-Grooving	6.99/6.99 (100%)	6.99/6.99 (100%)		
					2- Clearing & Grubbing	5.0/5.0 (100%)	5.0/5.0 (100%)		
					3- Natural ground	5.0/5.0 (100%)	5.0/5.0 (100%)		
					4-Embankment	6.99/6.99 (100%)	6.99/6.99 (100%)		
					5-Subgrade	6.99/6.99 (100%)	6.99/6.99 (100%)		
					6- Sub base	6.99/6.99 (100%)	6.99/6.99 (100%)		
					7- WBM	5.99/6.99 (100%)	5.99/6.99 (86%)		
					8- ABC	5.68/6.99 (81%)	5.68/6.99 (81%)		
					9- Permeable shoulder	2.8/6.99 (40%)	2.8/6.99 (40%)		
					10-Wearing course	0.700/6.99 (10%)	0.700/6.99 (10%)		
					11-Army Boundary Wall	0.900/0.900 (100%)	0.900/0.900 (100%)		
					12-Culverts	20/20 (100%)	20/20 (100%)		
13-Retaining Walls	0.110/0.135 (81%)	0.110/0.135 (81%)							
14- Drain	3.25/3.25 (100%)	3.25/3.25 (100%)							

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1	2	3	4	5	6	7	8	9	10	11	12	13
1265	<p>140879- Improvement &amp; Rehabilitation of road from Gulshan Abad to Janana Mill via Hangu Pattak and Dualization of Old Bannu road from Janana Mill to Kohat University (Indus Highway junction) (Total Length 17.90 KM) i/c Construction of new bridge at Jerma. District Kohat.</p> <p>(A)PDWP 04/06/15</p> <p><b>Package-I</b> Contract cost = 176.151 millions km 0+000 to 5+700 Gulshan chowk to hangu phatak</p> <p><b>Package-II</b> Contract cost = 232.522 millions km 5+700 to 11+300 hangu phatak to saif cng</p> <p><b>Package-III</b> Contract cost = 421.965 millions km 11+300 to 14+400 saif cng to jerma bridge start point</p> <p>Package-IV contract cost= 336.901 millions km 14+400 to 17+054 Jerma Bridge via KUST to main Indus highway.</p>	<p>1329.516</p> <p>1403.480</p>	<p>1329.516</p> <p>11/06/15</p> <p>Revised 2004.830</p> <p>31/1/2018</p>			446.000	59.750	36.148	36.148	482.148	100%	
		<b>Scheme Co-ordinates</b>					Released 21.211 14.937 U/P in FD.					
					<b>Package-I</b> 12/11/2015		Ist Reappropriate 400.00 PKHA	Jv-03				
					<b>Package-II</b> 10/11/2015							
					<b>Package-III</b> 2/11/2015							
					<b>Package-IV</b> 10/11/2015							
			<b>Start Point (Gulshan chowk)</b> N :3722696.931 , E : 728520.268									
			<b>End Point (Bise kohat Indus highway)</b> N :3711609.92 , E :727158.084									

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS		
14	15	16	17	18	19		20	21		
<p>Total Length = 17.054 km Section I Length = 10.800 km Carriageway Width = 7.30 m Nos Of Lanes = 2 lanes</p> <p><b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 7 cm Water bound macadam = 25 cm Outer Shoulder = 2 m Double Surface Treatment Water bound macadam = 15 cm Granular Sub base Course = 15 cm Section II Length = 6.254 km Carriageway Width (Dual) = 7.30 m (either side) Nos Of Lanes = 4 lanes</p> <p><b>Bridges:-</b> I) Flyover = 30 m Span in P-iii @ RD 11+900 II) Jerma Bridge 150 m, 5 m span each Span 30 m in P-IV @ RD 14+600</p> <p><b>Drain Culverts</b> = 6.12 Km = 61 Nos</p> <p>Package-I &amp; II (11.30 km) is single carriage way package-III &amp; IV (5.75 Km) is dual carriage way.</p> <p><b>Design Speed</b></p>	43.93%	100.00%	26.10%	70.03%			<b>Package-I</b> 11/11/2017	<p><b>Design Consultant:</b> M/S ACE Lahore. <b>Supervisory Consultant:</b> M/S NESPAK</p> <p><b>Contractors:</b> <b>Package 1</b> M/S New Malik Afridi &amp; Co. <b>Package 2</b> M/S Al Mehreen Enterprises. <b>Package 3</b> M/S Amanullah Khan &amp; Co. <b>Package 4</b> M/S Al Mehreen Enterprises &amp; Mohmand Construction (JV)</p> <p><b>ISSUES :</b> Package 3 1. Water supply and gas pipeline shifting is still pending. 2. PTCL and electric poles needs to be relocated. 3. Utilities and encroachment issues need to be resolved on priority basis.</p>		
	<b>PHYSICAL PROGRESS</b>								<b>Package-II</b> 09/11/2017	
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Total</b>				
		5.70 km	5.600 km	3.100 km	2.654 km	17.054				
	<b>Road work</b>									
	1- Grooving	5.70/5.70 (100%)	5.60/5.60 (100%)	3.10/3.10 (100%)	2.65/2.65 (100%)	17.05/17.05 (100%)			<b>Extended Time</b> 30/6/2018	
	2- Clearing & Grubbing	4.00/4.00 (100%)	4.0/4.0 (100%)	0.65/0.65 (100%)	1.50/1.50 (100%)	10.15/10.15 (100%)			<b>Package-III</b> 01/11/2017	
	3- Natural ground Compaction	4.00/4.00 (100%)	4.0/4.0 (100%)	0.65/0.65 (100%)	1.50/1.50 (100%)	10.15/10.15 (100%)			<b>Extended Time</b> 30/6/2018	
	4- Embankment	5.70/5.70 (100%)	3.70/4.00 (93%)	1.80/1.80 (100%)	2.45/2.65 (92%)	13.65/14.15 (96 %)				
	5- Sub grade	5.70/5.70 (100%)	-	2.84/3.10 (92%)	2.40/2.65 (90%)	10.94/11.45 (95 %)				
	6- Sub base	5.70/5.70 (100%)	-	2.74/3.10 (88%)	2.20/2.65 (83%)	10.64/11.45 (93 %)				
	7- Sub base Shoulder	5.70/5.70 (100%)	5.60/5.60 (100%)	1.0/3.10 (32%)	-	12.30/14.40 (85%)				
	8- DST	5.58/5.58 (100%)	0/5.60 (0%)	0/3.10 (0%)	0/2.65 (0%)	5.58/16.93 (33%)				
	9- WBM	5.70/5.70 (100%)	5.60/5.60 (100%)	2.79/3.10 (90%)	2.26/2.65 (85%)	16.35/17.05 (96 %)			<b>Package-IV</b> 09/11/2017	
	10- WBM Shoulder	5.450/5.45 (100%)	2.85/4.60 (62%)	0.00/1.25 (00%)	-	8.30/11.30 (73 %)			<b>Extended Time</b> 30/6/2018	
	11- PCC Shoulder	0.150/0.150 (100%)	1.60/1.49 (93%)	0.00/1.850 (00%)	-	1.75/3.49 (50%)				
	12- ABC	5.70/5.70 (100%)	5.60/5.60 (100%)	2.26/3.10 (73%)	0.765/2.65 (29%)	14.32/17.05 (84%)				
	13- Wearing course	5.70/5.70 (100%)	5.45/5.60 (97%)	1.25/3.10 (40%)	0.0/2.65 (0%)	12.41/17.054 (73 %)				
	14- Retaining Walls	0.430/0.430 (100%)	0.995/0.818 (82%)	0.0/0.750 (0%)	0.0/0.130 (0%)	1.425/2.218 (67%)				
	15- Side Drain	0.787/0.787 (100%)	1.207/2.29 (53%)	2.80/5.630 (50%)	0.151/2.00 (8%)	4.945/10.707 (46%)				
	<b>Culverts</b>					<b>Jarma Bridge</b>				
	<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>under construction</b>	<b>% completion</b>					
	1	50	50	0	100%	Pier shaft (4 No's) completed Abutment (2 No's ) completed			4.945 / 10.707 (46%)	
	2	12	12	0	50%	Transom (6/6 No's) completed including transoms. Of both abutments.				
3	11	7	0	64%	Girders (20/20) No's casted.					
4	2	2	0	100%	Stressing of 20 girders completed along with grouting.					
total	75	71	0	95%	Launching of girder completed. Deck Slab concrete is in progress. Die Phragms is in progress.					

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1266	120282 - Improvement and Widening of Road from Mufti Mehmood Flyover to Old Budni Bridge Upto Wahid Garhi (9 Km) on PH S-I i/c reconstruction of Old Budni Bridge, District Peshawar.  (A)DDWP-II 12/04/2016  <b>Package-I</b> km 0+000 to 2+500 (2.5 km) Revised Contract Cost: 240.146 (M) (Mehmood Flyover to Makkah CNG Land Sarak)  <b>Package-II</b> km 2+500 to 5+300 (2.8 km) Revised Contract Cost: 285.525 (M) (Lande Sarak Makkah CNG to Bakhsoo Bridge)  <b>Package-III</b> km 5+300 to 8+800 (3.5 km) Revised Contract Cost: (From Bakhsoo Bridge to Shah Alam Bridge)	306.533	306.533 14/06/2013   Revised 1119.959 29/4/2016	337.000 20/3/2015   Revised T.S awaited		469.033	50.000   Released 17.75 12.500 U/P in Finance Dept.  120.000 1st appropriate by Pkha	30.250   Jv-03		30.250	499.283	100%
	<b>Scheme Coordinates</b>											
	<b>Starting Point</b> E= 3072805.916    N= 1088405.073  <b>End Point</b> E = 3076201.124    N = 1096021.985											

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS			Schedule of Completion	REMARKS	
14	15	16	17	18	19			20	21	
<p><b>Package- I</b> Total Length = 2.5 km Overlay (5 cm) on existing road.</p> <p><b>Section I</b> = 1.3 Km (From Mufti Mehmood Flyover to Ring Road) Widening &amp; overlay 5cm &amp; WB</p> <p><b>Section II</b> = 1.2 Km (From Ring Road to Makkah CNG)</p> <p>Carriage Width (Section-I) = 7.3 meter each side. Carriage Width (Section-II) = 10.95 meter each side.</p> <p><b>Package-II (Bridge (30 m) &amp; Road widening improvement &amp; overlay.</b> Length = 2.8 Km Carriageway = 9.8 m each side PCC shoulder = Variable</p> <p><b>Package -02</b> <b>PAVEMENT DESIGN</b> Widening Portion: Sub Base = 20cm Aggregate Base = 25 cm WBM = 25 cm Asphalt Base Course = 07 Cm Asphalt wearing Course = 5 cm (over all)</p> <p><b>Speed Design</b></p>	<b>Package-I</b>								<p><b>Design Consultant:</b> M/S ACE Lahore.</p> <p><b>Supervisory Consultant:</b> M/S NESPAK</p> <p><b>Contractors:</b> <b>Package-I</b> M/S Amanullah &amp; Co.</p> <p><b>Package-II</b> M/S Al Mehreen Enterprises.</p> <p><b>Package-III</b> LOA issued to Contractor.</p> <p><b>ISSUES :</b> Building has not been removed due to non provision of the demand note already applied for.</p>	
	95.00%	5.00%	4.00%	99.00%	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package-I</b> 30/09/2016		
					<b>Road work Completed.</b>					
					Excavation	2.5/2.5 km (100%)	4.0/5.6 km(71%)	Joint cross Section in progress.		
					Formation of Embankment	2.5/2.5 km (100%)	4.0/5.6 km(71%)			
					Sub base	2.5/2.5 km (100%)	3.9/5.6 km(69%)			
					WBM	2.5/2.5 km (100%)	3.9/5.6 km(69%)			
					Asphaltic base course	2.5/2.5 km (100%)	2.7/5.6 km (48%)			
					Asphaltic Wearing Course	2.5/2.5 km (100%)	0/5.6 km (0)			
					Shoulder	2.5/2.5 km (100%)	0/5.6 km (0%)			
					Retaining wall	Completed.				
					Drain	5500/5500 (100%)	4.2/5 km (84%)			
					<b>Bakhshoo Bridge</b>		<b>Culverts</b>			
					working pile completed = 10 / 10	<b>Package</b>	<b>Total</b>	<b>Completed</b>		<b>under construction</b>
					Steel erecting of all 4/5 Girders completed.	1				
					2	3	0	2		
					3			0		
					total			2		

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1267	170186 - Reconstruction of Bridge at Tauheed Abad, District Peshawar on Peshawar-Naguman of Provincial Highway S-I.  (A)PDWP //	140.000	72.000				10.000	8.550		8.550	8.550	
							Released 3.550 5.000 U/P in Finance Dept.					
	<b>Scheme Coordinates</b>											
	<b>Start Point</b> N= 3075305.3994 E= 1099190.0678											
	<b>End Point</b> N= 3075363.2622 E= 1099309.6270											

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
Span = 140 meter RCC (Slab) Bridge 14 No Bays					Confirmatory bore completed, Test pile completed.		<p><b>Consultants:</b>  <b>Design Consultant:</b>  M/S Creative Engineering.  <b>Supervisory Consultant:</b>  M/S NESPAK.</p> <p><b>Contractors:</b>  <b>M/S NKB.</b></p> <p>Work order issued to NKB.</p> <p><b>Issues:</b>  Trees put to auction by forest department on 5/5/18.(Previous two times no one participated in the auction process.</p>

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y	
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.			
1	2	3	4	5	6	7	8	9	10	11	12	13	
1268	120284 - Dualization of Mardan Charsadda Road i/c Dargai Bypass and Rehabilitation of existing dual carriageway to Charsadda city Phase - II (14.5Km) District Charsadda.  (A) PDWP 14/12/2012	1490.770	1394.000 14/12/2013	1490.770 24/06/2013	<u>Package-I</u> 14/5/2013  <u>Package-II</u> 3/5/2013  <u>Package-III</u> 14/5/2013  <u>Package-IV</u> 8/5/2013  <u>Package-V</u> 14/5/2013	1066.500	30.000	18.150		18.150	1084.650	100%	
								Released 10.650 7.500 U/P in Finance Dept.					
	<b>Package-I</b> km 0+000 to 3+275 Revised Contract Cost: 169.102 (M)												
	<b>Package-II</b> km 3+275 to 6+000 Revised Contract Cost: 187.214 (M)												
	<b>Package-III</b> km 6+000 to 9+041 Revised Contract Cost: 244.471 (M)												
	<b>Package-IV (Dargai Bypass)</b> km 0+000 to 0+300 Revised Contract Cost: 315.392 (M)												
	<b>Package-V</b> km 0+000 to 0+055 Revised Contract Cost: 132.051 (M)												



**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS												
14	15	16	17	18	19	20	21												
<b>Dualization.</b> Length = 14.5 km B/T = 7.31 m (each side) Shoulder = 2 m (each side) Center Median = 14.5 Km Bridges = 4 Nos. Including Dargi Bypass having a length of 3 Kms Dual Carriage way  <b>Pavement Structure</b> Filter layer = 30 Cm Sub Base = 30 Cm WBM = 10 Cm  <b>Overlay</b> WBM = 25 Cm ACBC = 8 Cm ACWC = 5 Cm  <b>Speed Design</b>	60.00%	10.00%	5.00%	65.00%		<b>Package-I</b> 31/12/2017	<b>Issues:-</b> 1) Scarcity of funds as in ADP(2016-17) the scheme has been throw forwarded to next year (2017-18).  <b>Consultants:</b> <b>Design Consultant:</b> M/S CEC Peshawar. <b>Supervisory Consultant:</b> M/S PCE Peshawar.  <b>Contractors:</b> <b>Package I:</b> M/S AHK Construction Co.  <b>Package II:</b> M/S Lawaghar Construction Co.  <b>Package III:</b> M/S JHK Construction Co.  <b>Package IV:</b> M/S Ghulam Muhammad Construction Co.  <b>Package V:</b> M/S JHK Construction Co.												
	<b>PHYSICAL PROGRESS</b>																		
						<table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Package 4</th> </tr> </thead> <tbody> <tr> <td></td> <td align="center">3.275 km</td> <td align="center">2.725 km</td> <td align="center">2.9 km</td> <td align="center">3.025 km</td> </tr> </tbody> </table>			Package 1	Package 2	Package 3	Package 4		3.275 km	2.725 km	2.9 km	3.025 km		
		Package 1	Package 2	Package 3	Package 4														
		3.275 km	2.725 km	2.9 km	3.025 km														
	<b>Road work</b>																		
	Excavation	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	Filter layer	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)			<b>Package-II</b> 31/12/2017											
	Sub base	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	WBM (Trench)	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	WBM Overlay	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	Asphaltic base course	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)			<b>Package-III</b> 31/12/2017											
	Asphaltic Wearing Course	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	Shoulder	3.275/3.275 km (100%)	2.725/2.725 km (100%)	2.9/2.9 (100%)	3.025/3.025 (100%)														
	Center Median	Completed																	
	Culvert	2/2 (100%)	4/4 (100%)																
	Bridge	1/1 (100%)																	
	R/W	673/673 m (100%)																	
	Anx Work	Completed	Completed																
						<b>Package Completed</b>		<b>Package Completed</b>											
						<b>Package-V</b> 31/12/2017													

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1269	140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda ( 13 KM)  (A)PDWP 25/03/2015  <u>Package-I (Contract cost = 367.792 M)</u> km 0+000 to 5+325 Revised Contract Cost: 367.792 (M) (Naguman Chowk to Hajizai)  <u>Package-II (Contract cost = 268.265M)</u> Bridge at km 4+420 and bridge at km 5+010 at Hajizai  <u>Package-III (Contract cost = 212.000M )</u> km 5+235to 8+235 (Hajizai to Ocha Wala)  <u>Package-IV (Contract cost = 292.168M)</u> km 8+235 to 12+314 (Ocha wala to Shabqadar Chowk)		1609.96 27/10/2015			507.000	90.000  Released 31.950 22.500 U/P in Finance Dept.  400.000 Ist Reappropriate by pkha	54.450  Jv-03		54.450	561.450	100%
<b>Coordinates</b>												
<b>Starting Point</b> E= 7294576.238 N= 7042502.861												
<b>End Point</b> E= 7037943.417 N= 7305411.295												

**FOR THE MONTH OF APRIL, 2018**

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14	15	16	17	18	19	20	21																																																														
Total Length = 13 km Existing B/T = 7.3 M Proposed B/T = 7.3 M Road Width = 10.2 m (Each side) Shoulder Width = 2.5 m (Each side) varies Type of Shoulders TST Curve Radius Min = 70 m Design Speed = 80 km/hr.  Nos Of Lanes = 2 lanes each side  <b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 8 cm Water bound macadam = 25 cm Granular Sub Base = 30 cm Sub Grade = 30 cm  Number of Bridges = 02 Number. (25 m single span) Slab culverts/RCC (250 m 10 span) Hajizai Bridge = 23 Nos  ROW = 77-100  Payment made to PESCO in Package -I = Rs.2.999 million Payment made to PTCL in Package -I = Rs.3.484 million Payment made to SNGPL = Rs.5.197 million payment made to DC Peshawar for land = Rs. 44.741 million payment made to DC Peshawar for Building = Rs.44.741( M) payment made to DC Charsadda for Land = Rs.9.294( M)	10.00%	70.00%	10.00%	20.00%	<b>PHYSICAL PROGRESS</b> <table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Package 4</th> </tr> </thead> <tbody> <tr> <td></td> <td>5 km</td> <td>4 km</td> <td>3 km</td> <td>4 km</td> </tr> <tr> <td><b>Road work</b></td> <td></td> <td>2 No Bridges</td> <td></td> <td></td> </tr> <tr> <td>Excavation</td> <td>8/10 km (80%)</td> <td><b>Bridge-I:</b></td> <td>3/6 km (50 %)</td> <td></td> </tr> <tr> <td>Formation of Embankment/ Filter layer</td> <td>7.1/10 km (71%)</td> <td>STP completed. Drawing Finalized, Test Pile completed. working pile 8/8 completed.</td> <td>2.5/6.0 km (35%)</td> <td></td> </tr> <tr> <td>Sub base</td> <td>6.93/10 km (66%)</td> <td>Transom 2/2 completed.</td> <td>0.5/6.0 km (2%)</td> <td></td> </tr> <tr> <td>WBM (Trench)</td> <td>5.7/10 km (57%)</td> <td><b>Bridge-II:</b></td> <td></td> <td></td> </tr> <tr> <td>Asphaltic base course</td> <td>0 km (0%)</td> <td>3No SPT completed</td> <td></td> <td></td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>0 km (0%)</td> <td>Drawing Finalized,</td> <td></td> <td></td> </tr> <tr> <td>Culverts (RRC Box)</td> <td>7/13 (58%)</td> <td>3No Test Pile completed. 28 / 44</td> <td></td> <td></td> </tr> <tr> <td>Retaining walls</td> <td>500/500 m (100%)</td> <td>No working pile completed. Tie Beam 6 / 9</td> <td></td> <td></td> </tr> <tr> <td>Drains</td> <td>2.7/4.0 Km (67 %)</td> <td>completed. Pier shaft 24/36 completed. transom 7/11 completed. Girders 4/40.</td> <td>0.402/2.5 Km</td> <td></td> </tr> </tbody> </table>		Package 1	Package 2	Package 3	Package 4		5 km	4 km	3 km	4 km	<b>Road work</b>		2 No Bridges			Excavation	8/10 km (80%)	<b>Bridge-I:</b>	3/6 km (50 %)		Formation of Embankment/ Filter layer	7.1/10 km (71%)	STP completed. Drawing Finalized, Test Pile completed. working pile 8/8 completed.	2.5/6.0 km (35%)		Sub base	6.93/10 km (66%)	Transom 2/2 completed.	0.5/6.0 km (2%)		WBM (Trench)	5.7/10 km (57%)	<b>Bridge-II:</b>			Asphaltic base course	0 km (0%)	3No SPT completed			Asphaltic Wearing Course	0 km (0%)	Drawing Finalized,			Culverts (RRC Box)	7/13 (58%)	3No Test Pile completed. 28 / 44			Retaining walls	500/500 m (100%)	No working pile completed. Tie Beam 6 / 9			Drains	2.7/4.0 Km (67 %)	completed. Pier shaft 24/36 completed. transom 7/11 completed. Girders 4/40.	0.402/2.5 Km		Package-I 19/06/2019	Package-II 11/07/2020	Package-III 16/04/2020	Design Consultant: M/S ABM Supervisory Consultant: M/S NESPAK  <b>Contractors:</b> Package-I M/S New Khan Builders (NKB).  Package-II M/S New Khan Builders (NKB).  Package-III M/S Al Mehreen Enterprises.  Package-IV LOA issued to M/S AHK.  <b>ISSUES :</b> 1) Assessment of building in charsadda C&W Division. Stay order by court 2) Removal of trees in package III & IV by forest deptt. 3) Shifting of electric pole in package III & IV. 4) Land acquisition award & building demolition. 5) Shifting of graves coming information width. 6) Shifting of SNGPL chamber near mamu Khatki & Shabqadar. 7) Stay order in Hajizai bridge approach road.
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**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1270	150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.  (A)PDWP 21/01/2016  <b>Package-I</b> contract cost = 341.173 millions km 0+000 to 5+000 (5km) Ghani Khan Road to Munaf Kali  <b>Package-II</b> Not Yet Tendered km 5+000 to 10+000 (5 km) Munaf Kali to Ahmadabad  <b>Package-III</b> km 10+000 to 14+000 (4 km) Ahmadabad to saro shah bridge	1000.000	1498.019 29/02/2016		10/10/2016	47.500	40.000  Released 14.200 10.000 U/P in Finance Dept.  200.000 Ist Reappropriate by pkha	24.200  Jv-03		24.200	71.700	
<b>Scheme Coordinates</b>												
Start Point (at Ghani Khan Road) N 34o 10' 37.16" E 71 o 46' 46.10" Elevation 1011 feet  End Point (at Sarro Shah) N 34o 14' 20.30" E 71 o 54' 10.55" Elevation 1131 feet												

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																																																			
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<b>Total Length</b> = 14.025 km  <b>PAVEMENT DESIGN</b> Carriage way width = 7.30 m No of lanes = 2 lanes Treated Shoulder (TST) = 2 m (each side) Asphalt wearing Course = 5 cm Asphaltic Base Course = 8 cm Water bound macadam = 30 cm Granular Sub base Course = 20 cm Filter Layer (Widening Portion) = 9 Slab Culverts = 5 No. Pipe Culvert = 2 No. Drain = 1000 m Retaining wall = 5000 m L/S Toe wall = 3000 m R/S  <b>Speed Design</b>	15.00%	75.00%	15.00%	30.00%	<table border="1"> <thead> <tr> <th colspan="5">PHYSICAL PROGRESS</th> </tr> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>5 km</td> <td>5 km</td> <td>4 km</td> <td></td> </tr> <tr> <td colspan="5"><b>Road work</b></td> </tr> <tr> <td>Roadway Excavation(I/s)</td> <td>4.2/5 (84 %)</td> <td rowspan="10">LOA issued work order pending for want of bank guarantee</td> <td rowspan="10">Work order issued 6/03/2018</td> <td>4.2/5 (84 %)</td> </tr> <tr> <td>Roadway Excavation(R/s)</td> <td>4/5 km (80 %)</td> <td>4/5 km (80 %)</td> </tr> <tr> <td>Filter Layer (L/S)</td> <td>4.2/5 km (84 %)</td> <td>4.2/5 km (84 %)</td> </tr> <tr> <td>Filter Layer (R/S)</td> <td>4/5 (80 %)</td> <td>4/5 (80 %)</td> </tr> <tr> <td>Grooving</td> <td>5/5 km (100 %)</td> <td>5/5 km (100 %)</td> </tr> <tr> <td>Sub Base 1st layer</td> <td>4.02/5 km (80.60 %)</td> <td>4.02/5 km (80.60 %)</td> </tr> <tr> <td>Sub base 2nd layer</td> <td>3.20/5 km (64 %)</td> <td>3.20/5 km (64 %)</td> </tr> <tr> <td>water bound 1st layer</td> <td>3.33/5 km (67%)</td> <td>3.33/5 km (67%)</td> </tr> <tr> <td>water bound 2nd layer</td> <td>2.87/5 km (57%)</td> <td>2.52/5 km (50%)</td> </tr> <tr> <td colspan="5"><b>Structure Work</b></td> </tr> <tr> <td>Pipe Culvert</td> <td>3/3 no (100%) completed.</td> <td></td> <td></td> <td>3/3 no (1 100% and 2 50%) Completed</td> </tr> <tr> <td>Box culvert</td> <td>5/5 (100%)</td> <td></td> <td></td> <td>5/ 5 no (100%)</td> </tr> <tr> <td>Brick culvert</td> <td>5/ 5 no (100%)</td> <td></td> <td></td> <td>5/ 5 no (100%)</td> </tr> <tr> <td>Drain</td> <td>125/1000 m (12.5 %)</td> <td></td> <td></td> <td>125/1000 m (12.5 %)</td> </tr> <tr> <td>Retaining Wall (L/S)</td> <td>4452/5000 m (89%)</td> <td></td> <td></td> <td>4452/5000 m (89%)</td> </tr> <tr> <td>Retaining Wall (R/S)</td> <td>1429/3000 m (47.63 %)</td> <td></td> <td></td> <td>1429/3000 m (47.63 %)</td> </tr> <tr> <td>RCC Box Culverts</td> <td>5/6 (70%) 2 half portion completed</td> <td></td> <td></td> <td>5/6(70%) 2 half portion</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	PHYSICAL PROGRESS						Package 1	Package 2	Package 3	Total		5 km	5 km	4 km		<b>Road work</b>					Roadway Excavation(I/s)	4.2/5 (84 %)	LOA issued work order pending for want of bank guarantee	Work order issued 6/03/2018	4.2/5 (84 %)	Roadway Excavation(R/s)	4/5 km (80 %)	4/5 km (80 %)	Filter Layer (L/S)	4.2/5 km (84 %)	4.2/5 km (84 %)	Filter Layer (R/S)	4/5 (80 %)	4/5 (80 %)	Grooving	5/5 km (100 %)	5/5 km (100 %)	Sub Base 1st layer	4.02/5 km (80.60 %)	4.02/5 km (80.60 %)	Sub base 2nd layer	3.20/5 km (64 %)	3.20/5 km (64 %)	water bound 1st layer	3.33/5 km (67%)	3.33/5 km (67%)	water bound 2nd layer	2.87/5 km (57%)	2.52/5 km (50%)	<b>Structure Work</b>					Pipe Culvert	3/3 no (100%) completed.			3/3 no (1 100% and 2 50%) Completed	Box culvert	5/5 (100%)			5/ 5 no (100%)	Brick culvert	5/ 5 no (100%)			5/ 5 no (100%)	Drain	125/1000 m (12.5 %)			125/1000 m (12.5 %)	Retaining Wall (L/S)	4452/5000 m (89%)			4452/5000 m (89%)	Retaining Wall (R/S)	1429/3000 m (47.63 %)			1429/3000 m (47.63 %)	RCC Box Culverts	5/6 (70%) 2 half portion completed			5/6(70%) 2 half portion											09/01/19	<b>Design Consultant :</b> M/S Creative Engineering  <b>Supervisory Consultant:</b> M/S Creative Engineering - Hassan & Behram (JV)  <b>Contractors:</b> <b>Package-I</b> M/S Behram Construction Co.  <b>Package-II</b> M/S New Khan Builders  <b>Package-III</b> M/S Fazal Karim & Co  VO# 1 approved from Rs. 341.174 to 363.366 million for Package-I vide letter No. 71/PKHA/1107 dated 18/8/2017.  <b>Issues:</b> i) Brick culverts have been converted to box culverts by the designer due to water logged area which has been approved in VO 1. Work on box culvert has not been yet started due to shifting of concrete plant by the contractor. ii) Trees at the right side have been auctioned by the DFO forest department but yet not approved by the conservator.
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**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1271	130680- Improvement and Widening of Malang Baba Nizampur Road Nowshera. Length 21.60KM  (A) PDWP- 02/11/15  <b>Package-I</b> km 00+6+00 (Malang to kana khel) Revised Bid Cost: 374.314 (M)  <b>Package-II</b> km 6+00 to 12+00 (kana khel to sadu khel) Revised Bid Cost: 543.423 (M)  <b>Package-III</b> km 12+00 to 21+687 (Sadu khel to gajo khel) connect khairabad nizampur road at km 29. Revised Bid Cost: 633.187 (M)  <b>Coordinates</b> <b>Start Point</b> N :3755111.060 E : 773719.467 <b>End Point</b> N:3743238.432 E:225301.053	1726.703	965.709 10/6/2014  <b>Revised</b> 1726.703 23/11/2015			1208.500	240.000  Released 85.200 60.000 U/P in Finance Dept.  430.000 internal reappropriation by PKHA	145.200    Jv-3		145.200	1353.700	100%

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence-ment	PHYSICAL PROGRESS	Schedule of Completion	REMARKS		
14	15	16	17	18	19	20	21		
<p><b>Total Length = 21.687 Km</b></p> <p>Formation Width = 8.1 M                      Carriageway Width = 6.1 M                      No of lanes = 2 No.                      PCC Shoulders = 1 meter (in hilly terrain)                      Granular Shoulder = 1 meter (in plane area.)</p> <p><b>Pavement Design:</b>                      Asphalt wearing Course = 5 cm                      WBM = 25 cm                      Sub Base = 15 cm</p> <p><b>Culverts = 52 Nos</b>                      New = 33 Nos                      Pipe = 10 Nos                      Extension = 09 Nos</p> <p><b>Bridge = 1 No</b>                      Length = 75 M                      Spain = 03 Nos Each 25 M long.</p> <p><b>Design Speed = 60 Km/h</b></p> <p><b>A-</b> Land Acquired 518.30 canals 110 feet in width for which amount of 22.089 (M) has been paid to DC Nowshera for Realignment of last 8 KM while land acquisition in sadu khel bypass delayed due to non availability of land record.</p> <p><b>B-</b> Rehabilitation of existing sadu khel road 1.675 km length has been included on the direction of Honorable CM KPK.</p>	<b>58.00%</b>	<b>42.00%</b>	<b>5.00%</b>	<b>63.00%</b>	<b>PHYSICAL PROGRESS</b>		<p>The scheme has been revised for Rs. 1726.703 (M) during PDWP meeting held on 02/11/2015.</p> <p><b>Contractors:</b>  <b>Package-I</b>                      M/S National RCC PVT Ltd.</p> <p><b>Package-II</b>                      M/S Akhunzada Fazal Jamil &amp; Co.</p> <p><b>Package-III</b>                      M/S NKB Govt Contractors.</p> <p><b>Design Consultant:</b>                      ACE Lahore.</p> <p><b>Supervisory Consultant:</b>                      ABM Karachi.</p> <p><b>Issue.</b>                      1) Sadu khel by pass 1.5 km section-4 notified on 12-2-2018.                      2) Removal of building in sadu khel bypass pending for issuance of section - 6 &amp; 17. Revision occurred by proposal of bypass 1.4 km in km#9 at sadukhail.</p>		
	<b>PHYSICAL PROGRESS</b>					<b>Package-I</b> 30/6/2018			
		<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total Progress</b>			<b>Package-II</b> 30/6/2018	
	<b>Earth Work</b>							<b>Package-III</b> 30/6/2018	
	Cutting	5.5 / 5.5 (100%)	7.2 / 7.55 (96%)	3 / 3 (100%)	15.70/16.05 (98%)				
	<b>Road Work</b>								
	(i) Sub Grade	5.8 / 5.8 km (100%)	7.2/7.55 (95%)	9.8 / 9.8 km (100%)	22.8 / 23.15 (98.5%)				
	(ii) Sub Base	5.8 / 5.8 km (100%)	7.2/7.55 (95%)	9.8 / 9.8 km (100%)	22.8 / 23.15 (98.5%)				
	(iii) WBM	5.8 / 5.8 km (100%)	6.325/7.55 km (84%)	6.50 / 6.78 km (96%)	18.63 / 20.33 (91.61%)				
	<b>Surfacing</b>								
	Asphalt	5.67 / 5.67 km (100%)	3.4/7.55 km (45%)	6.07 / 6.8 km (89%)	15.14/20.20.02 (76%)				
	Rigid Pavement	-	-	2.95/2.95 (100%)	2.55/2.95 (85%)				
	<b>Structure Work</b>								
	Culverts	22 / 22 (100%)	18/19 (95%)	11 / 11 (100%)	51 / 53 (98%)				
	R/Wall	2.5 / 2.8 (90%)	1.85/2.03 (91%)	1.2 / 1.2 (100%)	5.55 / 6.03 (92.45%)				
	Drain	4.3 / 4.46 (96%)	4.16/5.88 (71%)	3.1 / 5.65 (55%)	11.15 / 16 (70%)				
	Breast Wall	1.39 / 1.39 (100%)	2.5 / 2.5 (100%)	-	3.96 / 3.96 (100%)				
	PCC Shoulder	7.3 / 7.6 (96%)	5.9 / 8.5 (70%)	0.16 / 2.90 (5.5%)	13.07 / 19.00 (69%)				
	<b>Bridge Work</b>								
	Sub Structure			Completed					
	Girder Launching			12 / 12 (100%)	12 / 12 (100%)				
	Desk Slab			75 / 75 (100%)	75 / 75 (100%)				
	<b>Protection Work</b>								
Abutment L/S			Completed						
Abutment R/S			70% Completed						

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

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			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1272	<p>140620-Re-construction of Bridge at Tor Warsak Daggar &amp; Widening / Improvement &amp; BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner. (B) DDWP- 02/12/16</p> <p><b>SUB HEAD :</b> <b>Package -I (24 M)</b> Re-construction of Bridge at Tor Warsak Daggar.</p> <p><b>Package - II (6 Km) (0+000 to 6+000)</b> Widening / Improvement &amp; BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.</p> <p><b>Package - III (6 Km) (6+000 to 12+000)</b></p> <p><b>Package - IV (6.85 Km) (12+000 to 18+850)</b></p> <p align="center"><b>COORDINATES</b></p> <p><b>START POINT ( SWAT SIDE)</b> N= 3822124.8786 E= 258310.2583 <b>ELEVATION</b></p> <p><b>END POINT ( SWARI SIDE)</b> N= 3822123.6133 E= 258297.7931 <b>ELEVATION</b></p>	776.390	776.390 19/05/15			79.879	30.000	18.150		18.150	98.029	100%
			Revised 1017.223 16/01/2017				Released 10.650 7.500 U/P in Finance Dept.					
					<b>Package-I 21/10/2015</b>		25.000 internal reappropriate by pkha	Jv-3				
					<b>Package-II</b>							
					<b>Package-III</b>							
					<b>Package-IV</b>							



**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS			Schedule of Completion	REMARKS
14	15	16	17	18	19			20	21
PACKAGE-I, BRIDGE					<b>PACKAGE-I (BRIDGE)</b>			Jul-17	<b>Package-I Bridge</b> <u>Design Consultant</u> M/S ACE Lahore <b>Supervisory Consultant</b> M/S ACE Lahore <b>Contractor</b> M/S Fazal Karim & Co: <b>Package-II Road</b> <u>Design Consultant</u> M/S ABM Consultant <b>Supervisory Consultant</b> M/s Creative Engineering Consultant <b>Contractor:</b> <b>Section-1</b> M/S New Malak Afridi  <b>Package-III</b> M/S Elum Construction.  <b>Package-IV</b> M/S Elum Construction.
<b>Bridge length</b> = 24 meter					<b>Completed</b>				
No of Span = 2 of 12m each									
Carriageway Width = 7.300 M	<b>12%</b>	<b>88%</b>	<b>84%</b>	<b>96%</b>	<b>PACKAGE-II: (ROAD)</b>				
No of Lanes = 2 Lanes									
No of Piles = 16 Nos									
Asphalt Wearing Course = 5 cm									
Asphalt Base Course = 7 cm									
Water Bound Macadam = 25 cm		<b>15%</b>	<b>7%</b>	<b>7%</b>	<b>SECTION 1</b>	<b>SECTION-2</b>	<b>SECTION- 3</b>		
Granular Sub Base Course = 20 cm					6 Km	6 Km	6.850 Km		
<b>PAVEMENT THICKNESS SHOULDER.</b>					Earthwork	i) 0+00 to 4+00 completed. 4+00 to 6+00 in progress. 67%	Work Started 6+00 to 9+00 3 km completed 50%	Survey Work is in process. 12+00 to 14+250 2.50 completed. 38%	
PCC (concrete Class B)					Structure work:				
Granular Sub Base Course = 15 cm					Culvert	7/23 (23%) 2 Nos is in progress	01/23 (4%)	0/17 (0%)	
<b>PACKAGE-II, ROAD</b>					R/wall	500/1500 and further is in progress	20/1200	15/1300	
Length = 18.850 KM									
Carriage way width = 6.10 M									
No. Lanes = 2 LANE									
<b>PAVEMENT THICKNESS</b>									
AWC = 5CM									
WBM = 25 CM									
GRANULAR SUB BASE COURSE = 15 CM									
<b>Design Speed = 60 Km/hr</b>									

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1273	140623-Construction of road from Balambat Timergara to Kalpani Maidan Link road District Dir Lower (10 Km.)  (R)PDWP- 07/01/15  <b>Package - I</b> KM 6+000 To 9+500 (3.5Km)  <b>Package - II</b> KM 9+500 To 13+000 (3.5Km)  <b>Package - III</b> KM 13+000 To 16+000 (3.0Km)  <b>COORDINATES</b> <b>START POINT ( KOTO BAZAR)</b> N= 3861561.04 E= 761508.088 ELEVATION = 751.632 <b>END POINT ( SHER KHANEY)</b> N= 3866052.204 E= 758879.29 ELEVATION = 854.379	600.000	318.690 09.02.2015  Revised 689.99			192.500	30.000  Released 10.650 15.000 U/P in Finance Dept.  75.000 internal Jv-3 reappropriate by pkha	25.650		25.650	218.150	100%

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS				
14	15	16	17	18	19	20	21				
Length = 10 Km	22.00%	40.00%	48.00%	70.00%		04/09/2017.	<b>Design Consultant</b> M/S Associates Consulting Engineers  <b>Supervisory Consultant</b> M/S Creative Engineering Consultants  <b>Contractors</b>  <b>Package-I</b> M/S Fazal Karim & Co:  <b>Package-II</b> M/S Fazal Karim & Co:  <b>Issues:</b> 1) Land acquisition under process 2) Shifting of electric poles not yet done.  <u>Package III</u> Pre-Qualification of contractors under process .				
Carriageway width = 6.10-7.30 meter											
Shoulder width = 1m-2m TST B/Side											
<b>Pavement Thickness</b> =					<b>PHYSICAL PROGRESS</b>						
Granular Sub Base = 20 cm					<b>Item</b>			<b>PACKAGE-I</b>	<b>PACKAGE-II</b>	<b>PACKAGE-III</b>	<b>Total</b>
WBM base course = 25cm					<b>Grooving</b>			3.5/3.5 Km (100%)	3.5/3.5 Km (100%)	Not Tender yet	7/7 Km (100%)
Asphalt Wearing course = 5 cm					<b>Clearing</b>			Nil	Nil		Nil
Culverts = 59 Nos					<b>Grubbing</b>			Nil	Nil		Nil
Causeway = 24 Nos					<b>natural ground compaction</b>			Nil	Nil		Nil
Retaining wall = 3808 M					<b>Embankment</b>			3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)		7/7 Km (100%)
<b>Speed Design</b> = 50 Km/Hr					<b>Sub Grade</b>			3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)		7/7 KM ( 100%)
					<b>Sub Base</b>			3.5 /3.5 Km (100%)	3.3/3.5 Km (86%)		6.8/7 Km (97%)
					<b>WBM</b>			3.5/3.5 Km (100%)	3.3/3.5 Km (94%)		6.8/7 Km (97%)
					<b>Wearing Course</b>			2.5/3.5Km (71%)	1.5/3.5Km (43%)		4/7Km (60%)
					<b>CULVERTS</b>						
					<b>Package</b>			<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>
					I			13	13	-	100%
					II			15	13	1	86%

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1274	90397 - Feasibility Study and Construction of road from Chukiatan to Sheringal- Patrak by PKHA. (36 Km) Dir Upper. (A)PDWP 07/01/2015	981.370	981.370	1079.484	31/01/2011	1659.087	40.000	24.200		24.200	1683.287	87%
		11/05/10	11/05/10	8/3/2013								
		Revised 1835.734	Revised: 1798.521 M 9/2/2015	Revised: T.S Awaited				Released 14.200 10.000 U/P in Finance Dept.				
	Total Cost = Rs. 981.37 (Million) = 50:50 Cost Sharing basis with Federal Govt: (A) PDWP (07.12.2009)	9/2/2015										
	(A) PDWP (07/12/2009)											
	<b>Package-1 (Chukiatan to Sharmaye) Length 8.75KM KM 01 to 8.750</b>	365.45			31/01/11							
	<b>Package-2 ( Sharmaye to Chinaran) Length 9.604KM KM 8.750 to 18.35</b>	293.92			31/01/11							
	<b>Package-3 ( Chinaran to Salol ) Length 8.2KM KM 18.35 to 26.35</b>	230.166			31/01/11							
<b>Package-4 ( Salol to Patrak) Length 7.797KM Km 26.35 to 34.35</b>	256.008			31/01/11								
<b>Package-5 03 No. Bridges at Km 02, 05 and 16</b>	56.42			31/01/11								
<b>Package-6 02 No Bridges at Dhoon (Km 10) and Dohkdara (Km 21)</b>	93.57			31/01/11								
<b>Package-7 Chukiatan to Patrak</b>	202.98			4/9/2015								
	80.00			4/9/2015								

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS		
14	15	16	17	18	19		20	21		
<b>Total Length</b> = 34.350 Km Formation width = 10-12.00 (m) Black topped width = 6.10 m Shoulder width = 8.5 (m) each side. Side Drain = 1 m <b>Pavement design</b> i) Sub Base = 200 mm. ii) WBM Base course = 200 mm iii) AWC = 50 mm Slab Culverts = 112 Nos <b>Speed Design</b> = 50Km/hr <b>Bridges 5 Nos</b> <b>Bridge No. 01 at Km 02</b> Carriageway Width = 7.30 meter No of Span = 20 meter No of Piles = Nil (open Abutment) <b>Bridge No. 02 at Km 05</b> Carriageway Width = 7.30 meter No of Span = 20 meter No of Piles = Nil (open Abutment) <b>Bridge No. 03 at Km 10</b> Carriageway Width = 7.30 meter No of Span (60 m) = 2 of 30 meter each No of Piles = open Abutment + 8 Piles <b>Bridge No. 04 at Km 16</b> Carriageway Width = 7.30 meter No of Span = 35 meter No of Piles = Nil (open Abutment) <b>Bridge No. 05 at Km 21</b> Carriageway Width = 7.30 meter No of Span (90 m) = 3 of 30 meter each No of Piles = 28 Piles <b>SCHEME COORDINATES</b> <b>START POINT ( CHUKIATAN)</b> N= 340818.79 E= 706783.9 <b>ELEVATION</b> <b>END POINT ( PATRAK)</b> N= 363187.856 E= 721159.411 <b>ELEVATION</b>	<b>41.00%</b>	<b>59.00%</b>	<b>47.00%</b>	<b>88.00%</b>				<u>Design Consultant</u>		
	<b>PHYSICAL PROGRESS</b>									
		<u>PACKAGE-1</u>	<u>PACKAGE-2</u>	<u>PACKAGE-3</u>	<u>PACKAGE-4</u>	<u>PACKAGE-5&amp; 6</u>				
	Grooving	8.75/8.750 (100%)	8.9/9.45 (94%)	7.3/7.3 (100%)	7.79/7.79 (100%)	<b>Bridge-1</b>	100% Completed	30/06/2017	<u>Supervisory Consultant</u>	
	Grubbing	Nil	Nil	Nil	Nil	<b>Bridge-2</b>	100% Completed		M/S Consulting Associates	
	Embankment	Nil	Nil	Nil	Nil	<b>Bridge-3</b>	100% Completed		<u>Contractors:</u>	
	Roadway Excavation (Cutting)	8.750 /8.750 Km (100%)	9.15 /9.454 Km (97%)	7.348 /7.348 Km (100%)	7.797 /7.797 Km (100%)	<b>Bridge-4</b>	100% Completed		<b>Package-1</b>	
	Sub grade	8.750 /8.750 Km (100%)	9.154 /9.454 Km (97%)	7.348 /7.348 Km (100%)	7.797 /7.797 Km (100%)	<b>Bridge-5</b>			M/s New Khan Builders	
	Sub Base	8.750 /8.750 Km (100%)	8.356/9.454 km (88%)	7.185/7.348 km (98%)	7.797 /7.797 Km (100%)	<b>Working piles</b>	16/28 (55%)		<b>Package-2</b>	
	WBM	8.750 /8.750 Km (100%)	8.356/9.454 km (88%)	7.348/7.348 km (100%)	7.797 /7.797 Km (100%)	<b>Pier shaft</b>	1/2 is in progress		M/S Cemcon Pvt Ltd	
	Asphaltic Wearing Course	8.750 /8.750 Km (100%)	6.175/9.454 km (65%)	5.610/7.348 km (76%)	7.797/7.797 km (100%)	<b>Abutment</b>	1/2 is I progress		<b>Package-3</b>	
	Rigid Pavement Causeway	Nil	Nil	0.852 km	0.50 km	<b>Transom</b>	Not yet touched		Dir Sheringal Construction Co:	
	Shoulder	2.338/8.00 km (29%)	0.50/3.2 km (16%)	1.425/7.348 (20%)	1.406/7.197 (20%)	<b>Girders</b>	Not yet touched		<b>Package-4</b>	
	Drain	1.698/6.575 km (26%)	1.05/9.454 km (11%)	2.10/7.348 km (29%)	1.74/7.697 km (22%)	<b>Deck slab</b>	Not yet touched		M/S Khattak Allied Const: Co	
	<b>Culvert</b>									
		Package	Total	Completed	Under Construction	% Completion				
		1	32	32	0	100%				
		2	7	7	0	100%				
		3	8	7	1	88%				
		4	11	11	0	100%				
	<b>PACKAGE-7</b>									
	28 Km/33.979 km Asphalt completed and further is in progress								<b>Package-5</b>	
									M/S New Khan Builders	
								<b>Package-6</b>		
								M/S Fazal Karim & Co:		
								<b>Issues:</b>		
								1) Electric Poles in some locations is not yet shifted		
								2) Un-availability of Explosive Material.		
								3) Snow bound Area		

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1275	140829-Improvement of 25 KM left over portion of Chukiyatan- Barawal-Shahi Road, District Dir (upper)  (A)PDWP 19/02/15  <b>Package - I ( Barawal Bandi to Jan Bati)</b> <b>Length 8KM</b> KM 0+000 To 8+000  <b>Package - II ( Jan Bati to Shaltalo )</b> <b>Length 8KM</b> KM 8+000 To 16+000  <b>Package - III (Shaltalo to Marawaro)</b> <b>Length 5KM</b> KM 16+000 To 21+000  <b>Package - IV ( Marawaro to Shahi Top)</b> <b>Length 4KM</b> KM 21+000 To 24+000  <b>COORDINATES</b>  <b>START POINT ( BARAWAL BAZAAR)</b> N= 1207335.9611 E= 3085885.0695 <b>ELEVATION</b>  <b>END POINT ( BARAWAL BAZAAR)</b> N= 1225144.770 E= 3084388.221 <b>ELEVATION</b>	1034.971	988.52(M) 4/3/2015			247.500	70.000	42.350		42.350	289.850	100%
							Released 24.850 17.500 U/P in Finance Dept.					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
	5.00%	21.00%	8.00%	13.00%			<b>Design Consultant</b> M/S ABM Karachi
	<b>PHYSICAL PROGRESS</b>						<b>Supervisory Consultant</b> M/S Creative Engineering Consultant Peshawar
		<b>PACKAGE-1</b>	<b>PACKAGE-2</b>	<b>PACKAGE-3</b>	<b>PACKAGE-4</b>	<b>TOTAL</b>	
		<b>8 Km</b>	<b>8 Km</b>	<b>5 Km</b>	<b>4-Km</b>	<b>25.485 Km</b>	
Length 25 Km		<b>Scarification</b> 5 / 8 Km (63%)	0/8 km	0/5 km	0/3.485 Km	5/24.485 Km (20%)	<b>9/3/2018</b>
Formation Width 8.10 M		<b>Clearing Grubbing</b> 5 / 8 Km (63%)	0/8 km	0/5 km	0/3.485 Km	5/24.485 Km (20%)	
Carriageway Width 6.10 M		<b>natural ground compaction</b> 5/8 Km (63%)	0/8 km	0/5 km	0/3.485 Km	5/24.485 Km (20%)	
Shoulder on each side 1 M		<b>Side Cutting</b> 6.5/8 km (81%)	7/8 km (88%)	0/5 km	0/3.485 Km	13.5/24.485 Km (52%)	
Side Drain 1 M (h/s)		<b>Embankment</b> 4 / 8 Km (50%)	0/8 km	0/5 km	0/3.485 Km	4/24.485 Km (16%)	
<b>Pavement Design</b>		<b>Sub grade</b> 4 / 8 Km (50%)	0/8 km	0/5 km	0/3.485 Km	4/24.485 Km (16%)	
Sub Base 25 Cm		<b>Sub Base</b> 4 / 8 Km (50%)	0/8 km	0/5 km	0/3.485 Km	3.5/24.485 Km (14%)	
Base Course 20 Cm		<b>WBM</b> 3 / 8 Km (38%)	0/8 km	0/5 km	0/3.485 Km	3/24.485 (12%)	
AWC 5 Cm		<b>Wearing Course</b> 3 / 8 Km (38%)	0/8 km	0/5 km	0/3.485 Km		
<b>Structure Work</b>							
R-wall/ B-wall 16380 M		<b>R.wall/B.Wall</b> 1900/2200(86%)	1500/2200 (68%)				<b>Contractors:</b> <b>Package 1</b> M/s New Khan Builders  <b>Package-2</b> M/s Amir Maqaam & Co  <b>Package-3</b> M/s Amir Maqaam & Co  <b>Package-4</b> M/s Amir Maqaam & Co  <b>Issues:</b> Bridge land 6 Marla DC demanded Rs.10 (Million)/Marla = 60 million. Work stopped.
Culvert 105 No		<b>Culvert</b>					
<b>Speed Design</b> 50Km/hr		<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>	
		1	47	29	0	62%	
		2	44	30	0	68%	
		3	11	0	0	0%	
		4	3	0	0	0%	
		<b>Bridge 1 at Km 10+700</b>					
		<b>Pier Shaft</b>	Nil				
		<b>Abutment</b>	2/2 (100%)				
		<b>Transom</b>	0/2 (0%)				
		<b>Girder</b>	0/3 (0%)				
		<b>Footing</b>	2/2 (100%)				
		<b>Deck Slab</b>	0/1 (0%)				

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1276	150890- Rehabilitation/ Black Topping of Chukyatan to Barawal Bandai Road, District Dir Upper. (16.25 km.)  (A)PDWP //	490.000	344.978 28/01/2016		26-10-2016	167.500	40.000	24.200		24.200	191.700	100%
	<b>COORDINATES</b>						Released 14.200 10.000 U/P in Finance Dept.					
	START POINT ( CHUKIATAN BAZAAR) N= 763829.091 E= 3893513.486 ELEVATION						125.000 internal reappropriate by Pkha	Jv-3				
	END POINT ( BARAWAL BAZAAR) N= 3886353.399 E= 751833.768 ELEVATION											



**FOR THE MONTH OF APRIL, 2018**

Scope of Work		Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS
14		15	16	17	18	19		20	21
<b>Total Length</b>	16.250 Km					<b>Road Work</b>		25/10/2018	<b>Design Consultant</b> M/S Associates Consulting Engineers.  <b>Supervisory Consultant</b> M/S Planners Consultant Engineering.  <b>Contractors:</b> M/s Khattak Allied Construction Co.
1) Formation Width	11.6 M		65.00%	65.00%	65.00%	<b>Grooving</b>	10.50 /16.250 Km (65%)		
2) Black Topped Width	7.10 M					<b>Clearing Grubbing</b>	Nil.		
3) Shoulder Width	1-1.5 M					<b>Natural ground compaction</b>	Nil.		
<b>Pavement Design</b>	50Km/hr					<b>Embankment</b>	12.65 / 16.250 Km (78%)		
Sub Base	15 Cm					<b>Sub grade</b>	Nil.		
Base Course	25 Cm					<b>Sub Base</b>	2.75 / 2.75 Km (100%)		
Asphalt Wearing Course	5 Cm					<b>WBM</b>	11.50 / 11.50 Km (100%)		
<b>Structure</b>						<b>Wearing Course</b>	15.60 / 16.250 Km (95%)		
Culvert	1 No					<b>Structure Work</b>			
Cause Way	4 Nos					<b>Culverts</b>	1Nos/1 Nos (100%)		
<u>Side Drain</u>	13000 M					Retaining Walls	1725.50 / 2510 m (69%)		
<b>Bridges</b>						Brest Walls.	200 / 325 m (54%)		
Bridge Repair at Km 05	1 No					R/s RRM Drain.	7.60 / 16.250 Km (45%)		
Extension at Km 10.	1 No								

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1277	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad. (A)PDWP 07/01/15	983.904	983.904(M) 4/3/2015			472.500	55.000	33.275		33.275	505.775	100%
	<b>Package-I</b> (KM 0+000 To 3+100) Murree Chowk (KKH-N-35) to Board Office Contract Cost: 322.804	299.788(M)	299.788(M)		<b>Package-I</b> 01/01/2016		Released 19.525 13.750 U/P in Finance Dept.					
	<b>Package-II</b> (KM 3+100 To 5+100) Board Office to Dharkan Bridge Contract Cost: 283.435	263.847(M)	263.847(M)		<b>Package-II</b> 29/12/2015		300.000 internal reappropriate by Pkha.	Jv-3				
	<b>Package-III (04 Nos Bridges)</b> Contract Cost:152.180 KM 1+410, KM 2+475, KM 2+712 & KM 5+070.	140.423(M)	140.423(M)		<b>Package-III</b> 29/12/2015							
	<b>Scheme Coordinate</b> <b>Start Point: Murree Chowk (KKH-N-35)</b> N: 3780858.778 E: 355848.329 Elevation. 1220.233 <b>End Point: Dharkan Bridge</b> N: 3780198.894 E: 340274.338 Elevation. 1182.807											

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																																																								
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Total length = 7.100 Km	67.00%	100.00%	11.00%	78.00%	<table border="1"> <thead> <tr> <th>Package</th> <th>Package I</th> <th>Package II</th> <th>Package III</th> </tr> </thead> <tbody> <tr> <td>Description</td> <td>3.1km</td> <td>4 km</td> <td>Bridges 4 nos</td> </tr> <tr> <td colspan="4"><b>Road Work</b></td> </tr> <tr> <td>1-Excavation</td> <td>2.6/3.1 (84%)</td> <td>3.6/4 (90%)</td> <td><b>Bridge I</b></td> </tr> <tr> <td>2-Embankment</td> <td>0/0 (0%)</td> <td>0/0 (0%)</td> <td>Length =12 m</td> </tr> <tr> <td>3-Subgrade</td> <td>2.6/3.1 (84%)</td> <td>3.6/4 (90%)</td> <td>Span= 1 no</td> </tr> <tr> <td>4-Sub Base</td> <td>2.5/3.1(81%)</td> <td>3.5/4 (88%)</td> <td>Piles=20</td> </tr> <tr> <td>5-WBM</td> <td>2.4/3.1(77%)</td> <td>3/4 (75%)</td> <td>Dia= 0.760</td> </tr> <tr> <td>6-ABC</td> <td>2.3/3.1(74%)</td> <td>3/4 (75%)</td> <td><b>Bridge II</b></td> </tr> <tr> <td>7-AWC</td> <td>1 / 3.1 (32%)</td> <td>3/4 (75%)</td> <td>Length =44.1 m</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Span= 3 no</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Piles=16 No</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Dia= 0.910</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>Bridges 3/4 Completed</b></td> </tr> <tr> <td colspan="4"><b>Structures Culverts</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>3</td> <td>2</td> <td>1</td> </tr> <tr> <td>II</td> <td>3</td> <td>2</td> <td>1</td> </tr> <tr> <td colspan="4"><b>Retaining Structures</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>767</td> <td>600</td> <td>20</td> </tr> <tr> <td>II</td> <td>300</td> <td>280</td> <td>20</td> </tr> <tr> <td colspan="4"><b>Drain</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>5200</td> <td>4900</td> <td>100</td> </tr> <tr> <td>II</td> <td>3600</td> <td>3325</td> <td>100</td> </tr> </tbody> </table>	Package	Package I	Package II	Package III	Description	3.1km	4 km	Bridges 4 nos	<b>Road Work</b>				1-Excavation	2.6/3.1 (84%)	3.6/4 (90%)	<b>Bridge I</b>	2-Embankment	0/0 (0%)	0/0 (0%)	Length =12 m	3-Subgrade	2.6/3.1 (84%)	3.6/4 (90%)	Span= 1 no	4-Sub Base	2.5/3.1(81%)	3.5/4 (88%)	Piles=20	5-WBM	2.4/3.1(77%)	3/4 (75%)	Dia= 0.760	6-ABC	2.3/3.1(74%)	3/4 (75%)	<b>Bridge II</b>	7-AWC	1 / 3.1 (32%)	3/4 (75%)	Length =44.1 m				Span= 3 no				Piles=16 No				Dia= 0.910				<b>Bridges 3/4 Completed</b>	<b>Structures Culverts</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	3	2	1	II	3	2	1	<b>Retaining Structures</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	767	600	20	II	300	280	20	<b>Drain</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	5200	4900	100	II	3600	3325	100		
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No Of Lane = 2 Nos							<p><b>Design Consultants:</b> ACE (PAVRON) Lahore.</p> <p><b>Supervisory Consultant:</b> M/S CREATIVE (Pvt) Ltd, Hayatabad Peshawar.</p> <p><b>Package-I:</b> Badi u Zaman &amp; Co.</p> <p><b>Package-II:</b> M/S New Khan Builders.</p> <p><b>Package-III:</b> M/S New Khan Builders.</p> <p><b>ISSUES:</b> The road work is slow due to the shifting of utility lines along the road.</p>																																																																																																								
ROW = 44~110 m																																																																																																															
Design Carriageway = 7.3 on each side 14.60m,																																																																																																															
Existing Culvert = 8 Nos																																																																																																															
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AC Wearing Course = 50 mm																																																																																																															
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Shoulder Width = 0.96 m																																																																																																															
Camber = 2%																																																																																																															
<b>Bridge = 4 No Bridges</b>																																																																																																															
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ii) Km # 3 span = 44 M																																																																																																															
iii) Km # 3 span = 20 M																																																																																																															
iv) Km # 5 span = 25 M																																																																																																															

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y	
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.			
1	2	3	4	5	6	7	8	9	10	11	12	13	
1278	140877-Construction of Haripur Bypass Road (24.480 KM)  (R) PDWP 28/01/15  <b>Package - I</b> Contract Cost: 395.443 (M) (KM 0+000 TO 5+250) Chungi No.11 (N-125) Khanpur Road. to Panian (KKH- N-35) <b>Package - II</b> Contract Cost: 436.778 (M) (KM 5+250 TO 10+500) Panian (KKH- N-35) to Chorh Village <b>Package - III</b> Contract Cost: 414.126 (M) (KM 10+500 TO 16+450) Chorh Village to Mankaray/Morha Mamdu <b>Package - IV</b> Contract Cost: 293.653 (M) (KM 16+450 TO 20+650) Mankaray/ Morha Mamdu to Garh Village <b>Package - V</b> Contract Cost: 337.240 (M) (KM 20+650 TO 24+480) Garh Village to Changi Bandi (KKH) <b>Package - VI</b> Contract Cost: 220.525 (M) Bridges 03 Nos (Km 08+550, Km 15+026 & Km 24+050) <b>Package - VII (Fly over 03 Nos)</b> Contract Cost: 136.232 (M) (Km 3+140, Km 5+312 & Km 9+035)  <b>Scheme Coordinate</b> <b>Start Point: Chungi No.11 (N-125)</b> <b>Khanpur Road.</b> N: 3759732.177 E: 307672.109 Elevation. 520.420 <b>End Point: Changi Bandi (KKH)</b> N: 3762364.313 E: 317720.352 Elevation. 584.334	692.000	3712.050(M) 4/3/2015  Revised 4999.000 6/11/2017  395.443(M)  436.778(M)  414.126(M)  293.653(M)  337.240(M)  220.525(M)  136.232(M)				1655.000	120.000  <u>Released</u> 42.600 <del>30.000</del> 72.600  700.000 internal reappropriate by Pkha.	72.600		72.600	1727.600	100%

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS			Schedule of Completion	REMARKS
14	15	16	17	18	19			20	21
<b>Construction of Haripur Bypass Road ( From Km. 0+000 to Km. 24+480)</b>	15.90%	61.87%	24.14%	40.04%					Design/Supervisory Consultant: M/s Associated Consulting Engineers-ACE (Pvt) Ltd, Lahore.  Contractors: Package-I M/S New Khan Builders.  Package-II M/S Khattak Allied Construction Co.  Package-III M/S Khattak Allied Construction Co.  Package-IV M/S Khattak Allied Construction Co.  Package-V M/S Haji Raees Khan & Sons, Construction Co.  Package-VI M/S Haji Raees Khan & Sons Construction Co.  Package-VII: M/S Khattak Allied Construction Co.  ISSUES: Package-VII Flyover No. 01 (Hattar Road) The work remained stop due to the overhead HTL at abutments working piles both side, which needs to be relocated on priority basis.
Total length 24.480 Km	<b>PHYSICAL PROGRESS</b>								
Carriageway width 7.300 m	<b>Description</b>	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Package 5</b>			
No of Lanes 02 Lanes	<b>Length</b>	<b>5.250 Km</b>	<b>5.250 Km</b>	<b>5.950 Km</b>	<b>4.20 Km</b>	<b>3.83 Km</b>			
Shoulder width (Each Side) 2m TST	<b>Road Work</b>								
Shoulder Slope 4%	1- C&G	2.918/3.060 (95%)	3.60/3.60 (100%)	3.930/5.033 (78%)	3.30/3.30 (100%)	1.563/1.563 (100%)			
<b>Pavement Thickness</b>	2- NGC	2.268/3.060 (74%)	2.517/3.60 (70%)	3.345/5.033 (66%)	3.30/3.30 (100%)	1.563/1.563 (100%)			
Asphaltic Wearing Course 05 cm	3- Embankment	3.50/5.250 (67%)	1.60/5.250 (31%)	3.500/5.950 (59%)	3.900/4.20 (93%)	3.000/3.830 (78%)			
Asphaltic Base Course 08 cm	4- Subgrade	3.191/5.250 (61%)	1.325/5.250 (25%)	2.970/5.950 (50%)	3.850/4.20 (92%)	3.000/3.830 (78%)			
Water Bound Macadam 25 cm	5- Subbase	2.941/5.250 (56%)	1.325/5.250 (25%)	2.375/5.950 (40%)	3.850/4.20 (92%)	3.000/3.830 (78%)			
Granular Sub base Course 20 cm	6- WBM	1.759/5.250 (34%)	1.000/5.250 (19%)	1.825/5.950 (31%)	3.00/4.20 (71%)	2.650/3.830 (69) 1st L only			
Sub grade 30 cm	7- ABC	-	1.000/5.250 (19%)	1.650/5.950 (28%) 1st layer	-	-			
<b>Pavement Thickness of Shoulder</b>	8- AWC	-	-	-	-	-			
TST	<b>Bridges/Flyovers Details</b>								
Water Bound Macadam 15 cm	<b>Package 6 (Bridges 03-Nos)</b>			<b>Package 7 (Flyovers 03-Nos)</b>					
Granular Sub base Course 15 cm		<b>Bridge # 01</b>	<b>Bridge # 02</b>	<b>Bridge # 03</b>	<b>Flyover # 01</b>	<b>Flyover # 02</b>	<b>Flyover # 03</b>		
<b>Design Speed 80 Km/hr</b>	<b>Length</b>	25m	180m	210m	25m	30m	25m		
	<b>No. of Span</b>	01 (25m)	06(30m each)	07 (30m each)	01 (25m)	01 (30m each)	01 (25m each)		
	<b>T/Nos. of Pile</b>	12No	50No	68No	20No	16 No	20 No		
	<b>T/Nos. of Girders</b>	04No	24No	28No	04No	04 No	04 No		
	<b>Pile Dia</b>	760mm	760mm	760mm	910mm	910mm	910mm		
	<b>PHYSICAL PROGRESS</b>								
	<b>Bridge Sub Structure</b>	Piles = 133 / 133 completed. Pile Caps = 12/13 completed. Transom = 09/17 completed.			Piles = 31 / 59 completed.				
	<b>Bridge Super Structure</b>	RCC Girders = 55 / 56 completed. Launching of Girders = 28 / 56 completed. D/ Slab = 03/14 completed.			Pile Caps = 03/06 completed RCC Girder = 10 /12 completed Launching of Girders = 04 /12 completed				
	<b>STRUCTURES (CATTLE CREEPS / BOX CULVERTS / PIPE CULVERTS)</b>								
	<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/constrn:</b>	<b>% completion</b>				
	1	16	12		75%				
	2	27	22	1	81%				
	3	37	26	1	70%				
	4	16	14		88%				
	5	15	13		87%				
	Total	111	87	2	78%				

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1279	20665-Construction / Supervision of New Road works.  (R)DDWP-II 20/03/2006		1976.321	-	-	966.399	100.000	85.500		85.500	1051.899	
			Revised									
			1703.097				<u>Released</u>					
			1831.155				35.500					
			29/05/05				13.750 U/P in Finance Dept.					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
Construction Supervision of New Road works						ONGOING	

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1280	20675-Feasibility and Design of Projects of various roads. DDWP-II 23/08/2011	538.173	Original AA 668.658	-	-	177.246	20.000	12.100		12.100	189.346	
			821.658				Released 7.100 5.000 U/P in Finance Dept.					



**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
<p><b>Condition survey.</b>  <b>Feasibility study and design of 305km of provincial road.</b></p>					<p>1) Summary Approved.                  2) PC-II framed and was sent to P&amp;D Dept.                  3) PC-II returned with observation to include in DDWP-II.                  4) DDWP-II conducted and minutes of the meeting issued.                  5) AA Issued.                  6) NIT was floated on for hiring of consultants for III No packages.                  7) Package I &amp; II was awarded to M/S Creative consultants &amp; H&amp;B JV &amp; Package III was awarded to ACE &amp; Pavron (association) after technical &amp; financial evaluation                  8) Consultants has completed all the studies i.e. traffic count, FWD Analysis and submitted to PPTA Consultants for review.                  9) Moreover PC -I has been submitted to PDWP for approval. The PC-I has been approved in a meeting held on 26-05-2017.                  However after approval ACE &amp; substituted 2 roads i.e                  i) Haripur -Beer ii) Beer - gundaf with a new road i.e. Mardan - swabi road.</p> <p>The PC -I will be sent to CDWP / ECNEC after decision made in a meeting will be held on 5/07/2017.</p> <p><b>FEASIBILITY STUDY &amp; DESIGN:</b>  <b>Package I</b>                  • Video, FWD, traffic study and topographic surveys have been completed &amp; sent to Lab for performing Lab tests.  <b>Package II</b>                  • Video and FWD surveys have been completed. Soil survey in all road completed.                  • Traffic study for all roads in package II has been completed  <b>Package III</b>                  • Video survey and FWD has been completed in Topographic Surveys and Soil Surveys completed.                  • Traffic survey completed.                  Draft PC -I completed &amp; submitted to PKHA for</p>	<p>Jun-17</p>	

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1281	130198-Establishment of Axle Load Control Regime on Provincial Highways at 8-Stations, District Kohat, D.I.Khan, Mardan, Charsadda & Bunner.  (A)DDWP-II 17/04/2014  <b>i)</b> Thall - Mirali - Isha - Razmak - Kiragi - Tank D.I.Khan Darya Khan (S-8) at Darya Khan Bridge.  <b>ii)</b> Tajakzai - Lakki - Daratang - Chashma - D.I.Khan at Chashma Chowk (S-11).  <b>iii)</b> Kohat - Hangu - Thall - Chapari - Parachinar - at Nusrat Khel (S-7)  <b>iv)</b> Rustam-Ambella-Daggar-Karokar-Barikot Road (S-10) at Baba Serai.	490.000	498.160 19/5/2015			140.750	20.000	12.100		12.100	152.850	100%
					02/04/15		Released 7.100 5.000 U/P in Finance Dept.					
					01/04/16							



**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1282	140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24 KMs), District Kohat and Hangu.  (A)PDWP 25/03/15  <b>Package-I</b> contract cost 536.7 millions km 0+000 to 6+000 (6 km) (Sherkot to Usterzai Bala)  <b>Package-II</b> Contract cost = 602.506 millions km 6+000 to 12+000 (6 km) (Usterzai Bala to Raeesan)  <b>Package-III</b> contract cost = 531.449 millions km 12+000 to 18+000 (6 km) (Raeesan Babar Qilla)  <b>Package-IV</b> contract cost = 564.415 millions km 18+000 to 24+000 (6 km) (Babar Qilla to Hangu Bazzar)  <b>Package-V</b> 4 No Bridges: I) Nullah bridge at Usterzai km 2+500 ii) Nullah bridge at Raisaan km 10+100 iii) Nullah bridge at km 13+760 iv) Nullah Bridge at PTC km 22+375.	2759.858	2759.858 3/4/2015			519.930	100.000	236.638		236.638	756.568	100%
			<b>Scheme Co-ordinates</b>									
							Released		under process			
							35.500					
							25.000					
							176.138					
							320.000	Jv-3				
					<b>Package-I 21/10/2015</b>							
					<b>Package-II 21/10/2015</b>							
					<b>Package-III 21/10/2015</b>							
					<b>Package-IV 21/10/2015</b>							
					<b>Package-V 10/11/2015</b>							
					<b>Start Point (Sherkot) N :3720530.558 , E : 710698.873 Elevation = 629.270 m</b>							
					<b>End Point (hangu bazar) N :3713270.663 , E : 691389.451 Elevation = 813.652 m</b>							

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence-ment	PHYSICAL PROGRESS			Schedule of Completion	REMARKS	
14	15	16	17	18	19			20	21	
Dualization of one-way Road. <b>Total Length</b> = 24 km Carriageway Width = 7.300 m (Either side) Nos Of Lanes = 2 lanes  <b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 8 cm Water bound macadam = 25 cm Granular Sub base Course = 20 cm  <b>PAVEMENT THICKNESS SHOULDER</b> Triple Surface Treatment (TST) Water bound macadam = 15 cm Granular Sub base Course = 15 cm Culverts = 69 No's R/wall = 3152 m  <b>Bridges:</b> Bridge no : 1 (RD 2+515) L= 100.4 meter Bridge no : 2 (RD 10+025) L= 150 meter	28.30%	25.00%	15.40%	41.03%					<b>Design &amp; Supervisory Consultant:</b> M/S ACE Lahore <b>Contractors:</b> M/S Amanullah Khan & Co. M/S Khattak Allied Construction Co. M/S Amanullah Khan & Co M/S Khattak Allied Construction Co M/S Mohmand Construction Company <b>Issues:-</b> I) Land acquisition for Dualization of road section-4 has been issued from Revenue department kohat & hangu. ii) Removal of trees approval granted from conservator of forest. iii) Shifting of electric poles as per demand bill shifting of E/Pole etc in progress. iv) Shifting of T / poles. Rationalized demand bill for kohat PTCL received on 30/3/2016. v) Shifting of water supply lines. the payment has been made to PHE Kohat & Hangu vi) SNGPL demand bill awaited from SNGPL. vii) Land dispute with locals in religious places in Kohat & Hangu. viii) Under pass demand of in habitant of Usterzai area Kohat & Ibrahimzai area.. ix) Road alignment issue RD-210-500 onwards. The proposed road passes neat PTC (Hangu District) The PTC admn are not allowing the construction activates. Issue to be resolved.	
<b>PHYSICAL PROGRESS</b>										
	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Total</b>					
Length	5.643 km	5.626 km	5.628 km	5.632 km	22.529					
<b>Road work</b>										
1-Side cut/bed cut	1.267/1.283 (98%)	1.58/1.875 (84%)	0.750/0.750 (100%)	0.1/0.2 (50%)	3.70/4.108 (90%)					
2- Clearing & Grubbing	3.798/3.85 (99%)	2.975/3.025 (98%)	4.600/4.637 (99%)	2.450/3.675 (67%)	13.823/15.187 (87.4%)					
3- Natural ground compaction	3.798/3.85 (99%)	2.975/3.025 (98%)	4.600/4.637 (99%)	2.610/3.675 (71%)	13.98/15.187 (92%)					
4- Embankment	3.766/3.85 (99%)	2.975/3.025 (98%)	4.552/4.637 (98%)	2.500/3.675 (68%)	13.791/15.187 (90.16%)					
5- Subgrade-I	3.81/3.85 (99%)	2.975/3.025 (98%)	4.582/4.637 (99%)	2.400/3.675 (65%)	13.767/15.187 (90.8%)					
6-subgrade-II	3.81/3.85 (99%)	2.975/3.025 (98%)	4.582/4.637 (99%)	2.400/3.675 (65%)	13.767/15.187 (90.6%)					
7- Subbase-I	5.223/5.643 (92.5%)	4.779/5.626 (85%)	5.298/5.628 (94%)	2.514/5.632 (44%)	17.814/22.529 (79.07%)					
8-sub base II	5.223/5.643 (92.5%)	4.779/5.626 (85%)	5.298/5.628 (94%)	2.514/5.632 (44%)	17.814/22.529 (79.07%)					
9- WBM-I	4.68/5.643 (82.9%)	4.103/5.626 (72.9%)	4.531/5.628 (80.5%)	2.1/5.632 (37.3%)	15.414/22.529 (68.4%)					
10- WBM-II	4.556/5.643 (81%)	4.089/5.626 (72%)	4.462/5.628 (79%)	1.8/5.632 (32%)	14.907/22.529 (66.1%)					
11- ABC	3.6/5.665 (63%)	3.3/5.65 (53%)	3.372/5.785 (58.28%)	0.5/5.785 (8.64%)	10.772/22.885 (47.8%)					
12 AWC	0.0/5.665 (0%)	0.0/5.65 (0%)	0.0/5.785 (0%)	0.00/5.785(0%)	0%					
<b>Structures</b>										
	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>						
1- Pipe culverts	6/7 (94%)	1/3 (33%)	6/6 (100%)	1/2 (50%)	14/18(77.7%)					
2- Box Culverts	10/12 (83%)	15/16 (87.5%)	16/17 (94%)	3/11 (27%)	44/56 (78.57%)					
3- Retaining wall	687/954 (72%)	760/964 (78.8%)	352/934 (37.6%)	0/300 (0%)	1799/3152 (57.07%)					
<b>Bridges</b>										
<b>Package V</b>	<b>Bridge no : 1 (RD 2+515) Length 100.4 M</b>	28 piles completed.		4 Transom completed	Girder's 16/16 completed.					
	<b>Bridge no : 2 (RD 10+025) Length 150 M</b>	41/41 piles completed.		6 Transom completed	20/20 Girder completed					

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1283	140629-Construction of Swat Motorway (Land Acquisition)  (A) PDWP- 29/07/16	6890.030	6890.030 19/01/2018		10/6/2014	4668.887	50.000	30.250		30.250	4699.137	100%
							Released 17.750					
							12.500 Under process					
							30.250					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
Acquisition of 7500 Canal land in District Nowshera, Swabi, Mardan And Malakand.  Length = 81 km  Width = 260FT	79.00%	21.00%	6.00%	85.00%	<ul style="list-style-type: none"> <li>• Section-4 for distt Malakand has been issued, While section 6,7 &amp; 17 is awaited from revenue deptt.</li> <li>• Section-4 for interchanges issued.</li> <li>• Location of service area identified and land acquisition initiated.</li> </ul>	Jun-17	Balance amount of Rs.2171.143 Million has been demanded as special Grant in response Planning and Development vide No. Acct/C&W/1-6/Letter/2017-2018 on 16.03.2018 has desired for intra sectional Reappropriation.  Instantly this office need Rs 800 Million to clear DC Malakand Demand Bill.

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1284	140878-Improvement & Widening of Nizampur-Kohat road (64 KM) District Nowshera & Kohat.  (A)PDWP 28/01/15  <b>Package - I</b> Contract Cost = 401.856 millions Km 23+100 to 30+400 (7.300km) Village kayai to nizampur bazar <b>Package - II</b> Contract Cost = 398.851 millions Km 30+400 to 41+450 (11.050 km) nizampur bazar to village piran <b>Package - III</b> Contract Cost = 502.781 millions Km 41+450 to 51+450 (10.000 km) village piran to toray stanay <b>Package - IV</b> Contract Cost = 318.644 millions Km 51+ 450 to 60+000 (8.550km) Toray stanay to zamir gul dam <b>Package - V</b> Contract Cost = 310.341 millions km 60+000 to 70+000 (10 km) zamir gul dam to jabbar <b>Package - VI</b> Contract Cost = 315.88 millions km 70+000 to 82+553 (12.553km) jabbar to kohat pindi road  <b>Scheme Co-ordinates</b>  Start Point (kayai) N : 3744249.602 , E : 230680.109 Elevation = End Point (kohat pindi road) N : 3709992.09 , E : 203647.462 Elevation	1740	2796.766 26/2/2015			706.680	240.000	145.200		145.200	851.880	100%
					04/09/2015		Released 85.200 60.000 U/P in Finance Dept.					
					04/09/2015		600.000 internal reappropriate by Pkha.	Jv-3				
					04/09/2015							
					04/09/2015							
					25/1/2016							
					25/1/2016							



**FOR THE MONTH OF APRIL, 2018**

Scope of Work		Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence-ment	PHYSICAL PROGRESS			Schedule of Completion	REMARKS	
<b>14</b>		<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>			<b>20</b>	<b>21</b>	
<b>Total Length = 64 km</b>		15.00%	30.00%	15.00%	30.00%				<b>Sep 2018 for Package I to IV</b>	<b>Design Consultants</b> Consulting Associates (CA)	
Nos Of Lanes = 2 lanes											
Road Width		<b>PHYSICAL PROGRESS</b>								<b>June 2019 for Package V to VI</b>	<b>Supervisory Consultants</b> ABM consultants
<b>Package-I = 7.3m</b>		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Package 5</b>	<b>Package 6</b>	<b>Total</b>			
<b>Package-II = 6.10m</b>		7.3 km	11.05 km	10 km	8.55 km	10 km	12.935 km	59.835 km		<b>Contractors:</b> Package-I to Package-V Khattak Allied  <b>Package-VI</b> Amanullah Khan  <b>Issues:</b> 1) Delay in shifting of electric poles. 2) Land Acquisition awaited. 3) Court case in package 6 at khandar Bypass. 4) Short funding.	
Culverts = 178 Nos		<b>Road work</b>									
R/walls = 1244.7 m		1-Side cut/bed cut	5.58/5.58 (100%)	9.6/10.21 (94.02%)	7.98/8.63 (92.46%)	3.46/3.46 (100%)	3.13/3.24 (96.60%)	2.10/2.24 (93.71%)	31.85/33.36 (95.47%)		
<b>Road Structure</b>		2- Clearing & Grubbing	4.74/4.74 (100%)	3.26/4.54 (71.81%)	1.30/2.07 (62.802%)	6.71/6.71 (100%)	8.15/8.74 (93.249%)	9.90/11.135 (88.91 %)	34.02/37.935 (89.67%)		
Asphalt Wearing Course = 5 cm		3-Natural ground compaction	4.74/4.74 (100%)	3.26/4.54 (71.81%)	1.30/2.07 (62.802%)	6.71/6.71 (100%)	8.15/8.74 (93.249%)	9.90/11.135 (88.91 %)	34.02/37.935 (89.67%)		
WBM = 30 cm		4-Subgrade preparation	5.3/5.3 (100%)	4.25/9.3 (45.699%)	3.57/5.93 (60.20%)	2.48/2.48 (100%)	3.30/3.52 (93.75%)	3.10/3.25 (95.385%)	22/29.78 (73.87%)		
Granular Sub Base = 30 cm		5- Improved Sub grade	3.03/3.03 (100%)	0/3.48 (0%)	0.20/3.14 (6.37%)	0.30/1.10 (27.27%)	0.50/1 (50%)	0/0.50 (0 %)	4.03 / 12.25 (32.898%)		
<b>Shoulders (both Outer shoulders)</b>		6-Embankment	1.83/1.83 (100%)	1.85/2.36 (78.39%)	0.00/1.28 (0%)	8.00/8.07 (99.13%)	8.75/9.37 (93.38%)	11.68/11.975 (97.54%)	32.11/34.885 (92.04%)		
<b>Granular material for shoulders</b>		7- Sub base	7.35/7.38 (99.59%)	6.60/10.99 (60.055%)	2.80/8.46 (33.096%)	8.10/8.67 (93.43%)	6.00/9.95 (60.302%)	11.00/12.935 (85.041%)	41.85/58.39 (71.67 %)		
<b>Bridges:</b>		8- WBM	7.32/7.38 (97.495%)	2.25/10.99 (20.47%)	1.80/8.46 (21.27%)	6.50/8.67 (74.97%)	3.50/9.95 (35.176%)	8.50/12.935 (65.713%)	29.87/58.39 (51.156%)		
Bridge no :1 (RD 25+435) L=50 m		9-Wearing course	7.32/7.385 (97.495%)	1.80/10.99 (16.38%)	NIL	5.20/8.67 (59.97%)	NIL	1.30/12.935 (10.05%)	15.62/58.39 (26.75%)		
Bridge no :2 (RD 26+060) L= 50 m		<b>Structures</b>									
Bridge no: 3 (RD 36+347) L=25 m.			<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Package 5</b>	<b>Package 6</b>	<b>Total</b>		
Bridge no :4 (RD 37+320) L= 35 m.		1- R/Walls	639/639 (100%) as per VO-1	114/1280 (8.90%)	166/850 (19.53%)	148.7/780 (19.06%)	274/890 (30.79%)	313/994 (31.49%)	1654.70 /5433 (30.45 %)		
Bridge no: 5 (RD 52+600) L=25 m.		2- Culverts	22 / 22	14/38	14/58	17/17	17/26	34/34	117/194 (55.80)		
Bridge no :6 (RD 53+360) L= 25 m		<b>Bridges</b>									
Bridge no :7 (RD 64+153) L= 50 m		<b>Package 1</b>	<b>Package 2</b>	<b>Package 4</b>	<b>Package 5</b>						
		<b>Bridge no : 1 (RD 25+435) Length 50 meter</b>	<b>Bridge no:3 (RD 36+347) Length 25 meter.</b>	<b>Bridge no:5 (RD 52+600) Length 25 meter.</b>	<b>Bridge no : 7 (RD 64+153) Length 50 meter.</b>						
		Bridge is complete except 3 Nos of Expansion joints.	Transom 2 No Complete.	Pile load test has been carried out.	Piles completed.						
		<b>Bridge no : 2 (RD 26+060) Length 50 meter</b>	<b>Bridge no :4 (RD 37+320) Length 35 meter.</b>	Piles in progress.	3/3 No.s of Pile cap is completed.						
		Bridge is complete except 3 Nos of expansions.	Pile load test has been carried out.	4/4 girders casted	8/8 girders casted						
			Piles in progress.	<b>Bridge no : 6 (RD 53+360) Length 25 meter.</b>							
				16/16 piles completed.							
				4/4 girders casted.							

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In A

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commence-ment	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1285	160193 - Project Directorate for Swat Expressway.  (A)PDWP- 11/03/2016	80.810  67.401	67.401 18/08/2016		Aug-16	32.596	34.061  Released 12.092 4.939 8.516 U/P in Finance Dept.	25.547	Released	25.547	58.143	

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					<p>PC-I to the tune of Rs.16.60 Million was approved as non ADP to cover initial Six Month period.</p> <p>Later on PC-1 was revised for Rs.67.401 Million for the construction period.</p> <p>Project Directorate is in Place.</p>		

**PROGRESS REPORT**

SECTOR: Roads  
SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1286	160248- Project Implementation Unit (PIU) ADB Assisted "Provincial Road Rehabilitation Project".  (A)PDWP 02/12/2016	59.318	Approved 31-5-2016 59.318			14.250	5.000	3.025		1.775 1.250 3.025	17.275	0.33%
							Released 1.775 1.250 under process					
							3.025					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
<p><b>Establishment of PIU office on Rent basis.</b>  <b>Hiring of project staff,</b>  <b>Procurement of goods (office furniture, vehicles, curtains)</b></p>					<p>Establishment of PIU:                      1) Office has operation in a rented building.                      2) Four AD, Five DD along with PD has been posted.                      3) To execute the work till the hiring of regular staff, the following post has been filled on stop gap arrangement:                      1) Computer Operator = 02                      2) Sub Engineer = 01                      3) Naib Qasid = 04                      4) Driver = 03                      5) Sweeper = 01</p> <p>Procurement:                      1) NOC for procurement of vehicles has been issued from C&amp;W Department &amp; 5/6 has already been procured.                      2) 2/4 motorbikes has been procured.                      3) Procurement of various items are completed i.e Furniture, printers etc.                      4) Advance procurement has been allowed by ADB.</p> <p><b>Hiring's of Staff:</b>                      1) Hiring of project staff i.e Accountant, Office Assistant and Computer operator has been completed.                      2) Short listing of remaining project posts are in progress.</p>	2022	

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1287	160450 - F/S for Project Preparatory and Technical Assistance for Provincial road Rehabilitation Project (ADB Assisted).  (B)PDWP //	0.010					0.010					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
<p>All the preliminary F/S and design will carried out by the consultant hired by ADB Islamabad. Moreover the payment in regard of consultancy services will be made by ADB Islamabad to the consultant as a grant. PKHA has the role of top supervision on the PPTA consultant.</p>					<p><b>PPTA Consultant:</b>  <b>1)</b> PC-II has been approved from DDWP-II held on 30-12-2016.  <b>2)</b> Five number International consultant has applied for the PPTA and ECIL is selected as PPTA Consultant.  <b>3)</b> The various studies and detail design reports carried out by design consultants i.e. environment studies, Traffic studies, survey etc has been forwarded to PPTA consultants for review and vetting.  <b>4)</b> Most of the work of design consultant have been vetted by PPTA consultant and Final draft report is submitted to ADB and PIU.  <b>5)</b> IEE report will be submitted to PIU after incorporating EMP cost in the report.  <b>6)</b> A meeting was held with design consultants &amp; PPTA consultants for addressing different issues last week.</p>	Jun-17	

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1288	170523 - F/S & Construction of Southern Link Road (Circular Road), Bannu. (B)PDWP //	6957.605	A.A awaited				30.000 7.500 15.000	22.500 U/P in Finance Dept.		22.500	22.500	
1289	150764 - F/S Design and Construction of Swabi By-pass Road (12 KM). (B)PDWP //	2266.44 2170.474					50.000					
1290	170566 - Widening & Improvement and BT of Swari, Dewana Baba road (11 km) including RCC Bridge at Tangu, District Buner. (B)DDWP //	600.000					5.000					
1291	160630 - F/S, Design and Construction of 2 No. Flyovers on Mingora Kanju Road SH: Mingora Bypass and Kanju Chowk, District Swat. (B)PDWP //	2000.000					10.000					
188	170501- Construction of Expressway from Chakdara to Mingora (40 KM).	38613.060					0.001					



**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint 18	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					Feasibility study & detailed engineering design has been awarded to M/S AAA Karachi-M/S PCE (JV). Pre qualification has been invited by 13/3/2018.		
					Discuss in PDWP on 30/1/2018 but differ due to cost problem.		
Widening / Improvement B/T of 11 km road R/c 1 No bridge Dual Carriage way = Km # 1 Remaining 10 Km = 7.3 meter (B/T) Bridge 1 No = 90 meter length = 3 No span					scheme approved in PDWP meeting held on 27/03/2018, minutes of the meeting awaited.		<b>Design Consultant:</b> M/S Planners Engineering Consultants
					Scheme approved for Flyover No.2 (On Mingora Bypass Road) in PDWP meeting held on 16/04/2018.		<b>Design Consultant:</b> Engineering consultancy services Punjab (Pvt) Ltd Joint Venture M/S New Vision Engineering consultants.
					Project was proposed under CPEC but CPEC decline to include in its package being unfeasible w.r.t traffic volume.		

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1292	160442 - Construction of New RCC Bridge at Khazana Bypass Over River Panjkora District Lower Dir. (SDG).  (B)PDWP //	410.621 375.000	410.621 10/8/2017		10/1/2018		40.000  10.000 30.000	Jv-03 PKHA  U/P in AG U/P in FD		40.000	40.000	

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- -mint	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
Length of Bridge = 180 m No of Spans = 6 (7.3m each side) No of Piles = 20+1=21 Carriageway width = 7.3 No of Lanes = 2 Lanes Test Pile = No A.W.C = 50mm Base Course = 80mm Agg Base Course = 250mm Granular Sub base = 350mm		12.00%	3.00%	3.00%	1 No test Pile Completed , 16/21 Completed.	10/1/2020	<b>Design Consultant</b> M/S Planners Engineering Consultant Joint Venture A.A.A  <b>Supervisory Consultant</b> M/S Nespak Pvt Ltd.  <b>Contractor:</b> M/S Ghulam Muhammad & Co.  <b>Issues:</b> Work stopped due to land dispute by the locals. Land Acquisition is under process.

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1293	170629 - Widening & Improvement of Tarnawa Kohala Bala Road (35 Km) District Haripur.  (B)PDWP //	3384.042 3100.000					20.000  <u>Released</u> 75.000	0.000  Pkha JV-3		0.000	0.000	

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- ment 18	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					<p>1) PC-I amounting Rs. 3384.042 has been submitted on 19/12/2017 for approval of PDWP.</p> <p>2) Scheme differ in PDWP held on 31/1/2015.</p> <p>3) P&amp;D has deleted Asphaltic Base and shall discussed in fourth coming PDWP with reduced cost of Rs 2598 million.</p> <p>Pre-qualification has been called on 26/02/2018.</p>		

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1294	160249 - Provincial Roads Rehabilitation Project "Under PKHA Portfolio" ADB Assisted.  (B)ECNEC //	3,354.081	Not yet issued		Not yet issued		72.000					

**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
i) Rehabilitation of 305 km ii) Performance base maintenance of 200 km. iii) Enhancement of RAMS					<b>Rehab. Component:</b> 1. PC -1 has been approved from ECNEC on 8th October, 2017. Project implementation unit (PIU) has been established in PKHA. Some of the project positions have been filled and remaining is in progress with the consent of ADB. 2. Loan negotiations have been done on 19th October, 2017. Request for proposal (RFP) was issued to shortlisted supervisory consultants on 1st August 2017. 3. Technical bids of supervisory consultants were opened on 10th Oct, 2017. Technical evaluation has been done. 4. Submission 2 has been sent to ADB on 9th November, 2017 for approval and concurrence, and the comments of ADB have been received. 5. Invitation for Bids (IFB) for Package1 was advertised on 20th September, 2017 Technical Bids for Package 1 were opened on 6th November, 2017. Total Nineteen (19) bids received for the three (3) lots of Package -1 as per following detail. • Seven bids for Lot -1 • Five bids for Lot -2 • Seven bids for Lot-3 6. Technical Bid evaluation Report (TBER) has been sent to ADB for review and concurrence on 26th November, 2017, and the comments of ADB have been received. 7. IFB of Package -2 (comprising of 6 Lots) was advertised on 6th November, 2017 and deadline for submission of bids is 2nd January 2018. 8. Pre Bid Meeting for Package 2 was held on 30th November, 2017, and the minutes of meeting have been prepared and will be circulated shortly.	2022	

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2017	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
1295	170174 - Construction of Swat Motorway SH: Provincial Equity (VGF) Phase-II.  (B)PDWP //	6000.000	Phase - I 6000 Million 18-8-2016				0.001 2750 2250 500 5500.000	5500.000		5500.000	5500.000	100%
1296	170521 - F/S & Dualization of Mardan-Swabi road.  (B)PDWP //	8000.000					195.000					



**FOR THE MONTH OF APRIL, 2018**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					Sub grade = 85% completed Sub base = 83% completed ABC = 80% completed. ACBC = 80% completed. Tunnel = 950 (M) completed.  i) Alignment Survey Completed. ii) 81- KM land has been handed over to FWO.		Provincial Govt share of Rs. 11.5 billion has been arranged and paid according to the funding notice dates.  Work along the entire Alignment and Interchanges is in progress.
					As per decision of the steering committee, the scheme will be financed under PRIP ADB Assistance and being executed by Director PMU PRRP.		