

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

**PESHAWAR**



**PROGRESS REPORT**

**FOR THE MONTH OF MAY, 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
<b>Total</b>		<b>44</b>
<b>Due For Completion</b>		
Ongoing Projects		01
New Projects		0
<b>Total</b>		<b>01</b>
	<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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**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	8.550		8.550	170.523	43%
	<b>Package - I</b> Length : 12 km (0+000 to 12+000) Manglawar to Kulkarin	357.552	321.796 M		<b>Package - I</b> 6/12/2017		3.550					
	<b>Package - II</b> Length : 12 km (12+000 to 24+000) Kulkarin to Kishora	435.296	391.766 M		<b>Package - II</b> 18/12/2017		280.000- Jv-03 Reappropriate by PKHA					
	<b>Package - III</b> Length : 11.25 km (25+000 to 35.25+000) Kishora to Malamjabba	407.705	366.934 M		<b>Package - III</b> 18/12/2017		2.500 2.500					

**FOR THE MONTH OF MAY, 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		8.48%	16.21%	16.21%						<b>Design Consultant</b> M/S Development	
ROW = 11.10 M					<b>PHYSICAL PROGRESS</b>				<b>Package-I</b> <b>06/05/19</b>	<b>Management Consultant</b> <b>Supervisory Consultant</b> M/s Creative Engineering Consultant	
Carriage way = 6.10 M (B/T)					<b>Description</b>	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>			<b>Total</b>
Formation Width = 11.1 M						<b>12 Km</b>	<b>12 Km</b>	<b>11.250 Km</b>	<b>35.250 Km</b>		
Design Speed = 60 Km/hr					Scarification	6/12 Km (50%)	6/12 Km (50%)	1.2/11.250 Km (11%)	13.2/35.250 Km (37%)		
Sub Base = 15-20 cm					Clearing Grubbing	8/12 Km (67%)	5/12 Km (42%)	1/11.250 Km (9%)	14/35.250 Km (40%)		
Base Course = 25 cm					Natural Ground Compaction	8/12 Km (67%)	5/12 Km (42%)	1/11.250Km (9%)	14/35.250Km (40%)		
AWC = 5 Cm					Side Cutting	8.8/12 Km (73%)	9/12 Km (75%)	5.4/11.250Km(48%)	23.2/35.250Km (67%)		
Retaining Wall					Embankment	5/12 Km (42%)	3.2/12 Km (27%)	1/11.250Km (9%)	9.2/35.250Km (26%)		
					Sub Grade	4.1/12 Km (34%)	3.9/12 Km (33%)	1.6/11.250Km (14%)	9.6/35.250Km (27%)		
					Sub Base	1.33/12 Km (11%)	0/12 Km (0%)	0/11.250Km (0%)	1.33/35.250Km (4%)		
					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>				<b>Package-II</b> <b>17/06/2019</b>	<b>Contractors:</b> <b>Package-1</b> M/s Amanullah Khan & Co:	
					R.wall/	780/877 M (89%)	530/669 M (79%)	131/646 M (29%)			1500/2192 M (68%)
					B.wall/	00/275 M (00%)	00/515 M (00%)	00/1200 M (0%)	00/1990 M (00%)		
					<b>Culvert</b>				<b>Package-III</b> <b>17/06/2019</b>	<b>Package-2</b> M/s Raja Adalat Khan & Co: <b>Package-3</b> M/s Raja Adalat Khan & Co:	
					Package	Total	Completed	Under Construction			% Completion
					1	61	18	0			30%
					2	55	11	0			20%
					3	56	3	0	5%		

**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 Jv-03	24.200		24.200	143.200	100%

**FOR THE MONTH OF MAY, 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>Improvement &amp; Widening of Existing Road.</b>  <b>Total Length</b> = 19.925 km <b>PAVEMENT DESIGN</b> Carriage way width = 7.30 Km No of lanes = 2 lanes Granular compacted shoulder = 2 m each side Asphalt wearing Course = 5 cm Water bound macadam = 25 cm Granular Sub base Course = 30 cm Improved Sub grade = 30 cm Box Culverts = 58 Nos Pipe Culverts = 9 Nos Causeway = 11 Nos (2015 M)  <b>Design Speed</b> = 80 Km/hr	15.00%	15.00%	5.00%	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>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>7 km</td> <td>7 km</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%)											Package - I 01/04/2018	<b>Design Consultant :</b> M/S ABM Karachi  <b>Supervisory Consultant:</b> M/S Creative  <b>Engineering Consultant</b> M/S Hassan & Behram (JV)  <b>Contractors:</b>  M/S Z.S Construction Co.  M/S Fazal karim & Co.   <b>Issues:</b>  Section-IV Gazette notification has been issued and sent to Deputy Commissioner Karak for further notification and demand bills.
		Package 1	Package 2	Package 3		Total																																																																												
		7 km	7 km	5.925 km		19.925 km																																																																												
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	1- Pipe culverts	5/5 (100%)	0/2 (0%)	1/3 (50%)		4/9 (44.4%)																																																																												
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(Rs. In Million)

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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	74.598		74.598	291.598	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											
							26.482 10.817 18.650 55.949					
							18.649 U/P					



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14	15	16	17	18	19		20	21	
<p><b>Total Length</b> = 6.986 km  Carriageway Width = 7.30 m  Nos Of Lanes = 2 lanes</p> <p><b>PAVEMENT DESIGN</b>  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%	46.27%	86.00%		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	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	1.86/6.99 (27%)	1.86/6.99 (27%)		
					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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			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
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	<p>59.750</p> <p>Released 21.211 14.937 U/P in FD.</p> <p>Ist Reappropriate 400.00 PKHA</p>	36.148		36.148	482.148	100%
		<b>Scheme Co-ordinates</b>										
			<b>Start Point (Gulshan chowk) N :3722696.931 , E : 728520.268</b>									
			<b>End Point (Bise kohat Indus highway) N :3711609.92 , E :727158.084</b>									

**FOR THE MONTH OF MAY, 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> = 17.054 km <b>Section I Length</b> = 10.800 km <b>Carriageway Width</b> = 7.30 m <b>Nos Of Lanes</b> = 2 lanes  <b>PAVEMENT THICKNESS</b> <b>Asphalt wearing Course</b> = 5 cm <b>Asphalt Base Course</b> = 7 cm <b>Water bound macadam</b> = 25 cm <b>Outer Shoulder</b> = 2 m <b>Double Surface Treatment</b> <b>Water bound macadam</b> = 15 cm <b>Granular Sub base Course</b> = 15 cm <b>Section II Length</b> = 6.254 km <b>Carriageway Width (Dual)</b> = 7.30 m (either side) <b>Nos Of Lanes</b> = 4 lanes  <b>Bridges:-</b> <b>I) Flyover</b> = 30 m Span in P-iii @ RD 11+900 <b>II) Jerma Bridge</b> 150 m, 5 m span each Span 30 m in P-IV @ RD 14+600  <b>Drain</b> = 6.12 Km <b>Culverts</b> = 61 Nos  <b>Package-I &amp; II (11.30 km) is single carriage way</b> <b>package-III &amp; IV (5.75 Km) is dual carriage way.</b>  <b>Design Speed</b>	43.93%	100.00%	26.08%	72.01%	<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> <th>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>5.70 km</td> <td>5.600 km</td> <td>3.100 km</td> <td>2.654 km</td> <td>17.054</td> </tr> </tbody> </table>		Package 1	Package 2	Package 3	Package 4	Total		5.70 km	5.600 km	3.100 km	2.654 km	17.054	<b>Package-I</b> 11/11/2017  <b>Package-II</b> 09/11/2017  <b>Extended Time</b> 30/6/2018  <b>Package-III</b> 01/11/2017  <b>Extended Time</b> 30/6/2018  <b>Package-IV</b> 09/11/2017  <b>Extended Time</b> 30/6/2018	<b>Design Consultant:</b> M/S ACE Lahore. <b>Supervisory Consultant:</b> M/S NESPAK  <b>Contractors:</b> <b>Package 1</b> M/S New Malik Afridi & Co. <b>Package 2</b> M/S Al Mehreen Enterprises. <b>Package 3</b> M/S Amanullah Khan & Co. <b>Package 4</b> M/S Al Mehreen Enterprises & Mohmand Construction (JV)  <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.																		
	Package 1	Package 2	Package 3	Package 4	Total																																
	5.70 km	5.600 km	3.100 km	2.654 km	17.054																																
					<b>Culverts</b> <table border="1"> <thead> <tr> <th>Package</th> <th>Total</th> <th>Completed</th> <th>under construction</th> <th>% completion</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>50</td> <td>50</td> <td>0</td> <td>100%</td> </tr> <tr> <td>2</td> <td>12</td> <td>12</td> <td>0</td> <td>50%</td> </tr> <tr> <td>3</td> <td>11</td> <td>7</td> <td>0</td> <td>64%</td> </tr> <tr> <td>4</td> <td>2</td> <td>2</td> <td>0</td> <td>100%</td> </tr> <tr> <td><b>total</b></td> <td><b>75</b></td> <td><b>71</b></td> <td><b>0</b></td> <td><b>95%</b></td> </tr> </tbody> </table>	Package	Total	Completed	under construction	% completion	1	50	50	0	100%	2	12	12	0	50%	3	11	7	0	64%	4	2	2	0	100%	<b>total</b>	<b>75</b>	<b>71</b>	<b>0</b>	<b>95%</b>	<b>Jarma Bridge</b> Pier shaft (4 No's) completed Abutment (2 No's ) completed Transom (6/6 No's) completed including transoms. Of both abutments. Girders (20/20) No's casted. Stressing of 20 girders completed along with grouting. Launching of girder completed. Deck Slab concrete is in progress. Die Phragms is in progress.	<b>Drain</b>  6.04 / 10.707 (56%)
Package	Total	Completed	under construction	% completion																																	
1	50	50	0	100%																																	
2	12	12	0	50%																																	
3	11	7	0	64%																																	
4	2	2	0	100%																																	
<b>total</b>	<b>75</b>	<b>71</b>	<b>0</b>	<b>95%</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
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	337.000 20/3/2015		469.033	50.000	30.250		30.250	499.283	100%
			Revised 1119.959 29/4/2016	Revised T.S awaited	<b>Package-I</b> 15/01/2014		Released 17.75 12.500 U/P in Finance Dept.					
					<b>Package-II</b> 26/10/2016		120.000 1st appropriate by Pkha	Jv-03				
					<b>Package-III</b>							
	<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 MAY, 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. <b>Package-II</b> M/S Al Mehreen Enterprises. <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</b>	<b>Completed.</b>			Setting out road profile as per site condition is in progress. Construction of Drain 355 M (5%) completed.		
				Excavation	2.5/2.5 km (100%)	4.37/5.6 km(78%)				
				Formation of Embankment	2.5/2.5 km (100%)	4.37/5.6 km(78%)				
				Sub base	2.5/2.5 km (100%)	4.2/5.6 km(75%)				
				WBM	2.5/2.5 km (100%)	4.1/5.6 km(73%)				
				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%)	4.37/5 km (87%)				
				<b>Bakhshoo Bridge</b>		<b>Culverts</b>				<b>Package-II</b> 25/10/2018
				working pile completed = 10 / 10 Steel erecting of all 5/5 Girders completed. Abutment wall & Transom completed 3 /5 Girders launching completed		<b>Package</b>	<b>Total</b>	<b>Completed</b>		<b>under construction</b>
						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 MAY, 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.		<b>Consultants:</b> <b>Design Consultant:</b> M/S Creative Engineering. <b>Supervisory Consultant:</b> M/S NESPAK.  <b>Contractors:</b> <b>M/S NKB.</b>  Work order issued to NKB.  <b>Issues:</b> Trees put to auction by forest department on 5/5/18.(Previous two times no one participated in the auction 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
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	<b>Package-I</b> 14/5/2013	1066.500	30.000	18.150		18.150	1084.650	100%
					<b>Package-II</b> 3/5/2013		Released 10.650 7.500 U/P in Finance Dept.					
					<b>Package-III</b> 14/5/2013							
	<b>Package-I</b> km 0+000 to 3+275 Revised Contract Cost: 169.102 (M)				<b>Package-IV</b> 8/5/2013							
	<b>Package-II</b> km 3+275 to 6+000 Revised Contract Cost: 187.214 (M)				<b>Package-V</b> 14/5/2013							
	<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 MAY, 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>Dualization.</b></p> <p>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</p> <p><b>Pavement Structure</b></p> <p>Filter layer = 30 Cm                      Sub Base = 30 Cm                      WBM = 10 Cm</p> <p><b>Overlay</b></p> <p>WBM = 25 Cm                      ACBC = 8 Cm                      ACWC = 5 Cm</p> <p><b>Speed Design</b></p>	60.00%	10.00%	5.00%	65.00%	<p><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>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> <tr> <td><b>Road work</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Excavation</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Filter layer</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Sub base</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>WBM (Trench)</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>WBM Overlay</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Asphaltic base course</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Shoulder</td> <td align="center">3.275/3.275 km (100%)</td> <td align="center">2.725/2.725 km (100%)</td> <td align="center">2.9/2.9 (100%)</td> <td align="center">3.025/3.025 (100%)</td> </tr> <tr> <td>Center Median</td> <td align="center">Completed</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Culvert</td> <td align="center">2/2 (100%)</td> <td align="center">4/4 (100%)</td> <td></td> <td></td> </tr> <tr> <td>Bridge</td> <td align="center">1/1 (100%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>R/W</td> <td align="center">673/673 m (100%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Anx Work</td> <td align="center">Completed</td> <td align="center">Completed</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td align="center">Package Completed</td> <td align="center">Package Completed</td> </tr> </tbody> </table>			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%)	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%)	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						Package Completed	Package Completed	<p><b>Package-I</b> 31/12/2017</p> <p><b>Package-II</b> 31/12/2017</p> <p><b>Package-III</b> 31/12/2017</p> <p><b>Package-IV</b> 31/12/2017</p> <p><b>Package-V</b> 31/12/2017</p>	<p><b>Issues:-</b></p> <p>1) Scarcity of funds as in ADP(2016-17) the scheme has been throw forwarded to next year (2017-18).</p> <p><b>Consultants:</b></p> <p><b>Design Consultant:</b> M/S CEC Peshawar.  <b>Supervisory Consultant:</b> M/S PCE Peshawar.</p> <p><b>Contractors:</b></p> <p><b>Package I:</b> M/S AHK Construction Co.</p> <p><b>Package II:</b> M/S Lawaghar Construction Co.</p> <p><b>Package III:</b> M/S JHK Construction Co.</p> <p><b>Package IV:</b> M/S Ghulam Muhammad Construction Co.</p> <p><b>Package V:</b> M/S JHK Construction Co.</p>
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(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  <b>Package-I (Contract cost = 367.792 M)</b> km 0+000 to 5+325 Revised Contract Cost: 367.792 (M) (Naguman Chowk to Hajizai)  <b>Package-II (Contract cost = 268.265M)</b> Bridge at km 4+420 and bridge at km 5+010 at Hajizai  <b>Package-III (Contract cost = 212.000M )</b> km 5+235to 8+235 (Hajizai to Ocha Wala)  <b>Package-IV (Contract cost = 292.168M)</b> km 8+235 to 12+314 (Ocha wala to Shabqadar Chowk)  <b>Coordinates</b> <b>Starting Point</b> E= 7294576.238 N= 7042502.861  <b>End Point</b> E= 7037943.417 N= 7305411.295		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%

**FOR THE MONTH OF MAY, 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																																																					
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) (250 m 10 span) Hajizai Bridge Slab culverts/RCC = 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 align="center">5 km</td> <td align="center">4 km</td> <td align="center">3 km</td> <td align="center">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 rowspan="2"> <b>Bridge-I:</b>                      STP completed.                      Drawing Finalized,                      Test Pile completed.                      working pile 8/8 completed.                      Transom 2/2 completed.                 </td> <td>3/6 km (50 %)</td> <td rowspan="10">                     Joint cross section in progress.                 </td> </tr> <tr> <td>Formation of Embankment/ Filter layer</td> <td>8/10 km (80%)</td> <td>2.5/6.0 km (35%)</td> </tr> <tr> <td>Sub base</td> <td>7.5/10 km (66%)</td> <td>1.6/6.0 km (27%)</td> </tr> <tr> <td>WBM (Trench)</td> <td>5.7/10 km (57%)</td> <td></td> </tr> <tr> <td>Asphaltic base course</td> <td>1.5/10 km (1.5%)</td> <td rowspan="2"> <b>Bridge-II:</b>                      3No SPT completed                      Drawing Finalized,                      3No Test Pile completed. 28 / 44                      No working pile completed. Tie Beam 6 / 9 completed. Pier shaft 24/36 completed , transom 7/11 completed.                      Girders 18/40.                 </td> <td></td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>0 km (0%)</td> <td></td> </tr> <tr> <td>Culverts (RRC Box)</td> <td>7/13 (58%)</td> <td></td> </tr> <tr> <td>Retaining walls</td> <td>500/500 m (100%)</td> <td></td> </tr> <tr> <td>Drains</td> <td>2.7/4.0 Km (67 %)</td> <td>0.5/2.5 Km</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></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> STP completed. Drawing Finalized, Test Pile completed. working pile 8/8 completed. Transom 2/2 completed.	3/6 km (50 %)	Joint cross section in progress.	Formation of Embankment/ Filter layer	8/10 km (80%)	2.5/6.0 km (35%)	Sub base	7.5/10 km (66%)	1.6/6.0 km (27%)	WBM (Trench)	5.7/10 km (57%)		Asphaltic base course	1.5/10 km (1.5%)	<b>Bridge-II:</b> 3No SPT completed Drawing Finalized, 3No Test Pile completed. 28 / 44 No working pile completed. Tie Beam 6 / 9 completed. Pier shaft 24/36 completed , transom 7/11 completed. Girders 18/40.		Asphaltic Wearing Course	0 km (0%)		Culverts (RRC Box)	7/13 (58%)		Retaining walls	500/500 m (100%)		Drains	2.7/4.0 Km (67 %)	0.5/2.5 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  <u>Contractors:</u> 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 mamo 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	<p>150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.</p> <p>(A)PDWP 21/01/2016</p> <p><b>Package-I</b> contract cost = 341.173 millions km 0+000 to 5+000 (5km) Ghani Khan Road to Munaf Kali</p> <p><b>Package-II</b> Not Yet Tendered km 5+000 to 10+000 (5 km) Munaf Kali to Ahmadabad</p> <p><b>Package-III</b> km 10+000 to 14+000 (4 km) Ahmadabad to saro shah bridge</p> <p align="center"><b>Scheme Coordinates</b></p> <p>Start Point (at Ghani Khan Road) N 34o 10' 37.16" E 71 o 46' 46.10" Elevation 1011 feet</p> <p>End Point (at Sarro Shah) N 34o 14' 20.30" E 71 o 54' 10.55" Elevation 1131 feet</p>	1000.000	1498.019 29/02/2016		10/10/2016	47.500	40.000	24.200		24.200	71.700	
							Released 14.200 10.000 U/P in Finance Dept.					
							200.000 Ist Reappropriate by pkha	Jv-03				

**FOR THE MONTH OF MAY, 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%			<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 completed 70% only two remaining in half width. ii) Trees at the right side have been cutted forest department three numbers of trees remaining on different location which is out from ROW.																																																																																														
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**PROGRESS REPORT**

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SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Million)

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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 nizamphur road at km 29. Revised Bid Cost: 633.187 (M)	1726.703	965.709 10/6/2014  <u>Revised</u> 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		145.200	1353.700	100%
<b>Coordinates</b> <b>Start Point</b> N :3755111.060 E : 773719.467 <b>End Point</b> N:3743238.432 E:225301.053												

**FOR THE MONTH OF MAY, 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
	58.00%	42.00%	5.00%	63.00%			
<b>Total Length</b> = <b>21.687 Km</b>	<b>PHYSICAL PROGRESS</b>					<b>Package-I</b> 30/6/2018	The scheme has been revised for Rs. 1726.703 (M) during PDWP meeting held on 02/11/2015.  <b>Contractors:</b> <b>Package-I</b> M/S National RCC PVT Ltd.  <b>Package-II</b> M/S Akhunzada Fazal Jamil & Co.  <b>Package-III</b> M/S NKB Govt Contractors.  <b>Design Consultant:</b> ACE Lahore.  <b>Supervisory Consultant:</b> ABM Karachi.  <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 & 17. Revision occurred by proposal of bypass 1.4 km in km#9 at sadukhail.
	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total Progress</b>			
Formation Width = 8.1 M	<b>Earth Work</b>						
Carriageway Width = 6.1 M	Cutting					15.70/16.05 (98%)	
No of lanes = 2 No.	<b>Road Work</b>						
PCC Shoulders = 1 meter (in hilly terrain)	(i) Sub Grade					22.8 / 23.15 (98.5%)	
Granular Shoulder = 1 meter (in plane area.)	(ii) Sub Base					22.8 / 23.15 (98.5%)	
<b>Pavement Design:</b>	(iii) WBM					19.30 / 20.33 (95%)	
Asphalt wearing Course = 5 cm	<b>Surfacing</b>						
WBM = 25 cm	Asphalt					15.14/20.20.02 (76%)	
Sub Base = 15 cm	Rigid Pavement					2.95/2.95 (100%)	
<b>Culverts</b> = <b>52 Nos</b>	<b>Structure Work</b>						
New = 33 Nos	Culverts					51 / 53 (98%)	
Pipe = 10 Nos	R/Wall					5.55 / 6.03 (92.45%)	
Extension = 09 Nos	Drain					11.30 / 16 (71%)	
<b>Bridge</b> = 1 No	Breast Wall					3.96 / 3.96 (100%)	
Length = 75 M	PCC Shoulder					13.07 / 19.00 (69%)	
Spain = 03 Nos Each 25 M long.	<b>Bridge Work</b>						
<b>Design Speed</b> = <b>60 Km/h</b>	Sub Structure					Completed	
	Girder Launching					12 / 12 (100%)	
	Desk Slab					75 / 75 (100%)	
<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 notification of section 6+17 for sadu khel bypass is still awaited from DC Office Nowshera.	<b>Protection Work</b>						
	Abutment L/S					Completed	
<b>B-</b> Rehabilitation of existing sadu khel road 1.675 km length has been included on the direction of Honorable CM KPK.	Abutment R/S					70% Completed	

**PROGRESS REPORT**

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

(Rs. In Million)

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

**FOR THE MONTH OF MAY, 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
PACKAGE-I, BRIDGE	<b>Package-I (Bridge)</b>				<b>PACKAGE-I (BRIDGE)</b>		<b>Jul-17</b>	<b>Package-I Bridge</b> <u>Design Consultant</u> M/S ACE Lahore <u>Supervisory Consultant</u> M/S ACE Lahore
<b>Bridge length</b> = 24 meter	<b>12%</b>	<b>88%</b>	<b>84%</b>	<b>96%</b>	<b>Completed</b>			
No of Span = 2 of 12m each								
Carriageway Width = 7.300 M	<b>Package-II (Road)</b>							
No of Lanes = 2 Lanes	<b>15%</b>	<b>18%</b>	<b>18%</b>					
No of Piles = 16 Nos					<b>PACKAGE-II: (ROAD)</b>		<b>Oct,2019</b>	<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.
Asphalt Wearing Course = 5 cm								
Asphalt Base Course = 7 cm								
Water Bound Macadam = 25 cm								
Granular Sub Base Course = 20 cm								
<b>PAVEMENT THICKNESS SHOULDER.</b>								
PCC (concrete Class B)								
Granular Sub Base Course = 15 cm								
<b>PACKAGE-II, ROAD</b>								
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>								
		<b>Section-I</b>		<b>Section-II</b>	<b>Section-III</b>	<b>Total</b>		
		<b>6 Km</b>		<b>6 Km</b>	<b>6.850 Km</b>	<b>18.850 Km</b>		
Clearing Grubbing	2.5/6 Km (41%)	1.5/6 km (25%)	1.5/6.850 km (22%)	5.5/18.850 Km (29%)				
natural ground compaciton	2.5/6 Km (41%)	1.5/6 km (25%)	1.5/6.850 km (22%)	5.5/18.850 Km (29%)				
Side Cuting	5.20/6 km (87%)	4/6 km (67%)	4/6.850 km (58%)	13/18.850 Km (69%)				
Embankement	-	0/6 km	0/6.850 km	0/18.850 Km (00%)				
Sub grade	2/6 Km (33%)	0.85/6 km (14%)	0.70/6.850 km (10%)	3.55/18.85 Km (19%)				
Sub Base	0/6 Km (00%)	0/6 km	0/6.850 km	0/18.850 Km (00%)				
WBM	0/6 Km (00%)	0/6 km	0/6.850 km	0/18.850 Km (00%)				
Wearing Course	0 /6 Km (00%)	0/6 km	0/6.850 km	0/18.850 Km (00%)				
		<b>Structure Work</b>						
R.wall/ B.Wall	650/1800 (36%)	60/1700 (3.53%)	60/1500 (4%)	770/5000 (15%)				
		<b>Culvert</b>						
Package	Total	Completed	Under Construction	% Completion				
1	23	0	8	0%				
2	22	0	1	0%				
3	17	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
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 reappropriate by pkha	25.650   Jv-3		25.650	218.150	100%

**FOR THE MONTH OF MAY, 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%	62.00%	84.00%		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.  <b>Package III</b> Pre-Qualification of contractors under process .				
Carriageway width = 6.10-7.30 meter					<b>PHYSICAL PROGRESS</b>						
Shoulder width = 1m-2m TST B/Side											
<b>Pavement Thickness</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%)	Prequalification of contractors under process.	7/7 Km (100%)
Asphalt Wearing course = 5 cm					<b>Clearing Grubbing</b>			Nil	Nil		Nil
Culverts = 59 Nos					<b>natural ground compaction</b>			Nil	Nil		Nil
Causeway = 24 Nos					<b>Embankment</b>			3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)		7/7 Km (100%)
Retaining wall = 3808 M					<b>Sub Grade</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 Base</b>			3.5 /3.5 Km (100%)	3.3/3.5 Km (86%)		7/7 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>			3.35/3.5Km (96%)	1.5/3.5Km (43%)		6.15/7Km (88%)
					<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	15		100%

**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: <u>1798.521 M</u> 9/2/2015	Revised: T.S Awaited									
		Total Cost = Rs. 981.37 (Million) = 50:50 Cost Sharing basis with Federal Govt: (A) PDWP (07.12.2009)  (A) PDWP (07/12/2009)	Revised 1835.734 9/2/2015				Released 14.200 10.000 U/P in Finance Dept.						
		Package-1 (Chukiatan to Sharmaye) Length 8.75KM KM 01 to 8.750	365.45			31/01/11							
		Package-2 ( Sharmaye to Chinaran) Length 9.604KM KM 8.750 to 18.35	293.92			31/01/11							
		Package-3 ( Chinaran to Salol ) Length 8.2KM KM 18.35 to 26.35	230.166			31/01/11							
		Package-4 ( Salol to Patrak) Length 7.797KM Km 26.35 to 34.35	256.008			31/01/11							
		Package-5 03 No. Bridges at Km 02, 05 and 16	56.42			31/01/11							
		Package-6 02 No Bridges at Dhoon (Km 10) and Dohkdara (Km 21)	93.57			31/01/11							
	Package-7 Chukiatan to Patrak	202.98			4/9/2015								
		80.00			4/9/2015								

**FOR THE MONTH OF MAY, 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>41.00%</b>	<b>59.00%</b>	<b>52.00%</b>	<b>93.00%</b>	<b>PHYSICAL PROGRESS</b>		30/06/2017  <b>Design Consultant</b> M/S Consulting Associates  <b>Supervisory Consultant</b> M/S Development Management Consultant Peshawar  <b>Contractors:</b> <b>Package-1</b> M/s New Khan Builders <b>Package-2</b> M/S Cemcon Pvt Ltd <b>Package-3</b> Dir Sheringal Construction Co: <b>Package-4</b> M/S Khattak Allied Const: Co <b>Package-5</b> M/S New Khan Builders <b>Package-5</b> M/S New Khan Builders <b>Package-7</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	
	<b>PHYSICAL PROGRESS</b>							
		<b>PACKAGE-1</b>	<b>PACKAGE-2</b>	<b>PACKAGE-3</b>	<b>PACKGAE-4</b>	<b>PACKAGE-5&amp; 6</b>		
	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
	Clearing	Nil	Nil	Nil	Nil	<b>Bridge-2</b>		100% Completed
	Embankement	Nil	Nil	Nil	Nil	<b>Bridge-3</b>		100% Completed
	Roadway Excavation (Cutting)	8.750 /8.750 Km (100%)	9/9.454 Km (95%)	7.348 /7.348 Km (100%)	7.797 /7.797 Km (100%)	<b>Bridge-4</b>		100% Completed
	Sub grade	8.750 /8.750 Km (100%)	9.154 /9.454 Km (97%)	7.348 /7.348 Km (100%)	7.645 /7.797 Km (98%)	<b>Bridge-5</b>		65% Completed
	Sub Base	8.750 /8.750 Km (100%)	8.50/9.454 km (90%)	7.885/7.885 km (100%)	7.645/7.797 km (98%)	<b>Test Piles</b>		1/1 (100%)
	WBM	8.750 /8.750 Km (100%)	9.304/9.454 km (98%)	7.425/8.200 km (91%)	7.50/7.797 km (96%)	<b>Working piles</b>		20/28 (71%)
	Asphaltic Wearing Course	8.750 /8.750 Km (100%)	6.175/9.454 km (65%)	5.610/7.348 km (76%)	7.275/7.797 km (93%)	<b>Pier shaft</b>		1/2 (50%)
	Rigid Pavement	Nil	Nil	0.902 km	0.50 km	<b>Abutment</b>		1/2 (50%)
	Causeway	10/10 (100 %)	23/24 (95%)	10/11 (91%)	17/19 (89%)	<b>Transom</b>		Completed
	Shoulder	3.50/8.00 km (44%)	2.03/4.640 km (44%)	3.58/7.348 (49%)	3.10/7.197 (43%)	<b>Girders</b>		3 Nos in progress
	Drain	2.81/6.575 km (43%)	2.03/9.454 km (21%)	3.58/7.348 (49%)	1.74/7.697 km (22%)	<b>Deck slab</b>		Not yet touched
		<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>START POINT ( CHUKIATAN)</b> N= 340818.79 E= 706783.9	<b>PACKGAE-7</b>							
<b>ELEVATION</b>	28 Km/33.979 km Asphalt completed and further is in progress							
<b>END POINT ( PATRAK)</b> N= 363187.856 E= 721159.411								
<b>ELEVATION</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
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 MAY, 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%	17.00%	22.00%				
	<b>PHYSICAL PROGRESS</b>							
		<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>7/4/2018</b>  <b>Design Consultant</b> M/S ABM Karachi  <b>Supervisory Consultant</b> M/S Creative Engineering Consultant Peshawar  <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.	
Formation Width	8.10 M							
Carriageway Width	6.10 M							
Shoulder on each side	1 M	<b>Scarification</b>	5 /8 Km (63%)	0.3/8 km (4%)	0/5 km	0/3.485 Km		5.3/24.485 Km (22%)
Side Drain	1 M (h/s)	<b>Clearing Grubbing</b>	5 /8 Km (63%)	0/8 km	0/5 km	0/3.485 Km		5/24.485 Km (20%)
<u>Pavement Design</u>		<b>natural ground compaction</b>	5/8 Km (63%)	0/8 km	0/5 km	0/3.485 Km		5/24.485 Km (20%)
Sub Base	25 Cm	<b>Side Cutting</b>	7/8 km (87%)	7.4/8 km (92%)	0/5 km	0/3.485 Km		14.4/24.485 Km (59%)
Base Course	20 Cm	<b>Embankment</b>	4.5/8 Km (56%)	0.3/8 km (4%)	0/5 km	0/3.485 Km		4.8/24.485 Km (20%)
AWC	5 Cm	<b>Sub grade</b>	4.5 /8 Km (56%)	0/8 km	0/5 km	0/3.485 Km		4.5/24.485 Km (18%)
<u>Structure Work</u>		<b>Sub Base</b>	4 /8 Km (50%)	0/8 km	0/5 km	0/3.485 Km		4/24.485 Km (16%)
R-wall/ B-wall	16380 M	<b>WBM</b>	3.5/8 Km (44%)	0/8 km	0/5 km	0/3.485 Km		3.5/24.485 (14%)
Culvert	105 No	<b>Wearing Course</b>	3/8 Km (38%)	0/8 km	0/5 km	0/3.485 Km		3/24.485 (12%)
<b>Speed Design</b>	<b>50Km/hr</b>							
		<b>Structure Work</b>						
	<b>R.wall/B.Wall</b>	2200/2200(100%)	1500/2200 (68%)					
	<b>Culvert</b>							
	<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>			
	1	47	30	0	64%			
	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 MAY, 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%	75.00%	75.00%	<b>Grooving</b>	16.250 / 16.250 Km (100%)		
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	1729.50 / 2510 m (69%)		
<b>Bridges</b>						Brest Walls.	200 / 325 m (54%)		
Bridge Repair at Km 05	1 No					R/s RRM Drain.	9.60 / 16.250 Km (59%)		
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 MAY, 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 colspan="5">PHYSICAL PROGRESS</th> </tr> <tr> <th>Package</th> <th>Package I</th> <th>Package II</th> <th colspan="2">Package III</th> </tr> </thead> <tbody> <tr> <td>Description</td> <td>3.1km</td> <td>4 km</td> <td colspan="2">Bridges 4 nos</td> </tr> <tr> <td colspan="5"><b>Road Work</b></td> </tr> <tr> <td>1-Excavation</td> <td>2.6/3.1 (84%)</td> <td>4/4.3 (93%)</td> <td><b>Bridge I</b></td> <td><b>Bridge III</b></td> </tr> <tr> <td>2-Embankment</td> <td>0/0 (0%)</td> <td>0/0 (0%)</td> <td>Length =12 m</td> <td>Length =20m</td> </tr> <tr> <td>3-Subgrade</td> <td>2.6/3.1 (84%)</td> <td>4/4.3 (93%)</td> <td>Span= 1 no</td> <td>Span= 1 no</td> </tr> <tr> <td>4-Sub Base</td> <td>2.63.1(84%)</td> <td>3.8/4.3 (88%)</td> <td>Piles=20</td> <td>Piles=16</td> </tr> <tr> <td>5-WBM</td> <td>2.5/3.1(81%)</td> <td>4.2/4.3 (98%)</td> <td>Dia= 0.760</td> <td>Dia= 0.91</td> </tr> <tr> <td>6-ABC</td> <td>2.4/3.1(78%)</td> <td>4.1/4.3 (95%)</td> <td><b>Bridge II</b></td> <td><b>Bridge IV</b></td> </tr> <tr> <td>7-AWC</td> <td>2.1/3.1(68%)</td> <td>3.4/4.3 (79%)</td> <td>Length =44.1 m</td> <td>Length =25.1 m</td> </tr> <tr> <td colspan="3"></td> <td>Span= 3 no</td> <td>Span= 1 no</td> </tr> <tr> <td colspan="3"></td> <td>Piles=16 No</td> <td>Piles= 30</td> </tr> <tr> <td colspan="3"></td> <td>Dia= 0.910</td> <td>Dia= 0.91</td> </tr> <tr> <td colspan="5" style="text-align: center;"><b>Bridges 3/4 Completed</b></td> </tr> <tr> <td colspan="5"><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> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>3</td> <td>2</td> <td>1</td> <td>75%</td> </tr> <tr> <td>II</td> <td>3</td> <td>2</td> <td>1</td> <td>70%</td> </tr> <tr> <td colspan="5"><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> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>767</td> <td>600</td> <td>20</td> <td>78%</td> </tr> <tr> <td>II</td> <td>300</td> <td>280</td> <td>20</td> <td>93%</td> </tr> <tr> <td colspan="5"><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> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>5200</td> <td>4900</td> <td>100</td> <td>94%</td> </tr> <tr> <td>II</td> <td>3600</td> <td>3325</td> <td>100</td> <td>92%</td> </tr> </tbody> </table>	PHYSICAL PROGRESS					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%)	4/4.3 (93%)	<b>Bridge I</b>	<b>Bridge III</b>	2-Embankment	0/0 (0%)	0/0 (0%)	Length =12 m	Length =20m	3-Subgrade	2.6/3.1 (84%)	4/4.3 (93%)	Span= 1 no	Span= 1 no	4-Sub Base	2.63.1(84%)	3.8/4.3 (88%)	Piles=20	Piles=16	5-WBM	2.5/3.1(81%)	4.2/4.3 (98%)	Dia= 0.760	Dia= 0.91	6-ABC	2.4/3.1(78%)	4.1/4.3 (95%)	<b>Bridge II</b>	<b>Bridge IV</b>	7-AWC	2.1/3.1(68%)	3.4/4.3 (79%)	Length =44.1 m	Length =25.1 m				Span= 3 no	Span= 1 no				Piles=16 No	Piles= 30				Dia= 0.910	Dia= 0.91	<b>Bridges 3/4 Completed</b>					<b>Structures Culverts</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	3	2	1	75%	II	3	2	1	70%	<b>Retaining Structures</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	767	600	20	78%	II	300	280	20	93%	<b>Drain</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	5200	4900	100	94%	II	3600	3325	100	92%		
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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																																																																																																																																														
New Culvert = 1 No																																																																																																																																														
AC Wearing Course = 50 mm																																																																																																																																														
AC Base Course = 80 mm																																																																																																																																														
Water Bound Macadam = 250 mm																																																																																																																																														
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Shoulder Width = 0.96 m																																																																																																																																														
Camber = 2%																																																																																																																																														
<b>Bridge = 4 No Bridges</b>																																																																																																																																														
i) Km # 2 span = 12 M																																																																																																																																														
ii) Km # 3 span = 44 M																																																																																																																																														
iii) Km # 3 span = 20 M																																																																																																																																														
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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	
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				1655.000	120.000  <u>Released</u> 42.600 <u>30.000</u> 72.600  700.000 internal reappropriate by Pkha.	72.600     Jv-03		72.600	1727.600	100%

**FOR THE MONTH OF MAY, 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				
<b>Construction of Haripur Bypass Road ( From Km. 0+000 to Km. 24+480)</b>	<b>15.90%</b>	<b>61.87%</b>	<b>33.35%</b>	<b>49.25%</b>					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>Road Work</b>								
No of Lanes 02 Lanes					<b>Description</b>	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>		<b>Package 4</b>	<b>Package 5</b>		
Shoulder width (Each Side) 2m TST					<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 Slope 4%													
<b>Pavement Thickness</b>													
Asphaltic Wearing Course 05 cm					1- C&G	3.034/3.060 (99%)	3.60/3.60 (100%)	4.028/5.033 (80%)		3.30/3.30 (100%)	1.563/1.563 (100%)		
Asphaltic Base Course 08 cm					2- NGC	2.359/3.060 (77%)	2.517/3.60 (70%)	3.443/5.033 (68%)		3.30/3.30 (100%)	1.563/1.563 (100%)		
Water Bound Macadam 25 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%)		
Granular Sub base Course 20 cm					4- Subgrade	3.278/5.250 (62%)	1.350/5.250 (26%)	3.270/5.950 (55%)		3.850/4.20 (92%)	3.000/3.830 (78%)		
Sub grade 30 cm					5- Subbase	3.178/5.250 (61%) 2nd L	1.350/5.250 (26%) 2nd L	2.50/5.950 (42%) 2nd L		3.850/4.20 (92%) 2nd L	3.000/3.830 (78%) 2nd L		
<b>Pavement Thickness of Shoulder</b>					6- WBM	2.010/5.250 (38%) 2nd L	1.025/5.250 (20%) 2nd L	1.825/5.950 (31%) 2nd L		3.750/4.20 (89%) 2nd L	1.850/3.830 (48) 2nd L		
TST					7- ABC	-	1.025/5.250 (20%)	1.700/5.950 (29%)		3.600/4.20 (86 %)	-		
Water Bound Macadam 15 cm					8- AWC	-	-	-		-	-		
Granular Sub base Course 15 cm					<b>Bridges/Flyovers Details</b>								
<b>Design Speed 80 Km/hr</b>					<b>Package 6 (Bridges 03-Nos)</b>			<b>Package 7 (Flyovers 03-Nos)</b>					
					<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>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 = 13/13 completed. Transom = 11/17 completed.				Piles = 35 / 59 completed.			
					<b>Bridge Super Structure</b>	RCC Girders = 55 / 56 completed. Launching of Girders = 28 / 56 completed. D/ Slab = 06/14 completed.				Pile Caps = 03/06 completed RCC Girder = 12 /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	2	70%				
					4	16	14	1	88%				
					5	15	13		87%				
					<b>Total</b>	<b>111</b>	<b>87</b>	<b>4</b>	<b>78%</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
1279	20665-Construction / Supervision of New Road works.  (R)DDWP-II 20/03/2006		1976.321 Revised 1703.097 1831.155 29/05/05	-	-	966.399	100.000  Released 35.500 13.750 U/P in Finance Dept.	85.500		85.500	1051.899	

**FOR THE MONTH OF MAY, 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 668.658 821.658	-	-	177.246	20.000  Released 7.100 5.000 U/P in Finance Dept.	12.100		12.100	189.346	



**FOR THE MONTH OF MAY, 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
Condition survey. Feasibility study and design of 305km of provincial road.					<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>	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
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							

**FOR THE MONTH OF MAY, 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>Nos of weigh Station = 8</p> <p>Building area = 30 m x 30.5 m</p> <p>Parking area = 31 m x 30.5 m</p> <p>Weigh Bridge = 40 m x 3</p> <p><b><u>Rigid Pavement</u></b></p> <p>RCC Topping = 300 mm</p> <p>Lean concrete = 130 mm</p> <p>Granular Sub base = 200 mm</p>	20.00%	5.00%	5.00%	25.00%	<p><b>i) Award announced and land is demarcated by the Revenue Department.</b></p> <p><b>ii) Drawing / design awaited.</b></p>	01/04/16	<p><b><u>Contractor:</u></b> M/S Tollink-Royal Builders (JV).</p> <p><b><u>Design Consultant:</u></b> M/S ACC Islamabad.</p> <p><b><u>Supervisory Consultant:</u></b> M/S Creative Engineering Consultant.</p>
						1/4/2016 Extended Time 30/06/2018	
						11/05/17	

**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
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	261.638	261.638	781.568	100%	
			<b>Scheme Co-ordinates</b>									
			<b>Start Point (Sherkot)</b> N :3720530.558 , E : 710698.873 Elevation = 629.270 m									
			<b>End Point (hangu bazar)</b> N :3713270.663 , E : 691389.451 Elevation = 813.652 m									
					<b>Package-I</b> 21/10/2015		Released 35.500 25.000 176.138		under process			
					<b>Package-II</b> 21/10/2015		320.000	Jv-3				
					<b>Package-III</b> 21/10/2015		25.000					
					<b>Package-IV</b> 21/10/2015							
					<b>Package-V</b> 10/11/2015							

**FOR THE MONTH OF MAY, 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 = 24 km</b> Carriageway Width = 7.300 m (Either side) Nos Of Lanes = 2 lanes	28.30%	25.00%	15.51%	43.81%				<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 inhabitant 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>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								
<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%)	4.885/5.626 (86%)	5.298/5.628 (94%)	2.711/5.632 (48%)	18.117/22.529 (80.125 %)			
8-sub base II	5.223/5.643 (92.5%)	4.885/5.626 (86%)	5.298/5.628 (94%)	2.711/5.632 (48%)	18.117/22.529 (80.125 %)			
9- WBM-I	4.68/5.643 (82.9%)	4.103/5.626 (72.9%)	4.531/5.628 (80.5%)	2.3/5.632 (40.8%)	15.614/22.529 (69.3 %)			
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%)	4/11 (27%)	45/56 (80.36 %)			
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 MAY, 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 MAY, 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
<b>Total Length = 64 km</b> Nos Of Lanes = 2 lanes Road Width <b>Package-I = 7.3m</b> <b>Package-II = 6.10m</b> Culverts = 178 Nos R/walls = 1244.7 m <b>Road Structure</b> Asphalt Wearing Course = 5 cm WBM = 30 cm Granular Sub Base = 30 cm <b>Shoulders (both Outer shoulders)</b> <b>Granular material for shoulders</b>  <b>Bridges:</b> Bridge no :1 (RD 25+435) L=50 m Bridge no :2 (RD 26+060) L= 50 m Bridge no: 3 (RD 36+347) L=25 m. Bridge no :4 (RD 37+320) L= 35 m. Bridge no: 5 (RD 52+600) L=25 m. Bridge no :6 (RD 53+360) L= 25 m Bridge no :7 (RD 64+153) L= 50 m		15.00%	30.00%	15.00%	30.00%				Sep 2018 for Package I to IV	<b>Design Consultants</b> Consulting Associates (CA)  <b>Supervisory Consultants</b> ABM consultants  <b>Contractors:</b> Package-I to Package-V Khattak Allied  <b>Package-VI</b> Amanullah Khan
<b>PHYSICAL PROGRESS</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>	June 2019 for Package V to VI	
		7.3 km	11.05 km	10 km	8.55 km	10 km	12.935 km	59.835 km		
<b>Road work</b>										
	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%)		
	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%)		
	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%)		
	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%)		
	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%)		
	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%)		
	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 %)		
	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%)		
	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%)		
<b>Structures</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>		
	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 %)		
	2- Culverts	22 / 22	14/38	14/58	17/17	17/26	34/34	117/194 (55.80)		
<b>Bridges</b>										
		<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> Bridge is complete except 3 Nos of Expansion joints.		<b>Bridge no:3 (RD 36+347) Length 25 meter.</b> Transom 2 No Complete.	<b>Bridge no:5 (RD 52+600) Length 25 meter.</b> Pile load test has been carried out.	<b>Bridge no : 7 (RD 64+153) Length 50 meter.</b> Piles completed.					
	<b>Bridge no : 2 (RD 26+060) Length 50 meter</b> Bridge is complete except 3 Nos of expansions.		<b>Bridge no :4 (RD 37+320) Length 35 meter.</b> Pile load test has been carried out.	Piles in progress. 4/4 girders casted <b>Bridge no : 6 (RD 53+360) Length 25 meter.</b> 16/16 piles completed. 4/4 girders casted.	3/3 No.s of Pile cap is completed. 8/8 girders casted					
			Piles 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
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 MAY, 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
					PC-I to the tune of Rs.16.60 Million was approved as non ADP to cover initial Six Month period.  Later on PC-1 was revised for Rs.67.401 Million for the construction period.  Project Directorate is in Place.		

**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 MAY, 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>Establishment of PIU office on Rent basis. Hiring of project staff, 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 MAY, 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	

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(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
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 7.500	30.000 U/P in Finance Dept.		30.000	30.000	
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 MAY, 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
					Pre qualification notified , Preparation of NIT is in Progress.		
					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					Pre qualification notified , The work will be tendered after the election .		<b>Design Consultant:</b> M/S Planners Engineering Consultants
					Pre qualification notified , The work will be tendered after the election .		<b>Design Consultant:</b> Engineering consultancy services Punjab (Pvt) ltd Joint Venture M/S New Vision Engineering consultants.
					F/S Completed.		

**PROGRESS REPORT**

SECTOR: Roads

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(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
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  40.000 U/P in AG U/P in FD		40.000	40.000	

**FOR THE MONTH OF MAY, 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
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%	i) Test Pile = Completed ii) Piles = 16/21 (76%) Completed.	1/10/2020	<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  
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(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 MAY, 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
					Pre qualification notified , The work will be tendered after the election .		

**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 MAY, 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					<p><b>Rehab. Component:</b></p> <p>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.</p> <p>2. Loan negotiations have been done on 19th October, 2017.                      Request for proposal (RFP) was issued to shortlisted supervisory consultants on 1st August 2017.</p> <p>3. Technical bids of supervisory consultants were opened on 10th Oct, 2017. Technical evaluation has been done.</p> <p>4. Submission 2 has been sent to ADB on 9th November, 2017 for approval and concurrence, and the comments of ADB have been received.</p> <p>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.</p> <ul style="list-style-type: none"> <li>• Seven bids for Lot -1</li> <li>• Five bids for Lot -2</li> <li>• Seven bids for Lot-3</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>	2022	

**PROGRESS REPORT**

SECTOR: Roads

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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
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					
Non ADP	Improvement & Rehabilitation of road from Karapa to Shakardara (35 Km) District kohat.	2266.330 28-03-2018										



**FOR THE MONTH OF MAY, 2018**

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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.		-