

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

**PESHAWAR**



**PROGRESS REPORT**

**FOR THE MONTH OF FEBRUARY, 2019**



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

<b>Projects</b>		<b>Nos</b>
Ongoing		29
New		02
CPEC/Chinese Investment Projects		09
Total		40
<b>Due For Completion</b>		
Ongoing Projects		01
New Projects		0
Total		01
	<b>Allocation</b>	<b>Releases</b>
Ongoing Projects	2205.784	<b>563.886(M)</b> Underprocess with Finance Deptt.
New Projects	15.000	
<b>Total</b>	<b>2220.784</b>	<b>563.886(M)</b>

INDEX								
S.No.	ADP No.	Name of Work	Page No		S.No.	ADP No.	Name of Work	Page No
1	1010	170523 - F/S & Construction of Southern Link Road (Circular Road), Bannu.	1		17	1026	160442 - Construction of New RCC Bridge at Khazana Bypass Over River Panjkora District Lower Dir. (SDG).	33
2	1011	140626-Construction of road from Amberi Killa to Daratang phase-II, SH: KM 17 to KM 35 District Karak (19 Km)	3		18	1027	90397 - Feasibility Study and Construction of road from Chukiatan to Sheringal and Patrak by PKHA. (36 Km) Dir Upper.	35
3	1012	140627-Improvement, Widening and Rehabilitation of Road from Bannu Kohat Road to Indus Highway via Garrison College/Dhoda Golf Club, Kohat (6 KM)	5		19	1028	140829-Improvement of 25 KM left over portion of Chukiyatan- Barawal-Shahi Road, District Dir (upper)	37
4	1013	140879- Improvement & Rehabilitation of road from Gulshan Abad to Janana Mill via Hangu Pattak and Dualization of Old Bannu road from Janana Mill to Kohat University (Indus Highway junction) (Total Length 17.90 KM) i/c Construction of new bridge at Jerma. District Kohat.	7		20	1029	150890- Rehabilitation/ Black Topping of Chukyatan to Barawal Bandai Road, District Dir Upper.	39
5	1014	180163 - Improvement and Rehabilitation of Road from Krappa to Shakadara (35 KM) District Kohat.	9		21	1030	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad.	41
6	1015	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.	11		22	1031	140877- Construction of Haripur Bypass Road (23 KM).	43
7	1016	170186 - Reconstruction of Bridge at Tauheed Abad, District Peshawar on Peshawar-Naguman of Provincial Highway S-I.	13		23	1032	20665-Construction / Supervision of New Road works.	45
8	1017	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.	15		24	1033	20675 - F/S and Design of Projects of Various Roads.	47
9	1018	140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda ( 13 KM)	17		25	1034	130198-Establishment of Axle Load Control Regime on Provincial Highways at 5-Stations, District Kohat, D.I.Khan, Mardan, Charsadda & Bunner.	49
10	1019	150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.	19		26	1035	140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24 KM), District Kohat and Hangu.	51
11	1020	130680 Improvement and Widening of Malang Baba Nizampur Road Nowshera.	21		27	1036	140629 - Construction of Swat Motorway (Land Acquisition)	53
12	1021	140620- Re-construction of Bridge at Tor Warsak Daggar & Widening/Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.	23		28	1037	140878 - Improvement & Widening of Nizampur-Kohat road (64 KM) District Nowshera & Kohat.	55
13	1022	170566 - Widening & Improvement and BT of Swari, Dewana Baba road (11 km) including RCC Bridge at Tangu, District Buner.	25		29	1038	160193 - Project Directorate for Swat Expressway.	57
14	1023	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35 KM, District Swat.	27				<b>New Schemes</b>	
15	1024	160630 - F/S, Design and Construction of 2 No. Flyovers on Mingora Kanju Road SH: Mingora Bypass and Kanju Chowk, District Swat.	29		30	1040	170629 - Widening & Improvement of Tarnawa Kohala Bala Road (35Km) District Haripur.	59
16	1025	140623-Construction of road from Balambat Timergara to Kalpani Maidan link road District Dir Lower.	31		31	1041	180600 - F/S, Design and Reconstruction of RCC Bridges i) Pir Bala on KM-7, Peshawar, ii) Kanawer Bridge on Charsadda Tangi Road, iii) Elai Bridge on S-10 at Buner and iv) Bridge on Haripur-Beer Section S-12 (Length-160m).	59

## 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 30/06/2018	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
1010	170523 - F/S & Construction of Circular Bypass Road, Bannu. (64.90Km)  (A)PDWP 08/02/18	6957.605	6957.605 27/2/18			22.500	30.000  15.000 15.000			30.000	52.500	

**FOR THE MONTH OF FEBRUARY,2019**

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
							Work issued for package-I & II while for package III LOA has been issued.



**FOR THE MONTH OF FEBRUARY,2019**

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 = 8 Nos Causeway = 11 Nos (1967 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><b>Road work</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1- Clearing &amp; Grubbing</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>2- Embankment</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>3- Improved Sub grade</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>4- Sub base</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>5- WBM</td> <td>6.539/6.539 (100%)</td> <td>6.189/6.189 (100%)</td> <td>5.217/5.217 (100%)</td> <td>17.945/17.945 (100 %)</td> </tr> <tr> <td>6- Wearing course</td> <td>6.539/6.539 (100%)</td> <td>6.189/6.189 (100%)</td> <td>5.217/5.217 (100%)</td> <td>17.945/17.945 (100 %)</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 align="center">-</td> <td>3/3 (100%)</td> <td>8/8 (100 %)</td> </tr> <tr> <td>2- Box Culverts</td> <td>19/19 (100%)</td> <td>24/24 (100%)</td> <td>15/15 (100%)</td> <td>58/58 (100%)</td> </tr> <tr> <td>3- Cause ways</td> <td>4/4 (100%)</td> <td>3/4 (100%), 1 No in progress 5%</td> <td>3/3 (100%)</td> <td>1692 / 1967 (m) (86%)</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	<b>Road work</b>					1- Clearing & Grubbing	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	2- Embankment	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	3- Improved Sub grade	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	4- Sub base	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	5- WBM	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100 %)	6- Wearing course	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100 %)	<b>Structures</b>					1- Pipe culverts	5/5 (100 %)	-	3/3 (100%)	8/8 (100 %)	2- Box Culverts	19/19 (100%)	24/24 (100%)	15/15 (100%)	58/58 (100%)	3- Cause ways	4/4 (100%)	3/4 (100%), 1 No in progress 5%	3/3 (100%)	1692 / 1967 (m) (86%)															Package - I 01/04/2018  Package - II 20/03/2018  Package -III 20/03/2018	<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																																																																											
	<b>Road work</b>																																																																																
	1- Clearing & Grubbing	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)		17.735/17.735 (100 %)																																																																											
	2- Embankment	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)		17.735/17.735 (100 %)																																																																											
	3- Improved Sub grade	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)		17.735/17.735 (100 %)																																																																											
	4- Sub base	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)		17.735/17.735 (100 %)																																																																											
	5- WBM	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)		17.945/17.945 (100 %)																																																																											
	6- Wearing course	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)		17.945/17.945 (100 %)																																																																											
	<b>Structures</b>																																																																																
	1- Pipe culverts	5/5 (100 %)	-	3/3 (100%)		8/8 (100 %)																																																																											
	2- Box Culverts	19/19 (100%)	24/24 (100%)	15/15 (100%)		58/58 (100%)																																																																											
	3- Cause ways	4/4 (100%)	3/4 (100%), 1 No in progress 5%	3/3 (100%)		1692 / 1967 (m) (86%)																																																																											

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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
1012	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 2/11/2015</b>	272.949	49.000  24.500  11.025			35.525	308.474	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											



**FOR THE MONTH OF FEBRUARY,2019**

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>Total Length</b> = 6.986 km  <b>Carriageway Width</b> = 7.30 m  <b>Nos Of Lanes</b> = 2 lanes</p> <p><b>PAVEMENT DESIGN</b>  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>	79.03%	100.00%	20.97%	100.00%		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.  <b>ISSUES :</b> 1. payment to PESCO made amountning Rs.2.962 Million dt:____.shifting of elecctric poles partly made.  2.Payment made to Army (19th Division) amounting to Rs. 8.00 Million dt____ for shifting of army boundry wall.shifting has been made.  3.Section 4 issued.Payment amountning Rs.4.131 Million dt:_____ made.	
	7 km	7 km	<b>Road work</b>			1-Grooving	6.88/6.88 (100%)			6.88/6.88 (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	6.88/6.88 (100%)			6.88/6.88 (100%)
5-Subgrade	6.88/6.88 (100%)	6.88/6.88 (100%)	6- Sub base	6.88/6.88 (100%)	6.88/6.88 (100%)	7- WBM	6.88/6.88 (100%)			6.88/6.88 (100%)
8- ABC	6.88/6.88 (100%)	6.88/6.88 (100%)	9- Permeable shoulder	4.15/6.88 (67%)	4.15/6.88 (67%)	10-Wearing course	5.88/6.88 (100%)			5.88/6.88 (100%)
11-Army Boundry Wall	0.900/0.900 (100%)	0.900/0.900 (100%)	12-Culverts	20/20 (100%)	20/20 (100%)	13-Retaining Walls	0.304/0.304 (100%)			0.304/0.304 (100%)
14-PCC Shoulders	0.455/0.725 (63%)	0.455/0.725 (63%)	15- Drain	3.85/3.85 (100 %)	3.85/3.85 (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 30/06/2018	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
1014	180163 - Improvement and Rehabilitation of Road from Krappa to Shakadara (35 KM) District Kohat.  (A) PDWP 08/03/18	2266.300	2266.330 28/3/18	Awaited		0.000	20.000  10.000  5.000			15.000	15.000	

**FOR THE MONTH OF FEBRUARY,2019**

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
					Work Order issued to the contractors.		

**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 30/06/2018	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
1015	<p>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.</p> <p>(A)DDWP-II 12/04/2016</p> <p><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)</p> <p><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)</p> <p><b>Package-III</b> km 5+300 to 8+800 (3.5 km) Revised Contract Cost: (From Bakhsoo Bridge to Shah Alam Bridge)</p> <p align="center"><b>Scheme Coordinates</b></p> <p><b>Starting Point</b> E= 3072805.916    N= 1088405.073</p> <p><b>End Point</b> E = 3076201.124    N = 1096021.985</p>	306.533	306.533 14/06/2013	337.000 20/3/2015		606.783	40.000  20.000 20.000			40.000	646.783	100%
			Revised 1119.959 29/4/2016	Revised T.S awaited	<b>Package-I</b> 15/01/2014							
					<b>Package-II</b> 26/10/2016							
					<b>Package-III</b>							

**FOR THE MONTH OF FEBRUARY,2019**

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>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>							<b>Package-I</b> 30/09/2016	<p><b>Design Consultant:</b> M/S ACE Lahore.</p> <p><b>Supervisory Consultant:</b> M/S NESPAK</p> <p><b>Contractors:</b> <b>Package-I</b> M/S Amanullah &amp; Co.</p> <p><b>Package-II</b> M/S Al Mehreen Enterprises.</p> <p><b>Package-III</b> LOA issued to Contractor.</p> <p><b>ISSUES :</b> Building has not been removed due to non provision of the demand note already applied for.</p> <p>Land compensation demand bill awaited in kazana &amp; tawda area.</p>
	95.00%	5.00%	4.00%	99.00%	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>		
				<b>Road work</b>	<b>Completed.</b>				
				Excavation	2.5/2.5 km (100%)	5.6/5.6 km (100%)	5.5/7.0 km (75%)		
				Formation of Embankment	2.5/2.5 km (100%)	5.6/5.6 km (100%)			
				Sub base	2.5/2.5 km (100%)	5.6/5.6 km (100%)	5.5/7.2(76%)		
				WBM	2.5/2.5 km (100%)	5.6/5.6 km (100%)	5.5/7.2(64%)		
				Asphaltic base course	2.5/2.5 km (100%)	5.6/5.6 km (100%)	0.7/7.0(0.1%)		
				Asphaltic Wearing Course	2.5/2.5 km (100%)	3.2/5.6 km (57%)			
				Shoulder	2.5/2.5 km (100%)	3.0/5.6 km (55%)			
				Retaining wall	Completed.			<b>Package-II</b> 25/10/2018	
				Drain	5500/5500 (100%)	5/5 km (100%)	4.6/ 5.8 (80%)		
				Center media		2575/2575 (100%)			
				Cold milling		100% Completed.	7200/7200 (100%)		
				Culverts/Pipe Culverts		1/2 (50%)	1.0/6.0 (17%)		
			<b>Bakhshoo Bridge</b>		<b>Culverts</b>				
			Completed.		<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>under construction</b>	
					1				
					2	5	1	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 30/06/2018	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
1016	170186 - Reconstruction of Bridge at Tauheed Abad, District Peshawar on Peshawar-Naguman of Provincial Highway S-I.  (A)PDWP //	77.559	77.559 8/11/2017	Awaited		3.550	67.559  10.000 10.000  21.402			41.402	44.952	
	<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 FEBRUARY,2019**

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
Span = 140 meter RCC (Slab) Bridge 14 No Bays					Confirmatory bore completed, Test pile completed. Excising bridge dismantle, Layout given, Working Pile 51/51 No is completed. Diversion Completed. Integrity test carried out. Right side abutment wall completed upto transom level.		<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 5/12/18.

**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 30/06/2018	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
1017	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  <b>Package-II</b> 3/5/2013  <b>Package-III</b> 14/5/2013  <b>Package-IV</b> 8/5/2013  <b>Package-V</b> 14/5/2013	1084.650	30.000  15.000 15.000			30.000	1114.650	100%
			<b>Coordinates</b>									
<b>Package-I</b> km 0+000 to 3+275 Revised Contract Cost: 169.102 (M)			<b>Start Point</b> N : 1787033.27, E : 2514991.02 <b>End Point</b> N : 1786997.589, E : 2514748.165									
<b>Package-II</b> km 3+275 to 6+000 Revised Contract Cost: 187.214 (M)			<b>Start Point</b> N : 1786997.589, E : 2514748.165 <b>End Point</b> N : 1784266.874, E : 2506525.186									
<b>Package-III</b> km 6+000 to 9+041 Revised Contract Cost: 244.471 (M)			<b>Start Point</b> N : 1786997.589, E : 2514748.165 <b>End Point</b> N : 1784266.874, E : 2506525.186									
<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 FEBRUARY,2019**

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>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 align="center"><b>PHYSICAL PROGRESS</b></p> <table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Package 4</th> </tr> </thead> <tbody> <tr> <td></td> <td>3.275 km</td> <td>2.725 km</td> <td>2.9 km</td> <td>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>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Filter layer</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Sub base</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>WBM (Trench)</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>WBM Overlay</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Asphaltic base course</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Shoulder</td> <td>3.275/3.275 km (100%)</td> <td>2.725/2.725 km (100%)</td> <td>2.9/2.9 (100%)</td> <td>3.025/3.025 (100%)</td> </tr> <tr> <td>Center Median</td> <td>Completed</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Culvert</td> <td>2/2 (100%)</td> <td>4/4 (100%)</td> <td></td> <td></td> </tr> <tr> <td>Bridge</td> <td>1/1 (100%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>R/W</td> <td>673/673 m (100%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Anx Work</td> <td>Completed</td> <td>Completed</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Package Completed</td> <td>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>
		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																																																																																												

**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 30/06/2018	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
1018	<p>140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda (13 KM)</p> <p>(A)PDWP 25/03/2015</p> <p><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)</p> <p><b>Package-II (Contract cost = 268.265M)</b> Bridge at km 4+420 and bridge at km 5+010 at Hajizai</p> <p><b>Package-III (Contract cost = 212.000M )</b> km 5+235to 8+235 (Hajizai to Ocha Wala)</p> <p><b>Package-IV (Contract cost = 292.168M)</b> km 8+235 to 12+314 (Ocha wala to Shabqadar Chowk)</p> <p align="center"><b>Coordinates</b></p> <p><b>Starting Point</b> E= 7294576.238 N= 7042502.861</p> <p><b>End Point</b> E= 7037943.417 N= 7305411.295</p>		1609.960 27/10/2015	Awaited		961.450	10.000  5.000 5.000			10.000	971.450	100%

**FOR THE MONTH OF FEBRUARY,2019**

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> <tr> <th></th> <th>5 km</th> <th>4 km</th> <th>3 km</th> <th>4 km</th> </tr> </thead> <tbody> <tr> <td><b>Road work</b></td> <td></td> <td>2 No Bridges</td> <td></td> <td></td> </tr> <tr> <td>Excavation</td> <td>9.5/10 km (95%)</td> <td rowspan="2"><b>Bridge-I:</b> Completed. excepted expansion joint, wearing course and approaches.</td> <td>5.5/6 km (95%)</td> <td>5.0/8.0 (62%)</td> </tr> <tr> <td>Formation of Embankment from Road excavation</td> <td>9.5/10 km (95%)</td> <td>5/6.0 km (80%)</td> <td></td> </tr> <tr> <td>Sub base</td> <td>9.0/10 km (90%)</td> <td rowspan="10"><b>Bridge-II:</b> 3No SPT completed Drawing Finalized, 3No Test Pile completed. 44 / 44 No working pile completed. Tie Beam 9 / 9 completed. Pier shaft 32/36 completed , transom 10/11 completed. Girders 40/40. launching of Girders 24/40. Stressing 40/40. Abutment wall 1/2 Completed. Dai Pram 10/33 Completed. Desk Slab 4/10.</td> <td>5.3/ 6.0 km (88%)</td> <td>3.2/8.0 (40%)</td> </tr> <tr> <td>WBM (Trench)</td> <td>9.0/10 km (90%)</td> <td>3.0/6.0 km (50%)</td> <td>0.4/0.8 (50%)</td> </tr> <tr> <td>Asphaltic base course</td> <td>8.0/10 km (80%)</td> <td></td> <td></td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>7.5/10 km (75%)</td> <td></td> <td></td> </tr> <tr> <td>Culverts (RRC Box/5 culvert)</td> <td>11/11 (100%)</td> <td>6.0/8.0 (37%)</td> <td></td> </tr> <tr> <td>Retaining walls</td> <td>500/500 m (100%)</td> <td>0.5/0.92 km (54%)</td> <td></td> </tr> <tr> <td>Drains</td> <td>4.0/5.225 Km (76%)</td> <td>2.0/3.5 Km (57%)</td> <td></td> </tr> <tr> <td>Clearing Rubbing</td> <td></td> <td></td> <td>5.0/8.0 (62%)</td> </tr> <tr> <td>Improved Subgrade</td> <td></td> <td></td> <td>4.0/8.0 (50%)</td> </tr> <tr> <td>center media</td> <td>3.5/5.0 km (70%)</td> <td></td> <td></td> </tr> <tr> <td>Shoulder WBM</td> <td>6/10 km (60%)</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></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	9.5/10 km (95%)	<b>Bridge-I:</b> Completed. excepted expansion joint, wearing course and approaches.	5.5/6 km (95%)	5.0/8.0 (62%)	Formation of Embankment from Road excavation	9.5/10 km (95%)	5/6.0 km (80%)		Sub base	9.0/10 km (90%)	<b>Bridge-II:</b> 3No SPT completed Drawing Finalized, 3No Test Pile completed. 44 / 44 No working pile completed. Tie Beam 9 / 9 completed. Pier shaft 32/36 completed , transom 10/11 completed. Girders 40/40. launching of Girders 24/40. Stressing 40/40. Abutment wall 1/2 Completed. Dai Pram 10/33 Completed. Desk Slab 4/10.	5.3/ 6.0 km (88%)	3.2/8.0 (40%)	WBM (Trench)	9.0/10 km (90%)	3.0/6.0 km (50%)	0.4/0.8 (50%)	Asphaltic base course	8.0/10 km (80%)			Asphaltic Wearing Course	7.5/10 km (75%)			Culverts (RRC Box/5 culvert)	11/11 (100%)	6.0/8.0 (37%)		Retaining walls	500/500 m (100%)	0.5/0.92 km (54%)		Drains	4.0/5.225 Km (76%)	2.0/3.5 Km (57%)		Clearing Rubbing			5.0/8.0 (62%)	Improved Subgrade			4.0/8.0 (50%)	center media	3.5/5.0 km (70%)			Shoulder WBM	6/10 km (60%)															Package-I 19/06/2019  Package-II 11/07/2020  Package-III 16/04/2020	<b>Design Consultant:</b> M/S ABM <b>Supervisory Consultant:</b> M/S NESPAK  <b>Contractors:</b> Package-I M/S New Khan Builders (NKB).  Package-II M/S New Khan Builders (NKB).  Package-III M/S Al Mehreen Enterprises.  Package-IV LOA issued to M/S AHK.
		Package 1	Package 2	Package 3	Package 4																																																																																			
		5 km	4 km	3 km	4 km																																																																																			
	<b>Road work</b>		2 No Bridges																																																																																					
	Excavation	9.5/10 km (95%)	<b>Bridge-I:</b> Completed. excepted expansion joint, wearing course and approaches.	5.5/6 km (95%)	5.0/8.0 (62%)																																																																																			
	Formation of Embankment from Road excavation	9.5/10 km (95%)		5/6.0 km (80%)																																																																																				
	Sub base	9.0/10 km (90%)	<b>Bridge-II:</b> 3No SPT completed Drawing Finalized, 3No Test Pile completed. 44 / 44 No working pile completed. Tie Beam 9 / 9 completed. Pier shaft 32/36 completed , transom 10/11 completed. Girders 40/40. launching of Girders 24/40. Stressing 40/40. Abutment wall 1/2 Completed. Dai Pram 10/33 Completed. Desk Slab 4/10.	5.3/ 6.0 km (88%)	3.2/8.0 (40%)																																																																																			
	WBM (Trench)	9.0/10 km (90%)		3.0/6.0 km (50%)	0.4/0.8 (50%)																																																																																			
	Asphaltic base course	8.0/10 km (80%)																																																																																						
	Asphaltic Wearing Course	7.5/10 km (75%)																																																																																						
	Culverts (RRC Box/5 culvert)	11/11 (100%)		6.0/8.0 (37%)																																																																																				
	Retaining walls	500/500 m (100%)		0.5/0.92 km (54%)																																																																																				
	Drains	4.0/5.225 Km (76%)		2.0/3.5 Km (57%)																																																																																				
	Clearing Rubbing				5.0/8.0 (62%)																																																																																			
	Improved Subgrade				4.0/8.0 (50%)																																																																																			
	center media	3.5/5.0 km (70%)																																																																																						
	Shoulder WBM	6/10 km (60%)																																																																																						

**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 30/06/2018	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
1019	<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> 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 sarro shah bridge</p> <p align="center"><b>Scheme Coordinates</b></p> <p>Start Point (at Ghani Khan Road) N 34° 10' 37.16" E 71° 04' 46.10" Elevation 1011 feet</p> <p>End Point (at Sarro Shah) N 34° 14' 20.30" E 71° 05' 10.55" Elevation 1131 feet</p>	1000.000	1498.019 29/02/2016	Awaited	10/10/2016	271.700	20.000			20.000	291.700	
							10.000					
							5.000					
							5.000					



**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 30/06/2018	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
1020	130680- Improvement and Widening of Malang Baba Nizampur Road Nowshera. Length 21.60KM  (A) PDWP- 02/11/15  <b>Package-I</b> km 00+6+00 (Malang to kana khel) Revised Bid Cost: 374.314 (M)  <b>Package-II</b> km 6+00 to 12+00 (kana khel to sadu khel) Revised Bid Cost: 543.423 (M)  <b>Package-III</b> km 12+00 to 21+687 (Sadu khel to gajo khel) connect khairabad nizampur road at km 29. Revised Bid Cost: 633.187 (M)  <b>Coordinates</b> <b>Start Point</b> N :3755111.060 E : 773719.467 <b>End Point</b> N:3743238.432 E:225301.053	1726.703	965.709 10/6/2014  <b>Revised</b> 1726.703 23/11/2015	Awaited		1783.700	10.000  5.000 5.000			10.000	1793.700	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 30/06/2018	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
1021	140620-Re-construction of Bridge at Tor Warsak Daggar & Widening / Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.  (A) DDWP- 02/12/16  <b>SUB HEAD :</b> <b>Package -I (24 M)</b> Re-construction of Bridge at Tor Warsak Daggar.  <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 - III (6 Km) (6+000 to 12+000)</b>  <b>Package - IV (6.85 Km) (12+000 to 18+850)</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	776.390	76.390 19/05/15	Awaited		123.029	20.000  10.000 10.000			20.000	143.029	100%
			Revised 1017.223 16/01/2017		<b>Package-I 21/10/2015</b>							
					<b>Package-II</b>							
					<b>Package-III</b>							
					<b>Package-IV</b>							

**FOR THE MONTH OF FEBRUARY,2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS	
14	15	16	17	18	19	20	21	
PACKAGE-I, BRIDGE	<b>Package-I (Bridge)</b>				<b>PACKAGE-I (BRIDGE)</b>		<b>Completed</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>88%</b>	<b>100%</b>	<b>Completed</b>			
No of Span = 2 of 12m each	<b>Package-II (Road)</b>						<b>Completed</b>	
Carriageway Width = 7.300 M	<b>17%</b>	<b>15%</b>	<b>5%</b>	<b>22%</b>				
No of Lanes = 2 Lanes	<b>PACKAGE-II: (ROAD)</b>				<b>Completed</b>		<b>Contractor</b> M/S Fazal Karim & Co: <b>Package-II Road</b>	
No of Piles = 16 Nos	<b>Section-I</b>							
Asphalt Wearing Course = 5 cm	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
Asphalt Base Course = 7 cm	<b>Section-I</b>							
Water Bound Macadam = 25 cm	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
Granular Sub Base Course = 20 cm	<b>Section-I</b>							
<b>PAVEMENT THICKNESS SHOULDER.</b>	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
PCC (concrete Class B)	<b>Section-I</b>							
Granular Sub Base Course = 15 cm	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
<b>PACKAGE-II, ROAD</b>	<b>Section-I</b>							
Length = 18.850 KM	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
Carriage way width = 6.10 M	<b>Section-I</b>							
No. Lanes = 2 LANE	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
<b>PAVEMENT THICKNESS</b>	<b>Section-I</b>							
AWC = 5CM	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
WBM = 25 CM	<b>Section-I</b>							
GRANULAR SUB BASE COURSE = 15 CM	<b>Section-II</b>				<b>Section-III</b>		<b>Total</b>	
<b>Design Speed = 60 Km/hr</b>	<b>Section-I</b>							
	<b>Structure Work</b>				<b>Section-III</b>		<b>Total</b>	
	<b>Section-II</b>							
	<b>Culvert</b>				<b>Section-III</b>		<b>Total</b>	
	<b>Section-I</b>							
	Package	Total	Completed	Under Construction	% Completion			
	1	19	1	10	5%			
	2	22	8	10	36%			
	3	17	5	11	29%			

**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 30/06/2018	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
1022	170566 - Widening & Improvement and BT of Swari, Dewana Baba road (11 km) including RCC Bridge at Tangu, District Buner.  (A)PDWP 28/03/18	600.000	545.879 13/4/2018	Awaited		0	20.000  10.000  5.000			15.000	15.000	

**FOR THE MONTH OF FEBRUARY,2019**

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
					Financial Bids opened and Letter of Acceptence issued to the lowest bidder.		<p><b>Design Consultant:</b> M/S Planners Engineering Consultants.</p> <p><b>Design Consultant:</b> RFP Called.</p>

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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
1023	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35KM, District Swat.  (A)PDWP 28/03/17  <b>Package - I</b> Length : 12 km (0+000 to 12+000) Manglawar to Kulkarin  <b>Package - II</b> Length : 12 km (12+000 to 24+000) Kulkarin to Kishora  <b>Package - III</b> Length : 11.25 km (25+000 to 35.25+000) Kishora to Malamjabba	1300.000   357.552  435.296  407.705	<b>Revised</b> 1299.00 (M) 17/04/2017  321.796 M  391.766 M  366.934 M			445.523	200.000  100.000 100.000			200.000	645.523	43%

**FOR THE MONTH OF FEBRUARY,2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS						
14	15	16	17	18	19	20	21						
Improvement & Widening of 35.25 km Road  ROW = 11.10 M Carriage way = 6.10 M (B/T) Formation Width = 11.1 M Design Speed = 60 Km/hr Sub Base = 15-20 cm Base Course = 25 cm AWC = 5 Cm Retaining Wall	22.60%	8.48%	22.39%	44.99%	<b>PHYSICAL PROGRESS</b>				Design Consultant M/S Development  Management Consultant Supervisory Consultant M/s Creative Engineering Consultant  <u>Contractors:</u>  <u>Package-1</u> M/s Amanullah Khan & Co  <u>Package-2</u> M/s Raja Adalat Khan & Co  <u>Package-3</u> M/s Raja Adalat Khan & Co  Issues: i) Shifting of Gas pipeline required. ii) Trees cutting involved, case is taken up with Forest Department				
					<b>Package-I</b> 06/05/19								
					<b>Package-II</b> 17/06/2019								
					<b>Package-III</b> 17/06/2019								
					<b>PHYSICAL PROGRESS</b>								
					<b>Description</b>	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>		<b>Total</b>			
						<b>12 Km</b>	<b>12 Km</b>	<b>11.250 Km</b>		<b>35.250 Km</b>			
					Scarification	8/12 Km (67%)	6/12 Km (50%)	6/11.250 Km (36%)		20/35.250 Km (57%)			
					Clearing Grubbing	8/12 Km (67%)	6/12 Km (50%)	2/11.250 Km (18%)		16/35.250 Km (45%)			
					Natural Ground Compaction	8/12 Km (67%)	6/12 Km (50%)	2/11.250 Km (18%)		16/35.250 Km (45%)			
					Side Cutting	9.725/9.175 Km (97%)	10.70/11.30 Km (95%)	7.27/9.50 Km (77%)		27.70/29.98 Km (90%)			
					Embankment	6.0/11 Km (55%)	2.50/10 Km (25%)	2.10/9.0 Km (23%)		10.60/30.00 Km (35%)			
					Sub Grade	10.20/11.80 Km (85%)	8.53/11.80 Km (72%)	7.05/11.250 Km (63%)		25.78/34.80 Km (74%)			
					Sub Base	10.10/11.80 Km (85%)	7.75/11.80 Km (66%)	0/11.250 Km (0%)		17.85/34.80 Km (51%)			
					WBM Ist	7.51/11.95 Km (63%)	7.20/11.95 Km (60%)	0/11.250 Km (0%)		14.71/35.10 Km (42%)			
					WBM 2nd	5.05/11.95 Km (42%)	4.95/11.95 Km (41%)	0/11.250 Km (0%)		10/35.10 Km (28%)			
					Wearing Course	0/12 Km (0%)	0/12 Km (0%)	0/11.250 Km (0%)		0/35.250 Km (0%)			
					PCC Drain	3500/11800 M (30%)	1825/11800 M (16%)	597/11100 M (5%)		5922/34700 M (17%)			
					<b>Structure Work</b>								
					R.wall (new)	561/1512 M (37%)	682/785 M (87%)	736/860 M (86%)		1979/3157 M (63%)			
					R.wall (Raising)	5324/7475 M (71%)	3058/9748 M (31%)	760/8840 M (9%)		9142/26063 M (35%)			
					R.Wall (Replaced)	355/2037 M (17%)	390/797M (49%)	268/533 M (50%)		1013/3367 M (30%)			
					B/walls	00/1000 M (0%)	171/2000 M (9%)	88/2500 M (4%)		259/5500 M (5%)			
					<b>Culvert ( Replaced, New, Extension, pipe Culvert</b>								
					Package	Total	Completed	Under Construction		% Completion			
					1	73	68	6		93%			
					2	54	46	2		85%			
					3	77	39	2		51%			

**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 30/06/2018	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
1024	160630 - F/S, Design and Construction of 2 No. Flyovers on Mingora Kanju Road SH: Mingora Bypass and Kanju Chowk, District Swat.  (A)PDWP 16/04/18	2000.000	1198.100 10/5/2018	Awaited		0.000	600.000  300.000			300.000	300.000	



**FOR THE MONTH OF FEBRUARY,2019**

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
					Work has been awarded to M/S Fazal Karim & Co.		<p><b>Design Consultant</b>  <b>Engineering Consultancy</b>            Services Punjab (Pvt) Ltd Join            Venture M/S New Vision            Engineering Consultant.</p> <p><b>Supervisory Consultant:</b>            RFP Called.</p>

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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
1025	140623-Construction of road from Balambat Timergara to Kalpani Maidan Link road District Dir Lower (10 Km.)  (A)PDWP- 08/02/18  <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 689.999 27/2/18	333.770 1/12/2016  Awaited		293.150	10.000  2.500 2.500 2.500			7.500	300.650	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 30/06/2018	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
1026	160442 - Construction of New RCC Bridge at Khazana Bypass Over River Panjkora District Lower Dir. (SDG).  (A)DDWP-II 26/7/17	410.621 375.000	410.621 10/8/2017	Awaited	10/1/2018	80.000	50.000  25.000 25.000			50.000	130.000	23%

**FOR THE MONTH OF FEBRUARY,2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commence- mint	PHYSICAL PROGRESS				Schedule of Completion	REMARKS	
14	15	16	17	18	19				20	21	
Length of Bridge = 180 m No of Spans = 6 (7.3m each side) No of Piles = 20+1=21 Carriageway width = 7.3 No of Lanes = 2 Lanes Test Pile = No A.W.C = 50mm Base Course = 80mm Agg Base Course = 250mm Granular Sub base = 350mm	8.00%	42.00%	43.00%	51.00%	<b>PHYSICAL PROGRESS</b>				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. Muhammad & Co.  <b>Issues:</b> Land Acquisition is under process.  Section-IV has been issued.	
					<b>S.No</b>	<b>Total</b>	<b>Comp:</b>	<b>%age</b>			
					<b>Piles</b>	<b>21</b>	<b>21</b>	<b>100</b>			
					<b>Pile Cap</b>	<b>5</b>	<b>4</b>	<b>80</b>			
					<b>Pier Shaft</b>	<b>21</b>	<b>18</b>	<b>86</b>			
					<b>Transum</b>	<b>7</b>	<b>6</b>	<b>86</b>			
					<b>Deck Slab</b>	<b>180 M</b>	<b>-</b>				
					<b>Abutment</b>	<b>2</b>	<b>2</b>	<b>100</b>			
					<b>L/s Approach</b>	<b>231 M</b>	<b>131</b>	<b>in prog:</b>			
					<b>R/s Approach</b>	<b>260 M</b>	<b>260 M</b>	<b>in prog:</b>			
					<b>Girder</b>	<b>24</b>	<b>14</b>	<b>58</b>			
					<b>Protection Work</b>	<b>360 M</b>	<b>120 M</b>	<b>33%</b>			



**FOR THE MONTH OF FEBRUARY,2019**

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 <b>Formation width</b> = 10-12.00 (m) <b>Black topped width</b> = 6.10 m <b>Shoulder width</b> = 8.5 (m) each side. <b>Side Drain</b> = 1 m <b>Pavement design</b> i) Sub Base = 200 mm. ii)WBM Base course = 200 mm iii) AWC = 50 mm <b>Slab Culverts</b> = 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>93.00%</b>	<b>7.00%</b>	<b>6.00%</b>	<b>99.00%</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	
	Embankment	Nil	Nil	Nil	Nil	<b>Bridge-3</b>			100% Completed	
	Roadway Excavation (Cutting)	8.750 /8.750 Km (100%)	9.454/9.454 Km (100%)	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%)	9.454 /9.454 Km (100%)	7.348 /7.348 Km (100%)	7.797/7.797 Km (100%)	<b>Bridge-5</b>			80% Completed	
	Sub Base	8.750 /8.750 Km (100%)	9.454/9.454 km (100%)	7.885/7.885 km (100%)	7.797/7.797 km (100%)	<b>Test Piles</b>			1/1 (100%)	
	WBM	8.750 /8.750 Km (100%)	9.454/9.454 km (100%)	7.425/8.200 km (91%)	7.797/7.797 km (96%)	<b>Working piles</b>			28/28 (100%)	
	Asphaltic Wearing Course	8.750 /8.750 Km (100%)	9.454/9.454 km (100%)	6.5/7.298 km (89%)	7.297/7.297 km (100%)	<b>Pier shaft</b>			2/2 (50%)	
	Rigid Pavement	Nil	Nil	0.902/0.902 km (100%)	0.50/0.50 km (100%)	<b>Abutment</b>			2/2 (100%)	
	Causeway	10/10 (100 %)	25/25 (100%)	11/11 (100%)	17/19 (89%)	<b>Transom</b>			Completed	
	Shoulder	4.43/8.00 km (55%)	2.03/4.640 km (44%)	3.88/7.348 (52%)	4.104/7.197 (57%)	<b>Girders</b>			6/9 Nos (67%)	
	Drain	3.40/6.575 km (51%)	2.03/9.454 km (21%)	3.88/7.348 (52%)	1.74/7.697 km (22%)	<b>Deck slab</b>			1/3 Nos (33%)	
	Parapet Wall	265/265 meter (100%)	-	-	-					
		<b>Culvert</b>				<b>PACKGAE-7</b>				
		Package	Total	Completed	Under Construction	% Completion			32.396 Km/33.979 km Asphalt completed and further is in progress	
		1	32	32	0	100%				
		2	12	12	0	100%				
	3	8	8	0	100%					
	4	11	11	0	100%					
<b>SCHEME COORDINATES</b>										
<b>START POINT ( CHUKIATAN)</b> N= 340818.79 E= 706783.9 <b>ELEVATION</b>	<b>Ancillary work</b>									
	Pavement Marking	8.750/8.750 (100%)								
<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 30/06/2018	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
1028	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  <p align="center"><b>COORDINATES</b></p> START POINT ( BARAWAL BAZAAR) N= 1207335.9611 E= 3085885.0695 ELEVATION  END POINT ( BARAWAL BAZAAR) N= 1225144.770 E= 3084388.221 ELEVATION	1034.971	988.520(M) 4/3/2015	Awaited		289.850	25.000  12.500 12.500			25.000	314.850	100%



**FOR THE MONTH OF FEBRUARY,2019**

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>22.00%</b>	<b>78.00%</b>	<b>15.00%</b>	<b>37.00%</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: Assigned to M/s NKB  <b>Package-3</b> M/s Amir Maqaam & Co: Assigned to M/s NKB  <b>Package-4</b> M/s Amir Maqaam & Co: Assigned to M/s NKB
	<b>PHYSICAL PROGRESS</b>						<b>7/4/2019</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>Scarification</b>	5.7 /8 Km (71%)	3/8 km (38%)	0/5 km	0/3.485 Km	8.7/24.485 Km (35%)	
Formation Width	8.10 M	<b>Clearing</b>						
Carriageway Width	6.10 M	<b>Grubbing</b>	5.7 /8 Km (71%)	3/8 km (38%)	0/5 km	0/3.485 Km	8.7/24.485 Km (35%)	
Shoulder on each side	1 M	<b>natural ground compaciton</b>	5/8 Km (73%)	2/8 km (25%)	0/5 km	0/3.485 Km	7/24.485 Km (29%)	
Side Drain	1 M (h/s)	<b>Side Cuting</b>	7.7/8 km (96%)	7.6/8 km (95%)	0/5 km	0/3.485 Km	15.3/24.485 Km (62%)	
<b>Pavement Design</b>		<b>Embankement</b>	5.5/8 Km (69%)	3/8 km (38%)	0/5 km	0/3.485 Km	8.5/24.485 Km (35%)	
Sub Base	25 Cm	<b>Sub grade</b>	5.8 /8 Km (73%)	2.8/8 km (35%)	0/5 km	0/3.485 Km	8.6/24.485 Km (35%)	
Base Course	20 Cm	<b>Sub Base</b>	5.8/8 Km (73%)	2/8 km (25%)	0/5 km	0/3.485 Km	7.8/24.485 Km (32%)	
AWC	5 Cm	<b>WBM</b>	5.8/8 Km (73%)	1/8 km (13%)	0/5 km	0/3.485 Km	6.8/24.485 Km (28%)	
<b>Structure Work</b>		<b>Wearing Course</b>	5.5/8 Km (69%)	0.85/8 km(11%)	0/5 km	0/3.485 Km	6.35/24.485 (26%)	
R-wall/ B-wall	16380 M							
Culvert	105 No							
<b>Speed Design</b>	<b>50Km/hr</b>							
		<b>Structure Work</b>						
		<b>Retaining wall</b>	338/495 (68%)	518/1150 (45%)			856/1645 (52%)	
		<b>Breast Wall</b>						
		<b>Culvert</b>						
		<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>		
		1	44	39	0	88%		
		2	43	30	0	70%		
		3	11	0	0	0%		
		4	3	0	0	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 30/06/2018	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
1029	150890- Rehabilitation/ Black Topping of Chukyatan to Barawal Bandai Road, District Dir Upper. (17 km.)  (A)PDWP //	490.000	<u>344.978</u> 28/1/16	Awaited	26-10-2016	316.700	64.225			34.402	351.102	46%
	<b>COORDINATES</b>						5.000					
	START POINT ( CHUKIATAN BAZAAR) N= 763829.091 E= 3893513.486 ELEVATION						5.000					
	END POINT ( BARAWAL BAZAAR) N= 3886353.399 E= 751833.768 ELEVATION						24.402					

**FOR THE MONTH OF FEBRUARY,2019**

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</b>	16.250 Km	75.00%	25.00%	10.00%	85.00%	<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					<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>	12.10 / 12.10 Km (100%)		
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>	16.250 / 16.250 Km (100%)		
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	2200 / 2510 m (88%)		
<b>Bridges</b>						Brest Walls.	175 / 325 m (54%)		
Bridge Repair at Km 05	1 No					R/s RRM Drain.	11 / 13.00 Km (85%)		
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 30/06/2018	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
1030	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad. (A)PDWP 07/01/15	1131.490	983.904 24/03/15	Under Process		805.775	40.000			40.000	845.775	100%
	<b>Package-I</b> (KM 0+000 To 3+100) Muree Chowk (KKH-N-35) to Board Office Contract Cost: 322.804	299.788(M)	299.788(M)				20.000					
	<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)				20.000					
	<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><u>Scheme Coordinate</u></b> <b>Start Point: Muree 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 FEBRUARY,2019**

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																																																																																																								
Total length = 7.100 Km	<b>88.00%</b>	<b>100.00%</b>	<b>7.79%</b>	<b>95.79%</b>	<p align="center"><b>PHYSICAL PROGRESS</b></p> <table border="1"> <thead> <tr> <th>Package</th> <th>Package I</th> <th>Package II</th> <th>Package III</th> </tr> </thead> <tbody> <tr> <td>Description</td> <td>3.1 km</td> <td>4 km</td> <td>Bridges 4 nos</td> </tr> <tr> <td colspan="4"><b>Road Work</b></td> </tr> <tr> <td>1-Excavation</td> <td>2.9/3.1 (94%)</td> <td>4.1/4.3 (95%)</td> <td><b>Bridge I</b></td> </tr> <tr> <td>2-Embankment</td> <td>0/0 (0%)</td> <td>0/0 (0%)</td> <td>Length =12 m</td> </tr> <tr> <td>3-Subgrade</td> <td>2.9/3.1 (94%)</td> <td>4.1/4.3 (95%)</td> <td>Span= 1 no</td> </tr> <tr> <td>4-Sub Base</td> <td>2.88/3.1(93%)</td> <td>3.8/4.3 (88%)</td> <td>Piles=24</td> </tr> <tr> <td>5-WBM</td> <td>2.88/3.1(93%)</td> <td>4.3/4.3 (100%)</td> <td>Dia= 0.760</td> </tr> <tr> <td>6-ABC</td> <td>2.6/3.1(84%)</td> <td>4.2/4.3 (98%)</td> <td><b>Bridge II</b></td> </tr> <tr> <td>7-AWC</td> <td>2.6/3.1(84%)</td> <td>4.2/4.3 (98%)</td> <td>Length =44.1 m</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Span= 3 no</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Piles=16 No</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Dia= 0.910</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>Bridges 3/4 Completed</b></td> </tr> <tr> <td colspan="4"><b>Structures Culverts</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>3</td> <td>3</td> <td>0</td> </tr> <tr> <td>II</td> <td>3</td> <td>3</td> <td>0</td> </tr> <tr> <td colspan="4"><b>Retaining Structures</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>767</td> <td>650</td> <td>17</td> </tr> <tr> <td>II</td> <td>300</td> <td>290</td> <td>10</td> </tr> <tr> <td colspan="4"><b>Drain</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> </tr> <tr> <td>I</td> <td>5200</td> <td>4900</td> <td>50</td> </tr> <tr> <td>II</td> <td>3600</td> <td>3325</td> <td>15</td> </tr> </tbody> </table>	Package	Package I	Package II	Package III	Description	3.1 km	4 km	Bridges 4 nos	<b>Road Work</b>				1-Excavation	2.9/3.1 (94%)	4.1/4.3 (95%)	<b>Bridge I</b>	2-Embankment	0/0 (0%)	0/0 (0%)	Length =12 m	3-Subgrade	2.9/3.1 (94%)	4.1/4.3 (95%)	Span= 1 no	4-Sub Base	2.88/3.1(93%)	3.8/4.3 (88%)	Piles=24	5-WBM	2.88/3.1(93%)	4.3/4.3 (100%)	Dia= 0.760	6-ABC	2.6/3.1(84%)	4.2/4.3 (98%)	<b>Bridge II</b>	7-AWC	2.6/3.1(84%)	4.2/4.3 (98%)	Length =44.1 m				Span= 3 no				Piles=16 No				Dia= 0.910				<b>Bridges 3/4 Completed</b>	<b>Structures Culverts</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	3	3	0	II	3	3	0	<b>Retaining Structures</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	767	650	17	II	300	290	10	<b>Drain</b>				<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	I	5200	4900	50	II	3600	3325	15		
Package	Package I	Package II	Package III																																																																																																												
Description	3.1 km	4 km	Bridges 4 nos																																																																																																												
<b>Road Work</b>																																																																																																															
1-Excavation	2.9/3.1 (94%)	4.1/4.3 (95%)	<b>Bridge I</b>																																																																																																												
2-Embankment	0/0 (0%)	0/0 (0%)	Length =12 m																																																																																																												
3-Subgrade	2.9/3.1 (94%)	4.1/4.3 (95%)	Span= 1 no																																																																																																												
4-Sub Base	2.88/3.1(93%)	3.8/4.3 (88%)	Piles=24																																																																																																												
5-WBM	2.88/3.1(93%)	4.3/4.3 (100%)	Dia= 0.760																																																																																																												
6-ABC	2.6/3.1(84%)	4.2/4.3 (98%)	<b>Bridge II</b>																																																																																																												
7-AWC	2.6/3.1(84%)	4.2/4.3 (98%)	Length =44.1 m																																																																																																												
			Span= 3 no																																																																																																												
			Piles=16 No																																																																																																												
			Dia= 0.910																																																																																																												
			<b>Bridges 3/4 Completed</b>																																																																																																												
<b>Structures Culverts</b>																																																																																																															
<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>																																																																																																												
I	3	3	0																																																																																																												
II	3	3	0																																																																																																												
<b>Retaining Structures</b>																																																																																																															
<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>																																																																																																												
I	767	650	17																																																																																																												
II	300	290	10																																																																																																												
<b>Drain</b>																																																																																																															
<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>																																																																																																												
I	5200	4900	50																																																																																																												
II	3600	3325	15																																																																																																												
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																																																																																																															
Sub Base Course = 250 mm																																																																																																															
Sub Grade = 250 mm																																																																																																															
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																																																																																																															
iv) Km # 5 span = 25 M																																																																																																															

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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
1031	140877-Construction of Haripur Bypass Road (23 KM)  (A) 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) 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 4686.204 6/11/2017	Under Process		2427.600	50.000  25.000 25.000			50.000	2477.600	100%
			395.443(M)		1/5/2016							
			436.778(M)		1/5/2016							
			414.126(M)		1/5/2016							
			293.653(M)		1/5/2016							
			337.240(M)		1/5/2016							
			220.525(M)		1/5/2016							
			136.232(M)		1/5/2016							

**FOR THE MONTH OF FEBRUARY,2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS		
14	15	16	17	18	19		20	21		
<b>Construction of Haripur Bypass Road ( From Km. 0+000 to Km. 24+480)</b>	<b>47.23%</b>	<b>99.00%</b>	<b>11.67%</b>	<b>58.90%</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.		
Total length 24.480 Km	<b>PHYSICAL PROGRESS</b>									
Carriageway width 7.300 m										
No of Lanes 02 Lanes										
Shoulder width (Each Side) 2m TST										
Shoulder Slope 4%										
<b>Pavement Thickness</b>										
Asphaltic Wearing Course 05 cm										
Asphaltic Base Course 08 cm										
Water Bound Macadam 25 cm										
Granular Sub base Course 20 cm										
Sub grade 30 cm										
<b>Pavement Thickness of Shoulder</b>										
TST										
Water Bound Macadam 15 cm										
Granular Sub base Course 15 cm										
<b>Design Speed 80 Km/hr</b>										
					<b>Road Work</b>					
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%)					
2- NGC	2.359/3.060 (77%)	2.882/3.60 (80%)	3.443/5.033 (68%)	3.30/3.30 (100%)	1.563/1.563 (100%)					
3- Embankment	3.50/4.250 (82%)	3.00/5.250 (57%)	3.500/5.950 (59%)	4.20/4.20 (100%)	3.50/3.535 (99%)					
4- Subgrade	3.333/4.250 (78%)	2.98/5.250 (57%)	3.545/5.950 (60%)	4.20/4.20 (100%)	3.300/3.535 (93%)					
5- Subbase	3.333/4.250 (78%) 2nd L	2.45/5.250 (47%) 2nd L	3.225/5.950 (54%) 2nd L	4.20/4.20 (100%) 2nd L	3.300/3.535 (93%) 2nd L					
6- WBM	3.333/4.250 (78%) 2nd L	1.025/5.250 (20%) 2nd L	1.750/5.00 (35%) 2nd L	3.750/4.20 (89%) 2nd L	3.050/3.535 (86%) 2nd L					
7- ABC	3.150/4.250 (74%)	1.025/5.250 (20%)	1.700/5.00 (34%)	3.600/4.20 (86%)	3.00/3.535 (85%)					
8- AWC	-	-	0.180/5.00 (4%)	-	-					
					<b>Bridges/Flyovers Details</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>
					25m	180m	210m	25m	30m	25m
					01 (25m)	06(30m each)	07 (30m each)	01 (25m)	01 (30m each)	01 (25m each)
					12No	50No	68No	20No	16 No	20 No
					04No	24No	28No	04No	04 No	04 No
					760mm	760mm	760mm	910mm	910mm	910mm
					<b>PHYSICAL PROGRESS</b>					
					<b>Bridge Sub Structure</b>	Completed (100%)			Piles = 39 / 59 completed. Pile Caps = 04/06 completed.	
					<b>Bridge Super Structure</b>	Completed except approach slabs.			RCC Girder = 12 /12 completed D/ Slab = 01/03 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	17	14	2	82%	
					2	27	22	1	81%	
					3	35	28	1	80%	
					4	15	15	0	100%	
					5	16	16	0	100%	
					<b>Total</b>	<b>110</b>	<b>95</b>	<b>4</b>	<b>86%</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 30/06/2018	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
1032	20665-Construction / Supervision of New Road works.  (R)DDWP-II //		1976.321	-	-	1051.899	50.000			25.000	1076.899	
			Revised 1703.097				25.000					
			1831.155 29/05/05									



**FOR THE MONTH OF FEBRUARY,2019**

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 30/06/2018	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
1033	20675-Feasibility and Design of Projects of various roads. (A)DDWP-II 23/08/2011	538.173	Original AA 668.658	-	-	189.346	50.000  25.000			25.000	214.346	

**FOR THE MONTH OF FEBRUARY,2019**

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 evaluation</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 30/06/2018	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
1034	130198-Establishment of Axle Load Control Regime on Provincial Highways at 5-Stations, District Kohat, D.I.Khan, Mardan, Charsadda & Bunner.  (A)DDWP-II 17/04/2014  <b>Package-I ( 02 Number of Weight Stations</b> i) Timergara, Munda, khar, Ghallani, PirQalla, Peshawar at Peshawar at Pirqalla(S-4) ii) Shahbazgara, Rustum, Ambella, Daggar, Karakar, Barikot Road at Baba serai (S-10) <b>Package-II (Not relates to Center)</b> ii)Tajakzai - Lakki - Daratang - Chashma - D.I.Khan at Chashma Chowk (S-11).  <b>Package-III ( 03 Number of wsight Stations)</b> i)Weight Station at Eastern Bypass Mardan ( <b>Eastern</b> ). ii). Eastern Bypass Mardan at entry Point ( Shifted to Rustum) iii) Weight station on(Western) Bypass Mardan Towards Charsdda Road.	490.000	498.160 19/5/2015	Awaited		152.850	10.000  5.000			5.000	157.850	100%
		84.701 (Bid cost)			02/04/15							
		151.975(Bid Cost)			01/04/16							

**FOR THE MONTH OF FEBRUARY,2019**

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
Nos of weigh Station = 8 Building area = 30 m x 30.5 m Parking area = 31 m x 30.5 m Weigh Bridge = 40 m x 3 <b>Rigid Pavement</b> RCC Topping = 300 mm Lean concrete = 130 mm Granular Sub base = 200 mm	10.00%	90.00%		12.26%	<b>Weigh Station at Shabqadar Peshawar.</b> <b>Package -I</b> i) Main building in Progress ii) Formation of embankment is in progress (iii) Filter Layer Work done <b>Weigh Station at Baba Sarai Buner</b> <b>Package -I</b> (i) Retaining Wall Completed (ii) Main Building 90% Completed (iii) Drain Work in Progress 50% Completed (iv) Embankment Work in Progress <b>Package-II (Near Darya Khan Bridge) DIKhan</b> i) Back side Retaining wall = 259/259 M completed ii) Main building completed iii) Formation of embankment completed iv) Sub Base in Progress v) Side Drain Completed vi) Lean Concrete for Rigid Pavement Completed vi) RCC for Rigid Pavement in Progress at one Weigh Station. <b>Package-III (i) Eastern Bypass Mardan</b> i) Back side Retaining wall = 240/240 M completed ii) Main building 90 % completed iii) Formation of embankment completed iv) Sub Base completed v) Lean Concrete at Rigid Pavement Completed vi) Side Drain completed (vii) Rigid Work in Progress (viii) Road Electrification Work in Progress <b>Package-III (ii) Western Bypass Mardan</b> i) Back side Retaining wall = 200/200 M completed ii) Main building 90 % completed iii) Formation of embankment in progress (iv) Drain Work in Progress 30 %	04/01/16	<b>Contractor:</b> M/S Tollink-Royal Builders (JV).  <b>Design Consultant:</b> M/S ACC Islamabad.  <b>Supervisory Consultant:</b> M/S Creative Engineering Consultant.
<b>PHYSICAL PROGRESS</b>							
<b>Description</b>	<b>Package 1 (i) Shabqadar Site Weigh Station</b>	<b>Package 1 (ii) Baba Sarai Buner Site Weigh Station</b>	<b>Package 2 (i) Near Darya Khan Bridge Weigh Station</b>	<b>Package 3 (i) Eastern Bypass Site Weigh Station</b>	<b>Package 3 (ii) Western Bypass Site Weigh Station</b>	<b>Total of 5 Nos Weigh Stations</b>	
<b>Rigid Pavement, Parking Area &amp; Installation of Weigh Bridges</b>	Two (2) Weigh Station		Three (3) Weigh Station Work in Progress at One Weigh Station	Three (3) Weigh Station Work in Progress at Two Weigh Station		At Five (5) Weigh Station Work in Progress	
1-Embankment	0.967/1.935 (50%)	1.642/1.825 (90%)	4.618/4.618 (100%)	2.386/2.386 (100%)	1.037/1.037 (100%)	10.65/11.801 (90.243%)	
2- Clearing & Grubbing	0.00/0.00 (0%)	0.106/0.106 (100%)	0.081/0.018 (100%)	0.098/0.098 (100%)	0.00/0.00 (0%)	0.285/0.285 (100%)	
3-Natural ground compaction	0.00/0.00 (0%)	0.115/0.115 (100%)	0.091/0.091 (100%)	(0%)	0.00/0.00 (0%)	0.206/206 (100%)	
4-Sub Base	0.00/0.857 (0%)	0.00/0.607 (0%)	0.845/.845 (100%)	1.246/1.246 (100%)	0.00/0.785 (0%)	2.091/4.340 (48.18%)	
5- Filter Layer	1.032/1.032 (100%)	(0%)	(0%)	1.749/1.749 (100%)	1.218/1.218 (100%)	3.999/3.999 (100%)	
6-WBM	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	
7- Road Lighting	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	
8-Surface Course (Rigid Pavement)	0.000/7.095 (0%)	0.000/5.445 (0%)	0.891/7.797 (12%)	0.891/9.385 (0.094%)	0.000/7.623 (0%)	1.872/37.345 (05%)	
9-Installation of Weigh Bridge	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	
<b>Structures</b>							
1- R/Walls	0.00/3.306 (0%)	6.389/6.389 (100%)	12.07/12.07 (100%)	2.848/2.848 (100%)	2.297/2.297 (100%)	20.298/23.604 (86.00%)	
2- Building	2.402/3.431 (70%)	3.088/3.431 (90%)	3.268/3.268 (100%)	3.712/4.125 (90%)	3.712/4.125 (90%)	16.18/18.38 (88.030%)	
3- Side Drain	0.00/3.362 (0%)	2.535/5.069 (50%)	4.483/4.981 (90%)	5.841/5.841 (100%)	1.209/4.033 (30%)	14.068/23.286 (60.41%)	
<b>Total Physical Progress at Each Weigh Station</b>	<b>0.000%</b>	<b>0.000%</b>	<b>0.000%</b>	<b>0.000%</b>	<b>0.000%</b>	<b>0.000%</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 30/06/2018	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
1035	<p>140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24 KMs), District Kohat and Hangu.</p> <p>(A)PDWP 25/03/15</p> <p><b>Package-I</b> contract cost 536.7 millions km 0+000 to 6+000 (6 km) (Sherkot to Usterzai Bala)</p> <p><b>Package-II</b> Contract cost = 602.506 millions km 6+000 to 12+000 (6 km) (Usterzai Bala to Raeesan)</p> <p><b>Package-III</b> contract cost = 531.449 millions km 12+000 to 18+000 (6 km) (Raeesan Babar Qilla)</p> <p><b>Package-IV</b> contract cost = 564.415 millions km 18+000 to 24+000 (6 km) (Babar Qilla to Hangu Bazaar)</p> <p><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.</p>	2759.858	2759.858 3/4/2015			1076.508	80.000  40.000			40.000	1116.568	100%
			<b>Scheme Co-ordinates</b>									
			<p><b>Start Point (Sherkot)</b> N :3720530.558 , E : 710698.873 Elevation = 629.270 m</p> <p><b>End Point (hangu bazar)</b> N :3713270.663 , E : 691389.451 Elevation = 813.652 m</p>									

**FOR THE MONTH OF FEBRUARY,2019**

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	
Dualization of one-way Road. <b>Total Length = 24 km</b> Carriageway Width = 7.300 m (Either side) Nos Of Lanes = 2 lanes  <b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 8 cm Water bound macadam = 25 cm Granular Sub base Course = 20 cm  <b>PAVEMENT THICKNESS SHOULDER</b> Triple Surface Treatment (TST) Water bound macadam = 15 cm Granular Sub base Course = 15 cm Culverts = 69 No's R/wall = 3152 m  <b>Bridges:</b> Bridge no : 1 (RD 2+515) L= 100.4 meter Bridge no : 2 (RD 10+025) L= 150 meter	<b>32.96%</b>	<b>25.00%</b>	<b>23.71%</b>	<b>56.67%</b>			<b>Package-I 20/12/2018</b>	<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 by Revenue department. ii) Removal of trees in Hangu Bazar, Approval granted by forest department. iii) Shifting of electric poles. As per demand bill shifting of E/Pole etc in progress. iv) Shifting of water supply lines. The payment has been made to PHE Kohat & Hangu. v) Encroachments at different locations. vi) Railway Track. At few locations the existing Railway track is comming with in construction corridor. Issue needs to be resolved. vii) Road alignment issue RD-21+500 - onwards. The proposed road passes near PTC (Hangu District) The PTC administration are not allowing the construction activites. Issue to be resolved.	
	<b>PHYSICAL PROGRESS</b>								<b>Package-II 20/12/2018</b>
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Total</b>			<b>Package-III 20/12/2018</b>
	Length	5.643 km	5.626 km	5.628 km	5.632 km	22.529			<b>Package-IV 20/12/2018</b>
	<b>Road work</b>								<b>Package-V 09/01/2019</b>
	1-Side cut/bed cut	1.283/1.283 (100%)	1.850/1.875 (99%)	0.750/0.750 (100%)	0.200/0.200 (100%)	4.083/4.108 (99%)			
	2- Clearing & Grubbing	3.81/3.85 (99%)	3.025/3.025 (100%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.972/17.465 (86 %)			
	3- Natural ground compaction	3.81/3.85 (99%)	3.025/3.025 (100%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.972/17.465 (86 %)			
	6- Embankment	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.772/17.465 (86 %)			
	5- Subgrade-I	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.722/17.465 (85 %)			
	6-subgrade-II	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.722/17.465 (85 %)			
	7- Subbase-I	5.768/5.800 (99%)	4.775/5.750 (83%)	6.00/6.00 (100%)	2.85/5.953 (48%)	19.393/23.503 (83%)			
	8-sub base II	5.768/5.800 (99%)	4.775/5.750 (83%)	6.00/6.00 (100%)	2.85/5.953 (48%)	19.393/23.503 (83%)			
	9- WBM-I	5.768/5.800 (99%)	4.775/5.750 (83%)	5.900/6.00 (98%)	2.650/5.953 (45%)	19.011/23.503 (80.89%)			
	10- WBM-II	5.700/5.800 (99%)	4.575/5.750 (80%)	5.900/6.00 (98%)	1.963/5.953 (33%)	18.135/23.503 (77 %)			
	11- ABC	4.46/5.800 (77%)	3.357/5.750 (58%)	4.7/6.00 (78%)	1.527/5.953 (26%)	14.044/23.503 (60%)			
	12 AWC	2.192/5.800 (38%)	0.0/5.750 (0%)	3.138/6.00 (52%)	0.00/5.953 (0%)	5.33/23.503 (23%)			
	<b>Structures</b>								
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>				
	1- Pipe culverts	9/9 (100%)	2/3 (67%)	6/6 (100%)	0/1 (00%)	14/19(74%)			
	2- Box Culverts	15/17 (90%)	16/18 (89%)	17/17 (100%)	7/11 (64%)	55/63 (87%)			
	3- Retaining wall (m)	562/954 (72%)	783/894(86%)	550/1073(67%)	-	1895/2921 (73%)			
	4- Drain (km)	4.05/5.01(81%)	1.00/2.01(49%)	3.14/4.30(73%)	1.44/9.08(16%)	9.62/20.44 (47%)			
5- NJ Barrier (km)	4.32/5.80(74%)	2.71/5.75(47%)	4.28/6.00(71%)	0.66/5.95(11%)	11.96/23.50 (51%)				
<b>Bridges</b>									
<b>Package V</b>	<b>Bridge no : 1 (RD 2+515) Length 100.4 M</b>		33/33 piles completed, 3 Transom completed, Girder's 16/16 completed, Stressing completed of all girders. Girder's Launching Initiated (16/16 completed)						
	<b>Bridge no : 2 (RD 10+025) Length 150 M</b>		41/41 piles completed, 4 Transom completed, 20/20 Girders completed, Stressing completed of all girders, Launching initiated (20 completed) 5/5 Deck slab 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 30/06/2018	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
1036	140629-Construction of Swat Motorway (Land Acquisition)  (A) PDWP- 21/12/17	6890.030	6890.000 19/01/2018		10/6/2014	4699.137	500.000  100.000 100.000 1621.000			1821.000	6520.137	100%



**FOR THE MONTH OF FEBRUARY,2019**

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>Acquisition of 7500 Canal land in District Nowshera,Swabi,Mardan And Malakand.</p> <p>Length = 81 km</p> <p>Width = 260FT</p>	79.00%	21.00%	16.00%	95.00%	<p><b>Land Acquisition of the entire length along ROW has been completed. While for the following features land acquisition is under process.</b></p> <p><b><u>Interchanges:</u></b></p> <ul style="list-style-type: none"> <li>• Col Sheer Khan Interchange.</li> <li>• Dubian Interchange.</li> <li>• Ismaeela Interchange.</li> <li>• Bakhshali Interchange.</li> <li>• Katlang Interchange.</li> </ul> <p><b>Services Areas.</b></p> <p><b><u>Road Work</u></b> The initial 50km of SEW is opened for traffic.</p> <p><b><u>Tunnel Portion:</u></b> Boring of Tunnel completed. Lining is in progress.</p>	Apr-19	

**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 30/06/2018	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
1037	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	1740	2796.766 26/2/2015	Awaited		1391.880	50.000  25.000 25.000			50.000	1441.880	100%
	<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											

**FOR THE MONTH OF FEBRUARY,2019**

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	
<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%	40.00%	15.00%	30.00%					<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>Issues:</b> 1) Delay in shifting of electric poles. 2) Land Acquisition awaited. 3) Court case in package 6 at khandar Bypass. 4) Short funding.		
	<b>PHYSICAL PROGRESS</b>									Sep 2018 for Package I to IV	
		<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>			
		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%)	9.95/10.21 (97.45%)	7.98/8.63 (92.46%)	3.46/3.46 (100%)	3.16/3.24 (97.531%)	2.18/2.24 (97.321%)	32.31/33.36 (96.852%)			
	2- Clearing & Grubbing	4.74/4.74 (100%)	4.54/4.54 (100%)	1.68/2.07 (81.16%)	6.71/6.71 (100%)	8.65/8.74 (98.97%)	11.00/11.135 (98.788%)	37.32/37.935 (98.378%)			
	3-Natural ground compaction	4.74/4.74 (100%)	4.54/4.54 (100%)	1.68/2.07 (81.16%)	6.71/6.71 (100%)	8.65/8.74 (98.97%)	11.00/11.135 (98.788%)	37.32/37.935 (98.378%)			
	4-Subgrade preparation	5.3/5.30(100%)	9.3/9.3 (100%)	3.57/5.93 (60.20%)	2.48/2.48 (100%)	3.48/3.52 (98.86%)	3.15/3.25 (96.92%)	27.28/29.78 (91.60%)			
	5- Improved Sub grade	3.03/3.03 (100%)	0.68/0.68 (100%)	0.20/3.14 (6.37%)	0.22/0.22 (100%)	0.50/1.00 (50%)	0/0.50 (0 %)	4.63/12.25 (37.796%)			
	6-Embankment	1.83/1.83 (100%)	2.15/2.36 (91.102%)	1.06/8.07 (13.135%)	7.80/8.07 (96.65%)	8.90/9.37 (94.98%)	11.74/11.97 (98.04%)	33.48/34.885 (95.972%)		June 2019 for Package V to VI	
	7- Sub base	7.38/7.38 (100%)	8.90/10.99 (80.98%)	3.00/8.46 (35.46%)	7.77/8.67 (89.62%)	7.35/9.95 (73.86%)	11.80/12.935 (91.22%)	46.200/58.39 (79.123%)			
	8- WBM	7.38/7.38 (100%)	7.40/10.99 (67.33%)	2.03/8.46 (23.995%)	7.77/8.67 (89.62%)	4.60/9.95 (46.23%)	10.600/12.935 (81.95%)	39.78/58.39 (68.128%)			
	9-Wearing course	7.30/7.30 (100%)	5.50/10.99 (50.05%)	0.8 /8.46 (9.45 %)	7.51/8.67 (86.62%)	0.6 / 10.0 (6%)	9.75 / 12.935 (75.38%)	31.46/58.39 (53.879%)			
	<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 & Parapet Walls	1818.5/2118 (85.859%)	185.3/2140 (12.032%)	237.673/1906 (12.47%)	422.82/2982 (14.179%)	274/890 (30.79%)	313/994 (31.49%)	2937.79/10036 (29.27%)				
2- Culverts	22/22	19/38	18/58	17/17	18/26	35/35	129/195				
<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> Deck Slab and Barrier Completed.	<b>Bridge no :4 (RD 37+320) Length 35 meter.</b> Pile load test has been carried out. Piles in progress.	<b>Bridge no:5 (RD 52+600) Length 25 meter.</b> Pile load test has been carried out. Piles Completed. Abutment A completed 4/4 girders casted	<b>Bridge no : 6 (RD 53+360) Length 25 meter.</b> 16/16 piles completed.Abut Transom Completed. 4/4 girders casted.	<b>Bridge no : 7 (RD 64+153) Length 50 meter.</b> Piles completed. 3/3 No.s of Pile cap is completed. 8/8 girders casted						

**PROGRESS REPORT**

SECTOR: Roads

SUB-SECTOR: Provincial Highways and Bridges (PKHA)

(Rs. In Millio

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commence-ment	Expenditure to the end of previous year 30/06/2018	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
1038	160193 - Project Directorate for Swat Expressway.	80.810	67.401 18/08/2016		Aug-16	58.143	10.000		Released	5.000	63.143	100%
	(A)PDWP- 05/08/2016	67.401	140.000				2.500 2.500					

**FOR THE MONTH OF FEBRUARY,2019**

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>Initially PC-I to the tune of Rs.16.760 Million was approved as non ADP to cover initial Six Months period.</p> <p>Later on PC-1 was revised for Rs. 67.400 Million for the construction period.</p> <p>Project Directorate is in Place.</p> <p>2nd Revised PC-I to the tune of 135.57 million has been conditionally approved by PDWP in its meeting held on 02.08.2018. The administrative approval is on hold for want of Revenue Clearance from Finance Department.</p> <p>Revenue Clearance has been made while issuance of AA is in process.</p>		

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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
1040	170629 - Widening & Improvement of Tarnawa Kohala Bala Road (35Km) District Haripur.  (B)PDWP //	2300.000					5.000					
1041	180600 - F/S, Design and Reconstruction of RCC Bridges. i) Pir Bala on KM-7, Peshawar, ii) Kanawer Bridge on Charsadda Tangi Road, iii) Elai Bridge on S-10 at Buner and iv) Bridge on Haripur-Beer Section S-12 (Length-160m).  (B)PDWP //	550.000					10.000					

**FOR THE MONTH OF FEBRUARY,2019**

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
					The scheme has been approved for amount of Rs. 2232.195 (M) in PDWP meeting held on 29/11/2018.		
					F/S & Design has been awarded to M/S ACE Pavron (JV) on 18/12/2018.		