

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

**PESHAWAR**



**PROGRESS REPORT**

**FOR THE MONTH OF MARCH, 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-Ber 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 MARCH,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
							Work issued for package-I & II while for package III LOA has been issued.

**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
1011	140626-Construction of road from Amberi Killa to Daratang phase-II, SH KM 17 to KM 35 District Karak (19km)  (A)PDWP 06/03/15  <b>Package-I</b> contract cost = 250.055 millions km 0+000 to 7+000 (7 km) Ganderi banda to Serak banda  <b>Package-II</b> contract cost = 245.726 millions km 7+000 to 14+000 (7 km)      Serak banda to shah salim banda  <b>Package-III</b> contract cost = 216.722 millions km 14+000 to 19+925 (5.825 km) shah salim banda to Abbasi banda	917.769	917.769  798.060 U/P 24/3/15			443.200	20.000  10.000  10.000			20.000	463.200	100%
	<b>Scheme Coordinates</b>											
	<b>Start Point (Ganderi Banda)</b> N : 3026698.256, E : 969835.043 Elevation = 490.096 m  <b>End Point (Abbasi banda)</b> N : 3029600.82, E : 952534.03 Elevation = 443.715 m											

**FOR THE MONTH OF MARCH,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>7 km</td> <td>7 km</td> <td>7 km</td> <td>5.925 km</td> <td>19.925 km</td> </tr> <tr> <td><b>1- Clearing &amp; Grubbing</b></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><b>2- Embankment</b></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><b>3- Improved Sub grade</b></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><b>4- Sub base</b></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><b>5- WBM</b></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>6- Wearing course</b></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><b>1- Pipe culverts</b></td> <td>5/5 (100%)</td> <td>-</td> <td>3/3 (100%)</td> <td>8/8 (100%)</td> </tr> <tr> <td><b>2- Box Culverts</b></td> <td>19/19 (100%)</td> <td>24/24 (100%)</td> <td>15/15 (100%)</td> <td>58/58 (100%)</td> </tr> <tr> <td><b>3- Cause ways</b></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>					7 km	7 km	7 km	5.925 km	19.925 km	<b>1- Clearing &amp; Grubbing</b>	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100%)	<b>2- Embankment</b>	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100%)	<b>3- Improved Sub grade</b>	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100%)	<b>4- Sub base</b>	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100%)	<b>5- WBM</b>	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100%)	<b>6- Wearing course</b>	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100%)	<b>Structures</b>					<b>1- Pipe culverts</b>	5/5 (100%)	-	3/3 (100%)	8/8 (100%)	<b>2- Box Culverts</b>	19/19 (100%)	24/24 (100%)	15/15 (100%)	58/58 (100%)	<b>3- Cause ways</b>	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																																																																																
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**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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	Package-I 2/11/2015	272.949	49.000  11.025 12.250			47.775	320.724	100%
	<b>Scheme Coordinates</b>											
	<b>Start Point (garhi risaldar)</b> N :3716870.754 , E : 727318.041  <b>End Point (doda kharmato chowk)</b> N 3711757.134: , E : 731582.996											



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14	15	16	17	18	19			20	21
<p><b>Total Length</b> = 6.986 km  <b>Carriageway Width</b> = 7.30 m  <b>Nos Of Lanes</b> = 2 lanes</p> <p><b>PAVEMENT DESIGN</b>  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 6.886 km	Total 6.886 km	<b>Package-I</b> 1/11/2017  <b>Extended Time</b> 30/6/2018	<b>Design Consultant:</b> M/S ACE Lahore  <b>Supervisory Consultant:</b> M/S Nespak  <b>Contractor:</b> M/S Ittehad Construction Company.  <b>ISSUES :</b> 1. payment to PESCO made amounting Rs.2.962 Million dt:____.shifting of electric 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 amounting Rs.4.131 Million dt:____ made.
<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	6.161/6.161 (100%)	6.161/6.161 (100%)							
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 %)							



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14	15	16	17	18	19	20	21	
<b>Total Length = 17.054 km</b> <b>Section I Length = 10.800 km</b> <b>Carriageway Width = 7.30 m</b> <b>Nos Of Lanes = 2 lanes</b>  <b>PAVEMENT THICKNESS</b> <b>Asphalt wearing Course = 5 cm</b> <b>Asphalt Base Course = 7 cm</b> <b>Water bound macadam = 25 cm</b> <b>Outer Shoulder = 2 m</b> <b>Double Surface Treatment</b> <b>Water bound macadam = 15 cm</b> <b>Granular Sub base Course = 15 cm</b> <b>Section II Length = 6.254 km</b> <b>Carriageway Width (Dual) = 7.30 m (either side)</b> <b>Nos Of Lanes = 4 lanes</b>  <b>Bridges:-</b> <b>I) Flyover = 30 m Span in P-iii @ RD 11+900</b> <b>II) Jerma Bridge 150 m, 5 m span each Span 30 m in P-IV @ RD 14+600</b>  <b>Drain = 6.12 Km</b> <b>Culverts = 61 Nos</b>  <b>Package-I &amp; II (11.30 km) is single carriage way</b> <b>package-III &amp; IV (5.75 Km) is dual carriage way.</b>  <b>Design Speed</b>	<b>73.33%</b>	<b>100.00%</b>	<b>20.17%</b>	<b>93.50%</b>	<b>PHYSICAL PROGRESS</b>		<b>Package-I 11/11/2017</b> <b>Design Consultant: M/S ACE Lahore.</b> <b>Supervisory Consultant: M/S NESPAK</b>  <b>Contractors:</b> <b>Package 1 M/S New Malik Afridi &amp; Co.</b> <b>Package 2 M/S Al Mehreen Enterprises.</b> <b>Package 3 M/S Amanullah Khan &amp; Co.</b> <b>Package 4 M/S Al Mehreen Enterprises &amp; Mohmand Construction (JV)</b>  <b>ISSUES :</b> <b>1. Shifting of Water supply line by TMA made.demand bill amounting Rs.11.017 Million dt:___paid.</b> <b>2. payment to PTCL made amountning Rs.0.554 Million dt:___shifting has been made.</b> <b>3. payment to PESCO made amountning Rs.7.332 Million dt:___shifting of elecctric poles partly made.</b> <b>4.Payment made to SNGPL amounting to Rs.1.717 Million dt___ for shifting of pipeline.shifting has been made.</b> <b>5. Utilities and encroachment issues need to be resolved.</b> <b>6. Section 4 issued.Payment amountning Rs.3.562 Million dt:___ made.Corrigendum of section 4 is in process.</b>	
	<b>PHYSICAL PROGRESS</b>							<b>Package-II 09/11/2017</b>
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Total</b>		<b>Package-III 01/11/2017</b>
		5.70 km	5.600 km	3.100 km	2.325 km	16.725		<b>Extended Time 30/6/2018</b>
	<b>Road work</b>							
	1- Grooving	5.70/5.70 (100%)	5.60/5.60 (100%)	3.10/3.10 (100%)	2.325/2.325 (100%)	16.725/16.725 (100%)		<b>Package-IV 09/11/2017</b>
	2- Clearing & Grubbing	4.00/4.00 (100%)	4.0/4.0 (100%)	0.65/0.65 (100%)	1.50/1.50 (100%)	10.15/10.15 (100%)		<b>Extended Time 30/6/2018</b>
	3- Natural ground Compaction	4.00/4.00 (100%)	4.0/4.0 (100%)	0.65/0.65 (100%)	1.50/1.50 (100%)	10.15/10.15 (100%)		
	4- Embankment	5.70/5.70 (100%)	4.00/4.00 (100%)	1.80/1.80 (100%)	2.325/2.325 (100%)	13.81/13.825 (100 %)		
	5- Subgrade	5.70/5.70 (100%)	-	3.10/3.10 (100%)	2.325/2.325 (100%)	11.125/11.125 (100 %)		
	6- Sub base	5.70/5.70 (100%)	-	3.10/3.10 (100%)	2.325/2.325 (100%)	11.125/11.125 (100 %)		
	7- Sub base Shoulder	5.70/5.70 (100%)	5.60/5.60 (100%)	3.03/3.10 (98%)	1.75/2.325 (75%)	16.080/16.725 (96 %)		
	8- DST	5.58/5.58 (100%)	5.60/5.60 (100%)	1.72/1.72 (100%)	1.728/1.728 (100%)	14.628/14.628 (100%)		
	9- WBM	5.70/5.70 (100%)	5.60/5.60 (100%)	3.07/3.10 (99%)	2.175/2.175(100 %)	16.545/16.575 (99 %)		
	10- WBM Shoulder	5.450/5.45 (100%)	4.000/4.00 (100%)	1.72/1.72 (100%)	1.715/1.715 (100%)	12.885/12.885 (100 %)		
	11- PCC Shoulder	0.150/0.150 (100%)	1.60/1.60 (100%)	4.03/4.48 (91%)	1.240/1.240 (100%)	7.020/7.47 (94 %)		
	12- ABC	5.70/5.70 (100%)	5.60/5.60 (100%)	2.828/3.10 (91%)	2.175/2.175 (100%)	16.303/16.575 (98 %)		
	13- Wearing course	5.70/5.70 (100%)	5.60/5.60 (100%)	2.67/3.10(86%)	2.326/2.326 (100%)	16.296/16.726 (97 %)		
	14- Retaining Walls	0.430/0.430 (100%)	1.738/1.738 (100%)	0.286/0.286 (100%)	0.164/0.164 (100%)	2.618/2.618 (100%)		
	15- Side Drain	0.787/0.787 (100%)	2.40/2.40 (100%)	5.87/6.20 (95%)	2.790/2.790 (100%)	11.847/12.182 (97%)		
		<b>Culverts</b>			<b>Jarma Bridge</b>			
		<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>under construction</b>	<b>% completion</b>		
		1	50	50	0	100%		
		2	12	12	0	100%		
		3	10	7	0	64%		
	4	2	2	0	100%			
	<b>Total</b>	<b>74</b>	<b>71</b>	<b>0</b>	<b>96%</b>			
						Pier shaft (4 No's) completed Abutment (2 No's ) completed Transom (6/6 No's) completed including transoms.of both abutments. Girders (20/20) No's casted. Stressing of 20 girders completed along with grouting. Launching of girder completed. Deck Slab completed. Dia Phragms completed. Approach slab is 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
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  2.500			17.500	17.500	

**FOR THE MONTH OF MARCH,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	120282 - Improvement and Widening of Road from Mufti Mehmood Flyover to Old Budni Bridge Upto Wahid Garhi (9 Km) on PH S-I i/c reconstruction of Old Budni Bridge, District Peshawar.  (A)DDWP-II 12/04/2016  <b>Package-I</b> km 0+000 to 2+500 (2.5 km) Revised Contract Cost: 240.146 (M) (Mehmood Flyover to Makkah CNG Land Sarak)  <b>Package-II</b> km 2+500 to 5+300 (2.8 km) Revised Contract Cost: 285.525 (M) (Lande Sarak Makkah CNG to Bakhsoo Bridge)  <b>Package-III</b> km 5+300 to 8+800 (3.5 km) Revised Contract Cost: (From Bakhsoo Bridge to Shah Alam Bridge)	306.533	306.533 14/06/2013	337.000 20/3/2015		606.783	40.000  20.000 20.000 200.00 Add 60.00 JV-30			300.000	906.783	100%
	<b>Scheme Coordinates</b>											
	<b>Starting Point</b> E= 3072805.916 N= 1088405.073  <b>End Point</b> E = 3076201.124 N = 1096021.985											

**FOR THE MONTH OF MARCH,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. <b>Package-II</b> M/S Al Mehreen Enterprises. <b>Package-III</b> LOA issued to Contractor.</p> <p><b>ISSUES :</b> Building has not been removed due to non provision of the demand note already applied for.  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%)	5.5/7.2 km (76%)		
				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(76%)		
				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%)	5.0/5.6 km (95%)			
				Shoulder	2.5/2.5 km (100%)	3.0/5.6 km (55%)			
				Retaining wall	Completed.				
				Drain	5500/5500 (100%)	5/5 km (100%)	4.7/ 5.8 (80%)		
				Center media		2575/2575 (100%)			
				Cold milling		100% Completed.	7200/7200 (100%)		
				Culverts/Pipe Culverts		2/2 (100%)	4.0/9.0 (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 23.779			65.181	68.731	
<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 MARCH,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. Shaft 39/39 Abutment Wall 2/2 Tansum 8/13		<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	1084.650	30.000			30.000	1114.650	100%
					<b>Package-II</b> 3/5/2013		15.000					
					<b>Package-III</b> 14/5/2013		15.000					
			<b>Coordinates</b>									
	<b>Package-I</b> km 0+000 to 3+275 Revised Contract Cost: 169.102 (M)				<b>Package-IV</b> 8/5/2013							
					<b>Package-V</b> 14/5/2013							
	<b>Package-II</b> km 3+275 to 6+000 Revised Contract Cost: 187.214 (M)											
	<b>Package-III</b> km 6+000 to 9+041 Revised Contract Cost: 244.471 (M)											
	<b>Package-IV (Dargai Bypass)</b> km 0+000 to 0+300 Revised Contract Cost: 315.392 (M)											
	<b>Package-V</b> km 0+000 to 0+055 Revised Contract Cost: 132.051 (M)											

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

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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	140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda (13 KM)  (A)PDWP 25/03/2015  <u><b>Package-I (Contract cost = 367.792 M)</b></u> km 0+000 to 5+325 Revised Contract Cost: 367.792 (M) (Naguman Chowk to Hajizai)  <u><b>Package-II (Contract cost = 268.265M)</b></u> Bridge at km 4+420 and bridge at km 5+010 at Hajizai  <u><b>Package-III (Contract cost = 212.000M )</b></u> km 5+235to 8+235 (Hajizai to Ocha Wala)  <u><b>Package-IV (Contract cost = 292.168M)</b></u> km 8+235 to 12+314 (Ocha wala to Shabqadar Chowk)		1609.960 27/10/2015	Awaited		961.450	10.000  5.000 5.000			10.000	971.450	100%
	<b>Coordinates</b>											
	<b>Starting Point</b> E= 7294576.238 N= 7042502.861  <b>End Point</b> E= 7037943.417 N= 7305411.295											

**FOR THE MONTH OF MARCH,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 = 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>	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.																																																																																																
								<table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Package 4</th> </tr> </thead> <tbody> <tr> <td></td> <td>5 km</td> <td>4 km</td> <td>3 km</td> <td>4 km</td> </tr> <tr> <td><b>Road work</b></td> <td></td> <td>2 No Bridges</td> <td></td> <td></td> </tr> <tr> <td>Excavation</td> <td>10/10 km (100%)</td> <td><b>Bridge-I:</b> Completed.</td> <td>6/6 km (100%)</td> <td>5.0/8.0 (62%)</td> </tr> <tr> <td>Formation of Embankment from Road excavation</td> <td>10/10 km (100%)</td> <td>excepted expansion joint, wearing course and approaches.</td> <td>5.5/6.0 km (90%)</td> <td></td> </tr> <tr> <td>Sub base</td> <td>9.5/10 km (95%)</td> <td><b>Bridge-II:</b> 3No SPT</td> <td>5.5/ 6.0 km (90%)</td> <td>3.2/8.0 (40%)</td> </tr> <tr> <td>WBM (Trench)</td> <td>9.0/10 km (90%)</td> <td>completed Drawing Finalized, 3No Test</td> <td>3.5/6.0 km (60%)</td> <td>0.5/8 (6%)</td> </tr> <tr> <td>Asphaltic base course</td> <td>8.0/10 km (80%)</td> <td>Pile completed. 44 / 44 No working</td> <td></td> <td></td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>7.5/10 km (75%)</td> <td>pile completed. Tie Beam 9 / 9</td> <td></td> <td></td> </tr> <tr> <td>Culverts (RRC Box/5 culvert)</td> <td>11/11 (100%)</td> <td>completed. Pier shaft 36/36</td> <td>6.0/8.0 (37%)</td> <td></td> </tr> <tr> <td>Retaining walls</td> <td>500/500 m (100%)</td> <td>completed , transom 11/11</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>completed. Girders 40/40. launching of Girders</td> <td>2.0/3.5 Km (57%)</td> <td></td> </tr> <tr> <td>Clearing Rubbing</td> <td></td> <td>40/40.Stressing</td> <td></td> <td>5.0/8.0 (62%)</td> </tr> <tr> <td>Improved Subgrade</td> <td></td> <td>40/40. Abutment wall 2/2</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>Completed. Dai Pram 24/33</td> <td></td> <td></td> </tr> <tr> <td>Shoulder WBM</td> <td>6/10 km (60%)</td> <td>Completed. Desk Slab 8/10.</td> <td></td> <td></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> <tr> <td></td> <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	10/10 km (100%)	<b>Bridge-I:</b> Completed.	6/6 km (100%)	5.0/8.0 (62%)	Formation of Embankment from Road excavation	10/10 km (100%)	excepted expansion joint, wearing course and approaches.	5.5/6.0 km (90%)		Sub base	9.5/10 km (95%)	<b>Bridge-II:</b> 3No SPT	5.5/ 6.0 km (90%)	3.2/8.0 (40%)	WBM (Trench)	9.0/10 km (90%)	completed Drawing Finalized, 3No Test	3.5/6.0 km (60%)	0.5/8 (6%)	Asphaltic base course	8.0/10 km (80%)	Pile completed. 44 / 44 No working			Asphaltic Wearing Course	7.5/10 km (75%)	pile completed. Tie Beam 9 / 9			Culverts (RRC Box/5 culvert)	11/11 (100%)	completed. Pier shaft 36/36	6.0/8.0 (37%)		Retaining walls	500/500 m (100%)	completed , transom 11/11	0.5/0.92 km (54%)		Drains	4.0/5.225 Km (76%)	completed. Girders 40/40. launching of Girders	2.0/3.5 Km (57%)		Clearing Rubbing		40/40.Stressing		5.0/8.0 (62%)	Improved Subgrade		40/40. Abutment wall 2/2		4.0/8.0 (50%)	center media	3.5/5.0 km (70%)	Completed. Dai Pram 24/33			Shoulder WBM	6/10 km (60%)	Completed. Desk Slab 8/10.																	
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**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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	150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.  (A)PDWP 21/01/2016  <b>Package-I</b> contract cost = 341.173 millions km 0+000 to 5+000 (5km) Ghani Khan Road to Munaf Kali  <b>Package-II</b> km 5+000 to 10+000 (5 km) Munaf Kali to Ahmadabad  <b>Package-III</b> km 10+000 to 14+000 (4 km) Ahmadabad to sarro shah bridge	1000.000	1498.019 29/02/2016	Awaited	10/10/2016	271.700	20.000			20.000	291.700	
	<b>Scheme Coordinates</b>						10.000					
	Start Point (at Ghani Khan Road) N 34o 10' 37.16" E 71 o 46' 46.10" Elevation 1011 feet  End Point (at Sarro Shah) N 34o 14' 20.30" E 71 o 54' 10.55" Elevation 1131 feet						5.000					
							5.000					

**FOR THE MONTH OF MARCH,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> = 14.025 km	<b>15.00%</b>	<b>75.00%</b>	<b>15.00%</b>	<b>30.00%</b>			
<b>PAVEMENT DESIGN</b> Carriage way width = 7.30 m No of lanes = 2 lanes Treated Shoulder (TST) = 2 m (each side) Asphalt wearing Course = 5 cm Asphaltic Base Course = 8 cm Water bound macadam = 30 cm Granular Sub base Course = 20 cm Filter Layer (Widening Portion) = 9 Slab Culverts = 5 No. Pipe Culvert = 2 No. Drain = 1000 m Retaining wall = 5000 m L/S Toe wall = 3000 m R/S  <b>Speed Design</b>	<b>PHYSICAL PROGRESS</b>						
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Total</b>		
		5 km	5 km	4 km			
	<b>Road work</b>						
	Roadway Excavation(L/S)	4.9/5 (98 %)			4.9/14.025 (34.93 %)		
	Roadway Excavation(R/S)	4.9/5 km (98 %)			4.9/14.025 km (34.93 %)		
	Filter Layer (L/S)	4.9/5 km (98 %)			4.9/14.025 km (34.93 %)		
	Filter Layer (R/S)	4.9/5 (98 %)			4.9/14.025 (34.93 %)		
	Common Fill R/S	3.40/5 Km 68%			3.32/14.025 Km 24.24%		
	Grooving	5/5 km (100 %)			5/14.025 km (35.65 %)		
	Sub Base 1st layer	4.75/5 km (95 %)			4.75/14.025 km (33.86 %)		
	Sub base 2nd layer	4.75/5 km (95 %)			4.75/14.025 km (33.86 %)		
	waterbound 1st layer	4.64/5 km (93.00%)			4.64/14.025 km (33.08%)		
	waterbound 2nd layer	4.22/5 km (84%)			4.22/14.025 km (30.08%)		
	Asphalt Base Course	3.02/5 Km (60%)			3.02/14.025 Km (21.53%)		
	Asphalt Wearing Course	1.5/5 Km (30%)			1.5/14.025 Km (10.69%)		
	<b>Structure Work</b>						
	Pipe Culvert	3/3 no 100% Completed			3/3 no 100% Completed		
	Box culvert (Bricks)	5/ 5 no (100%)			5/ 5 no (100%)		
	Drain	380/1000 m (38 %)			380/2500 m (15.20 %)		
	Retaining Wall (L/S)	4610/4800 m (96.04%)	1753/4700m (37.29%)	1475/3700m (39.86%)	7838/13100 m (59.83%)		
	Retaining Wall (R/S)	2642/3000 m (88.06 %)			2642/12000 m (22.01 %)		
	RCC Box Culverts	5/5 (100%)			5/31 (16.12%)		
	Approach Pipe Culverts Both Sides	32/70(45.71%)			33/210(15.71%)		
						<b>09/01/19</b>	Design Consultant : M/S Creative Engineering  Supervisory Consultant: M/S Creative Engineering - Hassan & Behram (JV)  Contractors: Package-I M/S Behram Construction Co.  Package-II M/S New Khan Builders  Package-III M/S Fazal Karim & Co  VO# 1 approved from Rs. 341.174 to 363.366 million for Package-I vide letter No. 71/PKHA/1107 dated 18/8/2017.  <b>Issues:</b> i) Brick culverts have been converted to box culverts by the designer due to water logged area which has been approved in VO 1. Work on box culvert has not been completed 70% only two remaining in half width. ii) Trees at the right side have been cutted forest department three numbers of trees remaining on different location which is out from ROW. Shifting of Electric poles is in progress in package-II. Cutting of trees is in progress in Package II & III.

**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 nizamphur 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	<p>140620-Re-construction of Bridge at Tor Warsak Daggar &amp; Widening / Improvement &amp; BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.</p> <p>(A) DDWP- 02/12/16</p> <p><b>SUB HEAD :</b> <b>Package -I (24 M)</b> Re-construction of Bridge at Tor Warsak Daggar.</p> <p><b>Package - II (6 Km) (0+000 to 6+000)</b> Widening / Improvement &amp; BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.</p> <p><b>Package - III (6 Km) (6+000 to 12+000)</b></p> <p><b>Package - IV (6.85 Km) (12+000 to 18+850)</b></p> <p align="center"><b>COORDINATES</b></p> <p><b>START POINT ( SWAT SIDE)</b> N= 3822124.8786 E= 258310.2583 <b>ELEVATION</b></p> <p><b>END POINT ( SWARI SIDE)</b> N= 3822123.6133 E= 258297.7931 <b>ELEVATION</b></p>	776.390	76.390 19/05/15	Awaited		123.029	20.000				20.000	143.029	100%
			Revised 1017.223 16/01/2017		<b>Package-I</b> <b>21/10/2015</b>		10.000 10.000						
					<b>Package-II</b>								
					<b>Package-III</b>								
					<b>Package-IV</b>								

**FOR THE MONTH OF MARCH,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>12%</b>	<b>88%</b>	<b>88%</b>	<b>100%</b>	<b>Completed</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>Contractor</b> M/S Fazal Karim & Co: <b>Package-II Road</b> <u>Design Consultant</u> M/S ABM Consultant <b>Supervisory Consultant</b> M/s Creative Engineering Consultant <b>Contractor:</b> Section-1 M/S New Malak Afridi <b>Package-III</b> M/S Elum Construction. <b>Package-IV</b> M/S Elum Construction.
Bridge length = 24 meter No of Span = 2 of 12m each Carriageway Width = 7.300 M No of Lanes = 2 Lanes No of Piles = 16 Nos Asphalt Wearing Course = 5 cm Asphalt Base Course = 7 cm Water Bound Macadam = 25 cm Granular Sub Base Course = 20 cm							
<b>PAVEMENT THICKNESS SHOULDER.</b>	<b>Package-II (Road)</b>				<b>PACKAGE-II: (ROAD)</b>		
	<b>17%</b>	<b>15%</b>	<b>5%</b>	<b>22%</b>	97.34748011 7/18.850 Km (37%) 18.35/18.850 Km (97%) 6/18.850 Km (32%) 5/18.85 Km(32%) 3/18.850 Km (16%) 0/18.850 Km (00%) 0/18.850 Km (00%)	<b>Oct,2019</b>	
PCC (concrete Class B) Granular Sub Base Course = 15 cm							
<b>PACKAGE-II, ROAD</b>							
	Length = 18.850 KM Carriage way width = 6.10 M No. Lanes = 2 LANE						
<b>PAVEMENT THICKNESS</b>	<b>Structure Work</b>						
	R.wall/ B.Wall	1400/2000 (70%)	1000/1948 (51%)	1500/2000 (75%)	3900/5948 (66%)		
AWC = 5CM	<b>Culvert</b>						
	Package	Total	Completed	Under Construction	% Completion		
WBM = 25 CM	1	19	1	10	5%		
	2	22	8	10	36%		
GRANULAR SUB BASE COURSE = 15 CM	3	17	5	11	29%		
<b>Design Speed = 60 Km/hr</b>							

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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 2.500			17.500	17.500	

**FOR THE MONTH OF MARCH,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>Work Order issued to the contractor and the contractor mobilized at site.</p>		<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  100.000 100.000 200.00 Jv-30			400.000	845.523	43%

**FOR THE MONTH OF MARCH,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			
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  <b>Contractors:</b>  <b>Package-1</b> M/s Amanullah Khan & Co  <b>Package-2</b> M/s Raja Adalat Khan & Co  <b>Package-3</b> M/s Raja Adalat Khan & Co  <b>Issues:</b> i) Shifting of Gas pipeline required. ii) Trees cutting involved, case is taken up with Forest Department	
					<b>Package-I 06/05/19</b>					
					<b>Package-II 17/06/2019</b>					
					<b>Package-III 17/06/2019</b>					
					<b>Description</b>					
					<b>Package-I</b>					
					<b>Package-II</b>					
					<b>Package-III</b>					
					<b>Total</b>					
						12 Km	12 Km	11.250 Km		35.250 Km
					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%)		27.695/29.98 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	10.40/11.80 Km (87%)	10.13/11.80 Km (86%)	7.05/11.250 Km (63%)		27.575/34.80 Km (79%)
					Sub Base	10.35/11.80 Km (87%)	9.35/11.80 Km (79%)	0/11.250 Km (0%)		19.70/34.80 Km (56%)
					WBM Ist	7.61/11.95 Km (64%)	7.20/11.95 Km (60%)	0/11.250 Km (0%)		14.81/35.10 Km (42%)
					WBM 2nd	7.10/11.95 Km (59%)	5.70/11.95 Km (48%)	0/11.250 Km (0%)		12.8/35.10 Km (36%)
					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%)		6347/34700 M (18%)
					<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%)	3048/9748 M (31%)	760/8840 M (9%)		9132/26063 M (35%)
					R.Wall (Replaced)	355/2037 M (17%)	630/797M (79%)	306/533 M (50%)		1291/3367 M (38%)
					B/walls	00/1000 M (0%)	226/2000 M (11%)	88/2500 M (4%)		314/5500 M (6%)
					<b>Culvert ( Replaced, New, Extension, pipe Culvert</b>					
Package	Total	Completed	Under Construction	% Completion						
1	73	69	6	94%						
2	54	53	2	98%						
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  300.000 150.000			450.000	450.000	



**FOR THE MONTH OF MARCH,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
					Section 04 pulished in Government Printing Press and further is in progress.		<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 1.250			8.750	301.900	100%

**FOR THE MONTH OF MARCH,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																																																																											
Length = 10 Km	22.00%	40.00%	69.00%	91.00%	<p align="center"><b>PHYSICAL PROGRESS</b></p> <table border="1"> <thead> <tr> <th>Item</th> <th>PACKAGE-I</th> <th>PACKAGE-II</th> <th>PACKAGE-III</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Grooving</td> <td>3.5/3.5 Km (100%)</td> <td>3.5/3.5 Km (100%)</td> <td rowspan="13">Work Order issued to the Contractor</td> <td>7/7 Km (100%)</td> </tr> <tr> <td>Clearing Grubbing</td> <td>Nil</td> <td>Nil</td> <td>Nil</td> </tr> <tr> <td>natural ground compaciton</td> <td>Nil</td> <td>Nil</td> <td>Nil</td> </tr> <tr> <td>Embankment</td> <td>3.5 /3.5 Km (100%)</td> <td>3.5 /3.5 Km (100%)</td> <td>7/7 Km (100%)</td> </tr> <tr> <td>Sub Grade</td> <td>3.5 /3.5 Km (100%)</td> <td>3.5 /3.5 Km (100%)</td> <td>7/7 KM ( 100%)</td> </tr> <tr> <td>Sub Base</td> <td>3.5 /3.5 Km (100%)</td> <td>3.5/3.5 Km (100%)</td> <td>7/7 Km (100%)</td> </tr> <tr> <td>WBM</td> <td>3.5/3.5 Km (100%)</td> <td>3.5/3.5 Km (100%)</td> <td>7/7 Km (100%)</td> </tr> <tr> <td>Wearing Course</td> <td>3.5/3.5Km (100%)</td> <td>3.5/3.5Km (100%)</td> <td>7/7Km (100%)</td> </tr> <tr> <td>Shoulder</td> <td>1.7/3.5 km (49%)</td> <td>2.5/3.5 km (51%)</td> <td>4.2/7 km (60%)</td> </tr> <tr> <td>Drain</td> <td>1.5/3.5 km (43%)</td> <td>2.5/3.5 km (51%)</td> <td>4/7.0 km (57%)</td> </tr> <tr> <td align="center" colspan="5"><b>CULVERTS</b></td> </tr> <tr> <td></td> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>Under Construction</b></td> <td><b>% Completion</b></td> </tr> <tr> <td></td> <td>I</td> <td>13</td> <td>13</td> <td>-</td> <td>100%</td> </tr> <tr> <td></td> <td>II</td> <td>15</td> <td>15</td> <td>-</td> <td>100%</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Item	PACKAGE-I	PACKAGE-II	PACKAGE-III	Total	Grooving	3.5/3.5 Km (100%)	3.5/3.5 Km (100%)	Work Order issued to the Contractor	7/7 Km (100%)	Clearing Grubbing	Nil	Nil	Nil	natural ground compaciton	Nil	Nil	Nil	Embankment	3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)	7/7 Km (100%)	Sub Grade	3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)	7/7 KM ( 100%)	Sub Base	3.5 /3.5 Km (100%)	3.5/3.5 Km (100%)	7/7 Km (100%)	WBM	3.5/3.5 Km (100%)	3.5/3.5 Km (100%)	7/7 Km (100%)	Wearing Course	3.5/3.5Km (100%)	3.5/3.5Km (100%)	7/7Km (100%)	Shoulder	1.7/3.5 km (49%)	2.5/3.5 km (51%)	4.2/7 km (60%)	Drain	1.5/3.5 km (43%)	2.5/3.5 km (51%)	4/7.0 km (57%)	<b>CULVERTS</b>						<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>		I	13	13	-	100%		II	15	15	-	100%							03/09/2017.	<p><b>Design Consultant</b> M/S Associates Consulting Engineers</p> <p><b>Supervisory Consultant</b> M/S Creative Engineering Consultants</p> <p><b>Contractors</b></p> <p><b>Package-I</b> M/S Fazal Karim &amp; Co:</p> <p><b>Package-II</b> M/S Fazal Karim &amp; Co:</p> <p><b>Issues:</b> 1) Land acquisition under process 2) Shifting of electric poles not yet done.</p>
Item	PACKAGE-I	PACKAGE-II	PACKAGE-III	Total																																																																														
Grooving	3.5/3.5 Km (100%)	3.5/3.5 Km (100%)	Work Order issued to the Contractor	7/7 Km (100%)																																																																														
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	I	13		13		-	100%																																																																											
	II	15	15	-	100%																																																																													
Carriageway width = 6.10-7.30 meter																																																																																		
Shoulder width = 1m-2m TST B/Side																																																																																		
Pavement Thickness =																																																																																		
Granular Sub Base = 20 cm																																																																																		
WBM base course = 25cm																																																																																		
Asphalt Wearing course = 5 cm																																																																																		
Culverts = 59 Nos																																																																																		
Causeway = 24 Nos																																																																																		
Retaining wall = 3808 M																																																																																		
Speed Design = 50 Km/Hr																																																																																		

**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 MARCH,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			
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%	PHYSICAL PROGRESS		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.		
			PHYSICAL PROGRESS							
			<b>S.No</b>	<b>Total</b>	<b>Comp:</b>	<b>%age</b>				
			<b>Piles</b>	21	21	100				
			<b>Pile Cap</b>	5	5	100				
			<b>Pier Shaft</b>	21	18	86				
			<b>Transum</b>	7	6	86				
			<b>Deck Slab</b>	180 M	-					
			<b>Abutment</b>	2	2	100				
			<b>L/s Approach</b>	231 M	131	in prog:				
			<b>R/s Approach</b>	260 M	260 M	comp				
			<b>Girder</b>	24	19	79				
			<b>Prot: Work</b>	360 M	150 M	42%				



**FOR THE MONTH OF MARCH,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> = 34.350 Km Formation width = 10-12.00 (m) Black topped width = 6.10 m Shoulder width = 8.5 (m) each side. Side Drain = 1 m <b>Pavement design</b> i) Sub Base = 200 mm. ii)WBM Base course = 200 mm iii) AWC = 50 mm Slab Culverts = 112 Nos <b>Speed Design</b> = 50Km/hr <b>Bridges 5 Nos</b> <b>Bridge No. 01 at Km 02</b> Carriageway Width = 7.30 meter No of Span = 20 meter No of Piles = Nil (open Abutment) <b>Bridge No. 02 at Km 05</b> Carriageway Width = 7.30 meter No of Span = 20 meter No of Piles = Nil (open Abutment) <b>Bridge No. 03 at Km 10</b> Carriageway Width = 7.30 meter No of Span (60 m) = 2 of 30 meter each No of Piles = open Abutment + 8 Piles <b>Bridge No. 04 at Km 16</b> Carriageway Width = 7.30 meter No of Span = 35 meter No of Piles = Nil (open Abutment) <b>Bridge No. 05 at Km 21</b> Carriageway Width = 7.30 meter No of Span (90 m) = 3 of 30 meter each No of Piles = 28 Piles	<b>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%





**PROGRESS REPORT**

SECTOR: Roads

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			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
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			61.514	378.214	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					
							27.112					

**FOR THE MONTH OF MARCH,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>	Null.		
3) Shoulder Width	1-1.5 M					<b>Natural ground compaction</b>	Null.		
<b>Pavement Design</b>	50Km/hr					<b>Embankment</b>	12.10 / 12.10 Km (100%)		
Sub Base	15 Cm					<b>Sub grade</b>	Null.		
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					<b>Retaining Walls</b>	2200 / 2510 m (88%)		
<b>Bridges</b>						<b>Brest Walls.</b>	175 / 325 m (54%)		
Bridge Repair at Km 05	1 No					<b>R/s RRM Drain.</b>	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) Murree Chowk (KKH-N-35) to Board Office Contract Cost: 322.804	299.788(M)	299.788(M)		<b>Package-I</b> 01/01/2016		20.000 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)		<b>Package-II</b> 29/12/2015							
	<b>Package-III (04 Nos Bridges)</b> Contract Cost:152.180 KM 1+410, KM 2+475, KM 2+712 & KM 5+070.	140.423(M)	140.423(M)		<b>Package-III</b> 29/12/2015							
	<b><u>Scheme Coordinate</u></b> <b>Start Point: Murree Chowk (KKH-N-35)</b> N: 3780858.778 E: 355848.329 Elevation. 1220.233											
	<b>End Point: Dharkan Bridge</b> N: 3780198.894 E: 340274.338 Elevation. 1182.807											

**FOR THE MONTH OF MARCH,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>	<table border="1"> <thead> <tr> <th colspan="5">PHYSICAL PROGRESS</th> </tr> <tr> <th>Package</th> <th>Package I</th> <th>Package II</th> <th colspan="2">Package III</th> </tr> <tr> <th>Description</th> <td>3.1 km</td> <td>4 km</td> <td colspan="2">Bridges 4 nos</td> </tr> </thead> <tbody> <tr> <td colspan="5"><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> <td><b>Bridge III</b></td> </tr> <tr> <td>2-Embankment</td> <td>0/0 (0%)</td> <td>0/0 (0%)</td> <td>Length =12 m</td> <td>Length =20m</td> </tr> <tr> <td>3-Subgrade</td> <td>2.9/3.1 (94%)</td> <td>4.1/4.3 (95%)</td> <td>Span= 1 no</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> <td>Piles=16</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> <td>Dia= 0.91</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> <td><b>Bridge IV</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> <td>Length =25.1 m</td> </tr> <tr> <td colspan="3"></td> <td>Span= 3 no</td> <td>Span= 1 no</td> </tr> <tr> <td colspan="3"></td> <td>Piles=16 No</td> <td>Piles= 60</td> </tr> <tr> <td colspan="3"></td> <td>Dia= 0.910</td> <td>Dia= 0.91</td> </tr> <tr> <td colspan="3"></td> <td align="center" colspan="2"><b>Bridges 3/4 Completed</b></td> </tr> <tr> <td colspan="5"><b>Structures Culverts</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>3</td> <td>3</td> <td>0</td> <td><b>100%</b></td> </tr> <tr> <td>II</td> <td>3</td> <td>3</td> <td>0</td> <td><b>100%</b></td> </tr> <tr> <td colspan="5"><b>Retaining Structures</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>767</td> <td>650</td> <td>17</td> <td><b>85%</b></td> </tr> <tr> <td>II</td> <td>300</td> <td>290</td> <td>10</td> <td><b>97%</b></td> </tr> <tr> <td colspan="5"><b>Drain</b></td> </tr> <tr> <td><b>Package</b></td> <td><b>Total</b></td> <td><b>Completed</b></td> <td><b>U/Con</b></td> <td><b>% Completion</b></td> </tr> <tr> <td>I</td> <td>5200</td> <td>4900</td> <td>50</td> <td><b>94%</b></td> </tr> <tr> <td>II</td> <td>3600</td> <td>3325</td> <td>15</td> <td><b>92%</b></td> </tr> </tbody> </table>	PHYSICAL PROGRESS					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>	<b>Bridge III</b>	2-Embankment	0/0 (0%)	0/0 (0%)	Length =12 m	Length =20m	3-Subgrade	2.9/3.1 (94%)	4.1/4.3 (95%)	Span= 1 no	Span= 1 no	4-Sub Base	2.88/3.1(93%)	3.8/4.3 (88%)	Piles=24	Piles=16	5-WBM	2.88/3.1(93%)	4.3/4.3 (100%)	Dia= 0.760	Dia= 0.91	6-ABC	2.6/3.1(84%)	4.2/4.3 (98%)	<b>Bridge II</b>	<b>Bridge IV</b>	7-AWC	2.6/3.1(84%)	4.2/4.3 (98%)	Length =44.1 m	Length =25.1 m				Span= 3 no	Span= 1 no				Piles=16 No	Piles= 60				Dia= 0.910	Dia= 0.91				<b>Bridges 3/4 Completed</b>		<b>Structures Culverts</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	3	3	0	<b>100%</b>	II	3	3	0	<b>100%</b>	<b>Retaining Structures</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	767	650	17	<b>85%</b>	II	300	290	10	<b>97%</b>	<b>Drain</b>					<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>U/Con</b>	<b>% Completion</b>	I	5200	4900	50	<b>94%</b>	II	3600	3325	15	<b>92%</b>		
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No Of Lane = 2 Nos							<p><b>Design Consultants:</b> ACE (PAVRON) Lahore.</p> <p><b>Supervisory Consultant:</b> M/S CREATIVE (Pvt) Ltd, Hayatabad Peshawar.</p> <p><b>Package-I:</b> Badi u Zaman &amp; Co.</p> <p><b>Package-II:</b> M/S New Khan Builders.</p> <p><b>Package-III:</b> M/S New Khan Builders.</p> <p><b>ISSUES:</b> The road work is slow due to the shifting of utility lines along the road.</p>																																																																																																																																							
ROW = 44~110 m																																																																																																																																														
Design Carriageway = 7.3 on each side 14.60m,																																																																																																																																														
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Camber = 2%																																																																																																																																														
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**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	Allocation during C.F.Y.		Expenditure during the		Progressive Expenditure	%age financial utilization during C.F.Y
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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 25.000 200.000			250.000	2677.600	100%
			395.443(M)  436.778(M)  414.126(M)  293.653(M)  337.240(M)  220.525(M)  136.232(M)		1/5/2016  1/5/2016  1/5/2016  1/5/2016  1/5/2016  1/5/2016							

**FOR THE MONTH OF MARCH,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>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	<b>Description</b>	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package 4</b>	<b>Package 5</b>			
No of Lanes 02 Lanes	<b>Length</b>	<b>5.250 Km</b>	<b>5.250 Km</b>	<b>5.950 Km</b>	<b>4.20 Km</b>	<b>3.83 Km</b>			
Shoulder width (Each Side) 2m TST	<b>Road Work</b>								
Shoulder Slope 4%	1- C&G	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%)			
<b>Pavement Thickness</b>	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%)			
Asphaltic Wearing Course 05 cm	3- Embankment	3.50/4.250 (82%)	3.20/5.250 (61%)	3.700/5.950 (62%)	4.20/4.20 (100%)	3.325/3.325 (100%)			
Asphaltic Base Course 08 cm	4- Subgrade	3.333/4.250 (78%)	3.00/5.250 (57%)	3.700/5.950 (62%)	4.20/4.20 (100%)	3.325/3.325 (100%)			
Water Bound Macadam 25 cm	5- Subbase	3.333/4.250 (78%) 2nd L	2.80/5.250 (53%) 2nd L	3.50/5.950 (59%) 2nd L	4.20/4.20 (100%) 2nd L	3.325/3.325 (100%) 2nd L			
Granular Sub base Course 20 cm	6- WBM	3.333/4.250 (78%) 2nd L	1.40/5.250 (27%) 2nd L	1.750/5.00 (35%) 2nd L	3.750/4.20 (89%) 2nd L	3.120/3.325 (94%) 2nd L			
Sub grade 30 cm	7- ABC	3.150/4.250 (74%)	1.025/5.250 (20%)	1.700/5.00 (34%)	3.600/4.20 (86%)	3.000/3.325 (90%)			
<b>Pavement Thickness of Shoulder</b>	8- AWC	-	-	0.180/5.00 (4%)	-	-			
TST	<b>Bridges/Flyovers Details</b>								
Water Bound Macadam 15 cm	<b>Package 6 (Bridges 03-Nos)</b>			<b>Package 7 (Flyovers 03-Nos)</b>					
Granular Sub base Course 15 cm	<b>Bridge # 01</b>	<b>Bridge # 02</b>	<b>Bridge # 03</b>	<b>Flyover # 01</b>	<b>Flyover # 02</b>	<b>Flyover # 03</b>			
<b>Design Speed 80 Km/hr</b>	25m	180m	210m	25m	30m	25m			
	<b>Length</b>	01 (25m)	06(30m each)	07 (30m each)	01 (25m)	01 (30m each)	01 (25m each)		
	<b>No. of Span</b>	12No	50No	68No	20No	16 No	20 No		
	<b>T/Nos. of Pile</b>	04No	24No	28No	04No	04 No	04 No		
	<b>T/Nos. of Girders</b>	760mm	760mm	760mm	910mm	910mm	910mm		
	<b>Pile Dia</b>	<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%				
	Total	<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
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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			37.500	1089.399	
			Revised 1703.097				25.000					
			1831.155 29/05/05				12.500					



**FOR THE MONTH OF MARCH,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
Construction Supervision of New Road works						ONGOING	

**PROGRESS REPORT**

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

(Rs. In Million)

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1	2	3	4	5	6	7	8	9	10	11	12	13
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 12.500			37.500	226.846	

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

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2018	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	2/4/2015 Work Order actual Commencement Date March 2018  4/2/2015 Work Order Two Weigh Stations Chashma D.I.Khan and Nusrat Khel Kohat not yet started  August 2017 actual Commencement Date Eastern Bypass  February 2018 actual Commencement Date Western Bypass  One Weigh Station Rustan site not yet started  12/11/2015 Work Order  March 2018 actual Commencement Date Shabqadar  April 2018 actual Commencement Date Buner Baba Serai	152.850	10.000  5.000 2.500			7.500	160.350	100%
		84.701 (Bid cost)										
		151.975(Bid Cost)										

**FOR THE MONTH OF MARCH,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
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 Buildig 90% Completed iii) Drain Work in Progress 50% Completed iv) Embanlment Work in Progress <b>Package-II (Near Darya Khan Bridge) DIKhan</b> i) Back side Retaining wall = 259/259 M complited 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 complited ii) Main building 90 % completed iii) Formation of embankment completed iv) Sub Base completed v) Lean Concrete at Rigid Pavement Completed vi) Side Drain compeleted (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 complited 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 SiteWeigh 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) Wesstern 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 / Roadway Excavation	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%)	10.842/11.801 (91.87%)	
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%)	0.845/0.845 (100%)	1.246/1.246 (100%)	0.785/0.785 (100%)	2.876/4.340 (66.267%)	
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%)	2.339/7.797 (30%)	0.891/9.385 (0.094%)	0.000/7.623 (0%)	3.23/37.345 (08.649%)	
9-Installation of Weigh Bridge	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	
<b>Structures</b>							
1- R/Walls	0.00/3.306 (0%)	7.027/7.027 (100%)	12.07/12.07 (100%)	2.848/2.848 (100%)	2.297/2.297 (100%)	24.242/27.548 (88.00%)	
2- Building	2.573/3.431 (75%)	3.088/3.431 (90%)	3.268/3.268 (100%)	3.712/4.125 (90 %)	3.712/4.125 (90 %)	16.353/18.38 (88.972%)	
3- Side Drain	0.00/3.362 (0%)	3.535/5.069 (70%)	4.981/4.981 (100%)	5.841/5.841 (100%)	2.209/4.033 (30%)	16.566/23.286 (71.141%)	
<b>Total Physical Progress at Each Weigh</b>	<b>10.796%</b>	<b>33.697%</b>	<b>48.327%</b>	<b>33.929%</b>	<b>26.707%</b>	<b>31.691%</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 Bazzar)</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			80.000	1156.568	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 MARCH,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	
Dualization of one-way Road. <b>Total Length = 24 km</b> Carriageway Width = 7.300 m (Either side) Nos Of Lanes = 2 lanes	<b>32.96%</b>	<b>25.00%</b>	<b>23.71%</b>	<b>56.67%</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 coming 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 activities. Issue to be resolved.	
<b>PHYSICAL PROGRESS</b>							<b>Package-I</b> <b>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-II</b> <b>20/12/2018</b>		
Length	5.643 km	5.626 km	5.628 km	5.632 km	22.529		<b>Package-III</b> <b>20/12/2018</b>		
<b>Road work</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%)		<b>Package-IV</b> <b>20/12/2018</b>		
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%)		<b>Package-V</b> <b>09/01/2019</b>		
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%)	2.700/5.953 (45%)	19.061/23.503 (81%)				
10- WBM-II	5.700/5.800 (99%)	4.575/5.750 (80%)	5.900/6.00 (98%)	2.063/5.953 (35%)	18.235/23.503 (78%)				
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	562/954 (72%)	783/894(86%)	550/1073(67%)	-	1895/2921 (73%)				
4- Drain (km)	4.05/5.01(81%)	1.075/2.01(52%)	3.14/4.30(73%)	1.68/9.08(19%)	9.94/20.44 (49%)				
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 75.000			1896.000	6595.137	100%



**FOR THE MONTH OF MARCH,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.</b></p> <p><b>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></p> <p>The initial 50km of SEW is opened for traffic.</p> <p><b><u>Tunnel Portion:</u></b></p> <p>Boring of Tunnel completed.</p> <p>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			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						25.000 25.000					

**FOR THE MONTH OF MARCH,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 = 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%	PHYSICAL PROGRESS				<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>											
		<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		Sep 2018 for Package I to IV		
	<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%)	9.20/10.99 (83.71%)	3.00/8.46 (35.46%)	7.77/8.67 (89.62%)	7.35/9.95 (73.86%)	11.80/12.935 (91.22%)	46.50/58.39 (79.637%)				
	8- WBM	7.38/7.38 (100%)	7.80/10.99 (70.97%)	2.15/8.46 (25.41%)	7.77/8.67 (89.62%)	4.60/9.95 (46.23%)	10.600/12.935 (81.95%)	40.30/58.39 (69.02%)				
	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	129/196					
<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 : 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 : 7 (RD 64+153) Length 50 meter.</b> Piles completed. 3/3 No.s of Pile cap is completed. 8/8 girders casted									
<b>Bridge no : 2 (RD 26+060) Length 50 meter</b> Bridge is complete except 3 Nos of expansions joints..	<b>Bridge no :4 (RD 37+320) Length 35 meter.</b> Pile load test has been carried out. Piles in progress.	<b>Bridge no : 6 (RD 53+360) Length 25 meter.</b> 16/16 piles completed.Abut Transom Completed. 4/4 girders casted.										

**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
1038	160193 - Project Directorate for Swat Expressway.  (A)PDWP- 05/08/2016	80.810  67.401	67.401 18/08/2016  140.000		Aug-16	58.143	10.000  2.500 2.500 1.250 2.500		Released	8.750	66.893	100%

**FOR THE MONTH OF MARCH,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>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 MARCH,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.		