

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

**PESHAWAR**



**PROGRESS REPORT**

**FOR THE MONTH OF SEPTEMBER, 2019**



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

Projects	Nos	Cost	
Ongoing	27	50871.526	
New	11	12428.000	
Total	38	63299.526	
Total Expenditures upto June 2019		24223.455	
<b>Due For Completion</b>			
Ongoing Projects	03		
New Projects	0		
	<b>Allocation</b>	<b>Revised Allocation</b>	<b>Releases</b>
Ongoing Projects	2055.504	0.000	<b>563.886(M)</b>
New Projects	270.001	0.000	Underprocess with Finance Deptt.
<b>Total</b>	<b>2325.505</b>		<b>563.886(M)</b>

I N D E X								
S.No.	ADP No.	Name of Work	Page No		S.No.	ADP No.	Name of Work	Page No
1	985	170523 - F/S & Construction of Circular Bypass Road, Bannu. (64.90Km)	1		24	1008	140629 - Construction of Swat Motorway (Land Acquisition)	47
2	986	140626-Construction of road from Amberi Killa to Daratang phase-II, SH: KM 17 to KM 35 District Karak (19 Km)	3		25	1009	140878 - Improvement & Widening of Nizampur-Kohat road (64 KM) District Nowshera & Kohat.	49
3	987	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.	5		26	1010	160193 - Project Directorate for Swat Expressway.	51
4	988	180163 - Improvement and Rehabilitation of Road from Karappa to Shakardara (35 KM) District Kohat.	7		27	1012	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).	53
5	989	120282 - Improvement and Widening of Road from Mufti Mehmood Flyover to Old Budni Bridge Upto Wahid Garhi (9 Km) on PH S-1 i/c reconstruction of Old Budni Bridge, District Peshawar.	9				<b>New Schemes</b>	
6	990	140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda ( 13 KM)	11		1	1013	190551 - Construction of Dual Carriageway from Chamkani to Badhaber, Peshawar Sh: Peshawar Ring Road to Badaber via Surizai (15 Km) (Phase-I).	55
7	991	150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.	13		2	1014	190490 - Construction of Flyover/Underpass at Farooq-e-Azam Chowk Charsadda.	55
8	992	130680 Improvement and Widening of Malang Baba Nizampur Road Nowshera.	15		3	1015	190558 - Dualization of Swabi Jehangira Road left over portion 11 Km i/c bridge on River Indus.	55
9	993	140620- Re-construction of Bridge at Tor Warsak Daggar & Widening/Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.	17		4	1016	190510 - Construction of Oughday (Takhta Band) to Kabal Bridge & Ningolai to Allah Abad Bridge, Swat.	55
10	994	170566 - Widening & Improvement and BT of Swari, Dewana Baba road (11 km) including RCC Bridge at Tangu, District Buner.	19		5	1017	190531 - F/S, Detailed Engg and Construction of Swat Expressway from Chakdarra to Fatepur (Phase-II) (IDA Assisted).	55
11	995	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35 KM, District Swat.	21		6	1018	190559 - F/S, Detailed Engg and Construction of Matta Bypass Road (5 Km), Swat.	57
12	996	160630 - F/S, Design and Construction of 2 No. Flyovers on Mingora Kanju Road SH: Mingora Bypass and Kanju Chowk, District Swat.	23		7	1019	190560 - Construction of BT road from Balakot to Malamjabba-Manglawar road to Shangla Top (6Km).	59
13	997	140623-Construction of road from Balambat Timergara to Kalpani Maidan link road District Dir Lower.	25		8	1020	190561 - Improvement and treatment of shoulders of Matts Fazal Banda road (23 Km), Swat.	59
14	998	160442 - Construction of New RCC Bridge at Khazana Bypass Over River Panjkora District Lower Dir. (SDG).	27		9	1021	190341 - Widening / Improvement / Rehabilitation of road from Beer to Kalangir on Haripur-Chappar Road Section of Provincial Highway S-12 (17 Km).	59
15	999	90397 - Feasibility Study and Construction of road from Chukiathan to Sheringal and Patrak by PKHA. (36 Km) Dir Upper.	29		10	1022	190511 - F/S and detailed design of Peshawar - D.I.Khan Motorway. (320 Km).	59
16	1000	140829-Improvement of 25 KM left over portion of Chukiyan- Barawal-Shahi Road, District Dir (upper)	31		11	1023	190556 - F/S, Design & Reconst: of Bridges: Arsala(S-11), Aghan Pur(S-10), Drwaza Kas (S-8), Doghi (S-12), Bada on Swabi Topi Rd (S-1), Khyali (S-1), Matra (S-4), Machni (S-4), Kababian (S-4), Dehri (S-10), Aloch Puran (S-10A), Chena on Swabi Ambela Rd (S-10A).	61
17	1001	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad.	33		<b>Accelerated Implementation program (AIP) Merged Area Scheme (2019-20)</b>			
18	1002	140877- Construction of Haripur Bypass Road (23 KM).	35		1		Implementation of Khar Mohmand Gat (Mohmand Boundary) Road, 31 Km.	63
19	1003	170629 - Widening & Improvement of Tarnawa Kohala Bala Road (35 Km) District Haripur.	37		2		Implementation of Thall Mirali (NWA) Road, 54 Km.	63
20	1004	20665-Construction / Supervision of New Road works.	39		3		Improvement and Rehabilitation of road from Pir Qalla to Ghalanai, 14 Km	63
21	1005	20675 - F/S and Design of Projects of Various Roads.	41		4		Improvement of Ghundi Khar Road, 19.6 Km.	63
22	1006	130198-Establishment of Axle Load Control Regime on Provincial Highways at 5-Stations.	43		5		Improvement of Munda to Timergarah Road, 19 Km.	63
23	1007	140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24KM), District Kohat and Hangu.	45		6		Upgradation & Rehabilitation of Lawrancepur-Tarbella Road (24.5 Km).	63

**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 30/06/2019	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
985	170523 - F/S & Construction of Circular Bypass Road, Bannu. (64.90Km)  (A)PDWP 08/02/18	6957.605	6957.605 2/27/2018			57.500	60.000  15.000			15.000	72.500	
	<b>Scheme Coordinates</b>											
	<b>0+000</b> N : 3641248.8533, E : 659901.1081											
	<b>58+857</b> N : 3653726.5119, E : 657232.8263											

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS		
14	15	16	17	18	19	20	21		
<b>Total Length</b> = 58.858 km <b>PAVEMENT DESIGN</b> Carriage way width = 7.30 M No of lanes = 2 lanes DST shoulder = 1.5 m each side Asphalt wearing Course = 5 cm Asphaltic Base Course = 8 cm Water bound macadam = 25 cm Granular Sub base Course = 30 cm Box Culverts = 164 Nos (As per PC-I) Bridges = 14 Nos Design Speed = 80 Km/Hr					<b>PHYSICAL PROGRESS</b>			<b>Design Consultant :</b> JV M/S A.A.Associates & M/S Planners Consultants Engineers  <b>Supervisory Consultant:</b> M/S NESPAK Pvt. Ltd.  <b>Contractors:</b>  <b>Package I:-</b> M/S Khyber Grace Pvt Ltd.  <b>Package II:-</b> M/S Khyber Grace Pvt Ltd.  <b>Package VII:-</b> M/S Al Mehreen Enterprises.	
						<b>PHYSICAL PROGRESS</b>			
						<b>Package I</b>	<b>Package II</b>		<b>Total</b>
						10 KM	10 KM		20 KM
						<b>Road work</b>			
						1-Clearing & Grubbing	1.7/10.0 KM (17%)		1.7/10.0 KM (17%)
						2-Embankment	1.5/10 KM (15%)		1.5/10 KM (15%)
						3- Sub base	0.0/10.0 KM (0%)		0.0/10.0 KM (0%)
						4- WBM	0.0/10.0 KM (0%)		0.0/10.0 KM (0%)
						5- Asphaltic Base Course	0.0/10.0 KM (0%)		0.0/10.0 KM (0%)
						6- Wearing course	0.0/10.0 KM (0%)		0.0/10.0 KM (0%)
						<b>Structures</b>			
						1- Retaining Walls	0.0/1.85 Km (0%)		0.0/1.85 Km (0%)
						2- Box Culverts	0.0/44 Nos. (0%)		0/44 Nos. (0%)
						3- Side Drains	0.0/4.885 KM (0%)		0/4.885 KM (0%)
					<b>Package VII (Bridges) Activities Yet Not Started due to Funds Constraints</b>				

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(Rs. In Million)

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			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
986	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  <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	917.769	917.769			463.200	40.000			10.000	473.200	100%
			798.060 U/P 24/3/15	877.786 8/6/2018			10.000					
					<b>Package - I</b> 2/11/2015							
					<b>Package - II</b> 21/10/2015							
					<b>Package - III</b> 21/10/2015							

**FOR THE MONTH OF SEPTEMBER, 2019**

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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%	<table border="1"> <thead> <tr> <th colspan="5">PHYSICAL PROGRESS</th> </tr> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>7 km</td> <td>7 km</td> <td>5.925 km</td> <td>19.925 km</td> </tr> <tr> <td><b>Road work</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1- Clearing &amp; Grubbing</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>2- Embankment</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>3- Improved Sub grade</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>4- Sub base</td> <td>6.40/6.40 (100%)</td> <td>6.06/6.06 (100%)</td> <td>5.275/5.275 (100%)</td> <td>17.735/17.735 (100 %)</td> </tr> <tr> <td>5- WBM</td> <td>6.539/6.539 (100%)</td> <td>6.189/6.189 (100%)</td> <td>5.217/5.217 (100%)</td> <td>17.945/17.945 (100 %)</td> </tr> <tr> <td>6- Wearing course</td> <td>6.539/6.539 (100%)</td> <td>6.189/6.189 (100%)</td> <td>5.217/5.217 (100%)</td> <td>17.945/17.945 (100 %)</td> </tr> <tr> <td><b>Structures</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1- Pipe culverts</td> <td>5/5 (100 %)</td> <td>-</td> <td>3/3 (100%)</td> <td>8/8 (100 %)</td> </tr> <tr> <td>2- Box Culverts</td> <td>19/19 (100%)</td> <td>24/24 (100%)</td> <td>15/15 (100%)</td> <td>58/58 (100%)</td> </tr> <tr> <td>3- Cause ways</td> <td>4/4 (100%)</td> <td>3/4 (100%), 1 No in progress 5%</td> <td>3/3 (100%)</td> <td>1692 / 1967 (m) (86%)</td> </tr> </tbody> </table>	PHYSICAL PROGRESS						Package 1	Package 2	Package 3	Total		7 km	7 km	5.925 km	19.925 km	<b>Road work</b>					1- Clearing & Grubbing	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	2- Embankment	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	3- Improved Sub grade	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	4- Sub base	6.40/6.40 (100%)	6.06/6.06 (100%)	5.275/5.275 (100%)	17.735/17.735 (100 %)	5- WBM	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100 %)	6- Wearing course	6.539/6.539 (100%)	6.189/6.189 (100%)	5.217/5.217 (100%)	17.945/17.945 (100 %)	<b>Structures</b>					1- Pipe culverts	5/5 (100 %)	-	3/3 (100%)	8/8 (100 %)	2- Box Culverts	19/19 (100%)	24/24 (100%)	15/15 (100%)	58/58 (100%)	3- Cause ways	4/4 (100%)	3/4 (100%), 1 No in progress 5%	3/3 (100%)	1692 / 1967 (m) (86%)					Package - I 01/04/2018  Package - II 20/03/2018  Package -III 20/03/2018	<p><b>Design Consultant :</b> M/S ABM Karachi</p> <p><b>Supervisory Consultant:</b> M/S Creative Engineering</p> <p><b>Consultant</b> M/S Hassan &amp; Behram (JV)</p> <p><b>Contractors:</b> M/S Z.S Construction Co. M/S Fazal karim &amp; Co.</p> <p><b>Issues:</b> Section-IV Gazette notification has been issued and sent to Deputy Commissioner Karak for further notification and demand bills.</p>
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(Rs. In Million)

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			A.A. with Date	T.S. with Date			Original	Revised	Month	C.F.Y.		
1	2	3	4	5	6	7	8	9	10	11	12	13
987	<p>140879- Improvement &amp; Rehabilitation of road from Gulshan Abad to Janana Mill via Hangu Pattak and Dualization of Old Bannu road from Janana Mill to Kohat University (Indus Highway junction) (Total Length 17.90 KM) i/c Construction of new bridge at Jerma. District Kohat.</p> <p>(A)PDWP 31/01/18</p> <p><b>Package-I</b> Contract cost = 176.151 millions km 0+000 to 5+700 Gulshan chowk to hangu phatak</p> <p><b>Package-II</b> Contract cost = 232.522 millions km 5+700 to 11+300 hangu phatak to saif cng</p> <p><b>Package-III</b> Contract cost = 421.965 millions km 11+300 to 14+400 saif cng to jerma bridge start point</p> <p>Package-IV contract cost= 336.901 millions km 14+400 to 17+054 Jerma Bridge via KUST to main Indus highway.</p>	<p>1329.516</p> <p>1403.480</p>	<p>1329.516</p> <p>11/06/15</p> <p>Revised 1403.483</p> <p>21/2/2018</p>	<p>1403.483</p> <p>28/08/18</p>		1017.148	150.000			37.500	1054.648	100%
		<b>Scheme Co-ordinates</b>										
			<p><b>Start Point (Gulshan chowk)</b> N :3722696.931 , E : 728520.268</p> <p><b>End Point (Bise kohat Indus highway)</b> N :3711609.92 , E :727158.084</p>									
					<p><b>Package-I</b> 12/11/2015</p> <p><b>Package-II</b> 10/11/2015</p> <p><b>Package-III</b> 2/11/2015</p> <p><b>Package-IV</b> 10/11/2015</p>							





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1	2	3	4	5	6	7	8	9	10	11	12	13
988	180163 - Improvement and Rehabilitation of Road from Krappa to Shakadara (35 KM) District Kohat.  (A) PDWP 08/03/18  <b>Package-I</b> Contract cost = 607.341 millions km 0+000 to 12+000  <b>Package-II</b> Contract cost = 577.932 millions km 12+000 to 24+000  <b>Package-III</b> Contract cost = 611.791 millions km 24+000 to 35+000  <b>Scheme Co-ordinates</b>  <b>Start Point</b> N :3641248.853 , E : 659901.108  <b>End Point</b> N :3653726.512 , E :657232.826	2266.300	2266.330 28/3/18	Awaited		25.000	20.000  5.000			5.000	30.000	

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14	15	16	17	18	19			20	21	
<b>Total Length</b> = 35 km Section I Length = 12. Km Carriageway Width = 7.30 m Nos Of Lanes = 2 lanes  <b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 7.5 cm Water bound macadam = 45 cm Outer Shoulder = 2.00 m Permeable Material = 30 cm Sub Base = 15 cm Section II Length = 12 km Carriageway Width = 7.30 m Nos Of Lanes = 2 lanes Section III Length = 11 km Carriageway Width = 7.30 m Nos Of Lanes = 2 lanes Carriageway Width = 7.30 m Nos Of Lanes = 2 lanes	0.00%	0.00%	0.00%	0.00%				<b>PACKAGE-03</b> <b>02/06/2021</b>		
	<b>PHYSICAL PROGRESS</b>									
		<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>						
		12 km	12 km	11 km						
	<b>Road work</b>									
	Joint X-Sections	9.0/ 12.00 (75%)	11.70/ 12.00 (97%)	1.00/ 11.00 (9%)						
	1- Clearing & Grubbing	0/12 (0%)	0/12 (0%)	0/11 (0%)						
	2 Natural ground Compaction	0/12 (0%)	0/12 (0%)	0/11 (0%)						
	3- Embankment	0/12 (0%)	0/12 (0%)	0/11 (0%)						
	4- Subgrade	0/12 (0%)	0/12 (0%)	0/11 (0%)						
	5- Sub base	0/12 (0%)	0/12 (0%)	0/11 (0%)						

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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
989	120282 - Improvement and Widening of Road from Mufti Mehmood Flyover to Old Budni Bridge Upto Wahid Garhi (9 Km) on PH S-I i/c reconstruction of Old Budni Bridge, District Peshawar.  (A)DDWP-II 12/04/2016  <b>Package-I</b> km 0+000 to 2+500 (2.5 km) Revised Contract Cost: 240.146 (M) (Mehmood Flyover to Makkah CNG Land Sarak)  <b>Package-II</b> km 2+500 to 5+300 (2.8 km) Revised Contract Cost: 285.525 (M) (Lande Sarak Makkah CNG to Bakhsoo Bridge)  <b>Package-III</b> km 5+300 to 8+800 (3.5 km) Revised Contract Cost: (From Bakhsoo Bridge to Shah Alam Bridge)	306.533	306.533 14/06/2013  Revised 1119.959 29/4/2016	337.000 20/3/2015  Revised T.S awaited		906.783	100.000  25.000			25.000	931.783	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 SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS			Schedule of Completion	REMARKS
14	15	16	17	18	19			20	21
<p><b>Package-I</b> Total Length = 2.5 km Overlay (5 cm) on existing road.</p> <p><b>Section I</b> = 1.3 Km (From Mufti Mehmood Flyover to Ring Road) Widening &amp; overlay 5cm &amp; WB</p> <p><b>Section II</b> = 1.2 Km (From Ring Road to Makkah CNG)</p> <p>Carriage Width (Section-I) = 7.3 meter each side. Carriage Width (Section-II) = 10.95 meter each side.</p> <p><b>Package-II (Bridge (30 m) &amp; Road widening improvement &amp; overlay.</b> Length = 2.8 Km Carriageway = 9.8 m each side PCC shoulder = Variable</p> <p><b>Package -02</b> <b>PAVEMENT DESIGN</b> Widening Portion: Sub Base = 20cm Aggregate Base = 25 cm WBM = 25 cm Asphalt Base Course = 07 Cm Asphalt wearing Course = 5 cm (over all)</p> <p><b>Speed Design</b></p>	<b>Package-I</b>								<p><b>Design Consultant:</b> M/S ACE Lahore.</p> <p><b>Supervisory Consultant:</b> M/S NESPAK</p> <p><b>Contractors:</b> <b>Package-I</b> M/S Amanullah &amp; Co.</p> <p><b>Package-II</b> M/S Al Mehreen Enterprises.</p> <p><b>Package-III.</b> <b>New khan builders</b></p> <p><b>ISSUES :</b> Position of Grave yard and one no building has not been given in package I near ring road.</p> <p>Positioning of land at khazana and Tauda is awaited. Shifting of electric poles though in progress but slow and will suffer in time achievement targets.</p>
	95.00%	5.00%	4.00%	99.00%	<b>Package 1</b>	<b>Package 2</b>	<b>Package 3</b>	<b>Package-I</b> 30/09/2016	
				<b>Road work</b>	<b>Completed.</b>				
				Excavation	2.5/2.5 km (100%)	5.6/5.6 km (100%)	6.2/7.2 km (86%)		
				Formation of Embankment	2.5/2.5 km (100%)	5.6/5.6 km (100%)	6.2/7.2 km (86%)		
				Sub base	2.5/2.5 km (100%)	5.6/5.6 km (100%)	6.2/7.2(86%)		
				WBM	2.5/2.5 km (100%)	5.6/5.6 km (100%)	6.2/7.2(86%)		
				Asphaltic base course	2.5/2.5 km (100%)	5.6/5.6 km (100%)	5.9/7.0(82%)		
				Asphaltic Wearing Course	2.5/2.5 km (100%)	5.6/5.6 km (100%)			
				Shoulder	2.5/2.5 km (100%)	5.6/5.6 km (100%)			
				Retaining wall	Completed.			<b>Package-II</b> 25/10/2018	
				Drain	5500/5500 (100%)	5/5 km (100%)	5.6/ 5.8 (86%)		
				Center media		2575/2575 (100%)			
				Cold milling		100% Completed.	7200/7200 (100%)		
				Culverts/Pipe Culverts		2/2 (100%)	5.0/8.0 (70%)		
			<b>Bakhshoo Bridge</b>		<b>Culverts</b>				
			Completed.		<b>Package</b>	<b>Total</b>	<b>Completed</b>	<b>Balance</b>	
					1				
					2	2	2	0	
					3	8	5	3	
					total			3	

**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 30/06/2019	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
990	<p>140621-Dualization of Naguman Shabqadar Section of Provincial Highway S-1A, District Charsadda (13 KM)</p> <p>(A)PDWP 25/03/2015</p> <p><b>Package-I (Contract cost = 367.792 M)</b> km 0+000 to 5+325 Revised Contract Cost: 367.792 (M) (Naguman Chowk to Hajizai)</p> <p><b>Package-II (Contract cost = 268.265M)</b> Bridge at km 4+420 and bridge at km 5+010 at Hajizai</p> <p><b>Package-III (Contract cost = 212.000M )</b> km 5+235to 8+235 (Hajizai to Ocha Wala)</p> <p><b>Package-IV (Contract cost = 292.168M)</b> km 8+235 to 12+314 (Ocha wala to Shabqadar Chowk)</p> <p align="center"><b>Coordinates</b></p> <p><b>Starting Point</b> E= 7294576.238 N= 7042502.861</p> <p><b>End Point</b> E= 7037943.417 N= 7305411.295</p>		1609.960 27/10/2015	Awarded Rs 1770.314		971.450	30.000  7.500			7.500	978.950	

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																																
14	15	16	17	18	19	20	21																																																																																
Total Length = 13 km Existing B/T = 7.3 M Proposed B/T = 7.3 M Road Width = 10.2 m (Each side) Shoulder Width = 2.5 m (Each side) varies Type of Shoulders TST Curve Radius Min = 70 m Design Speed = 80 km/hr.  Nos Of Lanes = 2 lanes each side  <b>PAVEMENT THICKNESS</b> Asphalt wearing Course = 5 cm Asphalt Base Course = 8 cm Water bound macadam = 25 cm Granular Sub Base = 30 cm Sub Grade = 30 cm  Number of Bridges = 02 Number. <b>Bridge-I:</b> 25 m single span <b>Bridge-II:</b> 250 m 10 span on river kabul at Hajizai 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%	70.00%	<b>PHYSICAL PROGRESS</b> <table border="1"> <thead> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Package 4</th> </tr> </thead> <tbody> <tr> <td><b>Road work</b></td> <td>5 km</td> <td>4 km</td> <td>3 km</td> <td>4 km</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>6.8/8.158 Km (83%)</td> </tr> <tr> <td>Formation of Embankment</td> <td>10/10 km (100%)</td> <td>Except</td> <td>6/6 km (100%)</td> <td>2.5/8.158 km (31%)</td> </tr> <tr> <td>Sub base</td> <td>10.2/10.47 km (97%)</td> <td>Expansion joints,</td> <td>5.7/ 6.0 km (95%)</td> <td>4.2/8.158 Km (51%)</td> </tr> <tr> <td>WBM (Trench)</td> <td>9.6/10 km (96%)</td> <td>Asphalt wearing course.</td> <td>5.3/6.0 km (88%)</td> <td>2.40/8.158 Km (29%)</td> </tr> <tr> <td>Asphaltic base course</td> <td>9 /10 km (90%)</td> <td></td> <td>4.0/6.0 Km (66%)</td> <td>1.28/8.158 Km (15%)</td> </tr> <tr> <td>Asphaltic Wearing Course</td> <td>9.25/10.47 km (88%)</td> <td><b>Bridge-II:</b> Completed</td> <td>3.8 / 6 Km (63%)</td> <td></td> </tr> <tr> <td>Culverts (RRC Box/5 culvert)</td> <td>11/11 (100%)</td> <td>Except,</td> <td>6.0/6.0 (100%)</td> <td></td> </tr> <tr> <td>Retaining walls</td> <td>550/650 m (85%)</td> <td>Expansion joints,</td> <td>385/457 m (54%)</td> <td>100m in progress.</td> </tr> <tr> <td>Drains</td> <td>4.8/5.225 Km (91%)</td> <td>Approach Slabs.</td> <td>2175/3449 m (63%)</td> <td>150/4000 (3.75%)</td> </tr> <tr> <td>Clearing Rubbing</td> <td>100%</td> <td></td> <td>100%</td> <td></td> </tr> <tr> <td>Improved Subgrade</td> <td>100%</td> <td>(Approches on Bridge 1 in current month)</td> <td>100%</td> <td>5.70/8.0 (70%)</td> </tr> <tr> <td>center media</td> <td>4.0/5.0 km (80%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Shoulder WBM</td> <td>6/10 km (60%)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Shoulder TST</td> <td>7.0/10.47 (67%)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Package 1	Package 2	Package 3	Package 4	<b>Road work</b>	5 km	4 km	3 km	4 km	Excavation	10/10 km (100%)	<b>Bridge-I:</b> Completed.	6/6 km (100%)	6.8/8.158 Km (83%)	Formation of Embankment	10/10 km (100%)	Except	6/6 km (100%)	2.5/8.158 km (31%)	Sub base	10.2/10.47 km (97%)	Expansion joints,	5.7/ 6.0 km (95%)	4.2/8.158 Km (51%)	WBM (Trench)	9.6/10 km (96%)	Asphalt wearing course.	5.3/6.0 km (88%)	2.40/8.158 Km (29%)	Asphaltic base course	9 /10 km (90%)		4.0/6.0 Km (66%)	1.28/8.158 Km (15%)	Asphaltic Wearing Course	9.25/10.47 km (88%)	<b>Bridge-II:</b> Completed	3.8 / 6 Km (63%)		Culverts (RRC Box/5 culvert)	11/11 (100%)	Except,	6.0/6.0 (100%)		Retaining walls	550/650 m (85%)	Expansion joints,	385/457 m (54%)	100m in progress.	Drains	4.8/5.225 Km (91%)	Approach Slabs.	2175/3449 m (63%)	150/4000 (3.75%)	Clearing Rubbing	100%		100%		Improved Subgrade	100%	(Approches on Bridge 1 in current month)	100%	5.70/8.0 (70%)	center media	4.0/5.0 km (80%)				Shoulder WBM	6/10 km (60%)				Shoulder TST	7.0/10.47 (67%)				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> <b>Package-I</b> M/S New Khan Builders (NKB).  <b>Package-II</b> M/S New Khan Builders (NKB).  <b>Package-III</b> M/S Al Mehreen Enterprises.  <b>Package-IV</b> LOA issued to M/S AHK.  <b>Issues:</b> 1) Now issuance of land award by land collector. 2) Stay orders by Courts. 3) Shifting of electric poles. 4) Removal of encroachments.
	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 30/06/2019	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
991	<p>150287- Improvement of Rajjar-Takht-e-Bhai Road from Ghani Khan road to Saro Shah (14 Km), District Charsadda.</p> <p>(A)PDWP 21/01/2016</p> <p><b>Package-I</b> contract cost = 341.173 millions km 0+000 to 5+000 (5km) Ghani Khan Road to Munaf Kali</p> <p><b>Package-II</b> km 5+000 to 10+000 (5 km) Munaf Kali to Ahmadabad</p> <p><b>Package-III</b> km 10+000 to 14+000 (4 km) Ahmadabad to sarro shah bridge</p> <p align="center"><b>Scheme Coordinates</b></p> <p>Start Point (at Ghani Khan Road) N 34o 10' 37.16" E 71 o 46' 46.10" Elevation 1011 feet</p> <p>End Point (at Sarro Shah) N 34o 14' 20.30" E 71 o 54' 10.55" Elevation 1131 feet</p>	1000.000	1498.019 29/02/2016	Awaited	10/10/2016	356.700	30.000  7.500			7.500	364.200	



**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																																																																			
14	15	16	17	18	19	20	21																																																																																																																			
<b>Total Length</b> = 14.025 km	<b>15.00%</b>	<b>75.00%</b>	<b>15.00%</b>	<b>30.00%</b>			Design Consultant : M/S Creative Engineering																																																																																																																			
<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					<table border="1"> <thead> <tr> <th colspan="4">PHYSICAL PROGRESS</th> </tr> <tr> <th></th> <th>Package 1</th> <th>Package 2</th> <th>Package 3</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td><b>Road work</b></td> <td>5 km</td> <td>5 km</td> <td>4 km</td> <td></td> </tr> <tr> <td>Roadway Excavation(L/S)</td> <td>4.9/5 (98 %)</td> <td></td> <td></td> <td>4.9/14.025 (34.93 %)</td> </tr> <tr> <td>Roadway Excavation(R/S)</td> <td>4.9/5 km (98 %)</td> <td></td> <td></td> <td>4.9/14.025 km (34.93 %)</td> </tr> <tr> <td>Filter Layer (L/S)</td> <td>4.9/5 km (98 %)</td> <td></td> <td></td> <td>4.9/14.025 km (34.93 %)</td> </tr> <tr> <td>Filter Layer (R/S)</td> <td>4.9/5 (98 %)</td> <td></td> <td></td> <td>4.9/14.025 (34.93 %)</td> </tr> <tr> <td>Common Fill R/S</td> <td>3.40/5.0 Km (68%)</td> <td></td> <td></td> <td>3.32/14.025 Km 24.24%</td> </tr> <tr> <td>Grooving</td> <td>5/5 km (100 %)</td> <td></td> <td></td> <td>5/14.025 km (35.65 %)</td> </tr> <tr> <td>Sub Base 1st layer</td> <td>4.75/5.0 km (95%)</td> <td></td> <td></td> <td>4.75/14.025 km (33.86 %)</td> </tr> <tr> <td>Sub base 2nd layer</td> <td>4.75/5 km (95 %)</td> <td></td> <td></td> <td>4.75/14.025 km (33.86 %)</td> </tr> <tr> <td>waterbound 1st layer</td> <td>4.64/5.0 km (93.00%)</td> <td></td> <td></td> <td>4.64/14.025 km (33.08%)</td> </tr> <tr> <td>waterbound 2nd layer</td> <td>4.22/5 km (84%)</td> <td></td> <td></td> <td>4.22/14.025 km (30.08%)</td> </tr> <tr> <td>Asphalt Base Course</td> <td>3.02/5 Km (60%)</td> <td></td> <td></td> <td>3.02/14.025 Km (21.53%)</td> </tr> <tr> <td>Asphalt Wearing Course</td> <td>1.5/5 Km (30%)</td> <td></td> <td></td> <td>1.5/14.025 Km (10.69%)</td> </tr> <tr> <td><b>Structure Work</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pipe Culvert</td> <td>3/3 no 100% Completed</td> <td></td> <td></td> <td>3/3 no 100% Completed</td> </tr> <tr> <td>Box culvert (Bricks)</td> <td>5/ 5 no (100%)</td> <td></td> <td></td> <td>5/ 5 no (100%)</td> </tr> <tr> <td>Drain</td> <td>380/1000 m (38 %)</td> <td></td> <td></td> <td>380/2500 m (15.20 %)</td> </tr> <tr> <td>Retaining Wall (L/S)</td> <td>4610/4800 m (96.04%)</td> <td>1753/4700m (37.29%)</td> <td>1475/3700m (39.86%)</td> <td>7838/13100 m (59.83%)</td> </tr> <tr> <td>Retaining Wall (R/S)</td> <td>2642/3000 m (88.06 %)</td> <td></td> <td></td> <td>2642/12000 m (22.01 %)</td> </tr> <tr> <td>RCC Box Culverts</td> <td>5/5 (100%)</td> <td></td> <td></td> <td>5/31 (16.12%)</td> </tr> <tr> <td>Approach Pipe Culverts Both Sides</td> <td>32/70(45.71%)</td> <td></td> <td></td> <td>33/210(15.71%)</td> </tr> </tbody> </table>	PHYSICAL PROGRESS					Package 1	Package 2	Package 3	Total	<b>Road work</b>	5 km	5 km	4 km		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	3.40/5.0 Km (68%)			3.32/14.025 Km 24.24%	Grooving	5/5 km (100 %)			5/14.025 km (35.65 %)	Sub Base 1st layer	4.75/5.0 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	4.64/5.0 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%)		09/01/19	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
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Grooving	5/5 km (100 %)			5/14.025 km (35.65 %)																																																																																																																						
Sub Base 1st layer	4.75/5.0 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	4.64/5.0 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>Speed Design</b>							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>  <b>Work stopped due to non availability of Funds.</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 30/06/2019	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
992	<p>130680- Improvement and Widening of Malang Baba Nizampur Road Nowshera. Length 21.60KM</p> <p>(A) PDWP- 02/11/15</p> <p><b>Package-I</b> km 00+6+00 (Malang to kana khel) Revised Bid Cost: 374.314 (M)</p> <p><b>Package-II</b> km 6+00 to 12+00 (kana khel to sadu khel) Revised Bid Cost: 543.423 (M)</p> <p><b>Package-III</b> km 12+00 to 21+687 (Sadu khel to gajo khel) connect khairabad nizampur road at km 29. Revised Bid Cost: 633.187 (M)</p> <p><b>Coordinates</b> <b>Start Point</b> N :3755111.060 E : 773719.467 <b>End Point</b> N:3743238.432 E:225301.053</p>	1726.703	<p>965.709 10/6/2014</p> <p><b>Revised</b> 1726.703 23/11/2015</p>	<p>Awarded</p> <p>Rs 1726.703 3/6/2019</p>		1793.700	<p>50.611</p> <p>12.653</p>			12.653	1806.353	100%

**FOR THE MONTH OF SEPTEMBER, 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>58.00%</b>	<b>42.00%</b>	<b>5.00%</b>	<b>80.00%</b>			
	<b>PHYSICAL PROGRESS</b>						
		<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total Progress</b>		
<b>Earth Work</b>							
Cutting	5.5 / 5.5 (100%)	7.55 / 7.55 (100%)	3 / 3 (100%)	16.05/16.05 (100%)			
<b>Road Work</b>							
(i) Sub Grade	5.8 / 5.8 km (100%)	7.55/7.55 (100%)	9.8 / 9.8 km (100%)	23.15 / 23.15 (100%)			
(ii) Sub Base	5.8 / 5.8 km (100%)	7.55/7.55 (100%)	9.8 / 9.8 km (100%)	23.15 / 23.15 (100%)			
(iii) WBM	5.8 / 5.8 km (100%)	7.55/7.55 km (100%)	6.78 / 6.78 km (100%)	20.33 / 20.33 (100%)			
<b>Surfacing</b>							
Asphalt	6.0 / 6.0 km (100%)	7.2/7.55 km (95%)	6.8 / 6.8 km (100%)	19.07/20.35 (94%)			
Rigid Pavement	-	0.9/0.9 km (100%)	2.95/2.95 (100%)	3.045/3.045 (100%)			
<b>Structure Work</b>							
Culverts	22 / 22 (100%)	19/19 (100%)	11 / 11 (100%)	52 / 52 (100%)			
R/Wall	2.9 / 2.9 (100%)	2.03/2.03 (100%)	1.2 / 1.2 (100%)	6.13 / 6.13 (100%)			
Drain	4.46 / 4.46 (100%)	5.88/5.88 (100%)	5.2/5.6 (81%)	15.54 / 16 (97%)			
Breast Wall	1.39 / 1.39 (100%)	2.5 / 2.5 (100%)	-	3.96 / 3.96 (100%)			
PCC Shoulder	7.3 / 7.6 (96%)	8.5 / 8.5 (100%)	0.2 / 1.0 (20%)	15.98 / 17.10 (93%)			
Stone Pitching	300/300 M (100%)	400/400 M (100%)	1078/1294 M (83%)	1778/1994 (89%)			
Caseway	25 / 25 (100%)	30 / 30 (100%)	70 / 70 (100%)	125/125 (100%)			
Ancillary Work	10%	0	0	10%			
<b>Bridge Work</b>							
Sub Structure			Completed				
Super Structure			Completed				
<b>Protection Work</b>							
Abutment L/S			Completed				
Abutment R/S			Completed				
<b>Total Length = 21.687 Km</b>							
Formation Width = 8.1 M							
Carriageway Width = 6.1 M							
No of lanes = 2 No.							
PCC Shoulders = 1 meter (in hilly terrain)							
Granular Shoulder = 1 meter (in plane area.)							
<b>Pavement Design:</b>							
Asphalt wearing Course = 5 cm							
WBM = 25 cm							
Sub Base = 15 cm							
<b>Culverts = 52 Nos</b>							
New = 33 Nos							
Pipe = 10 Nos							
Extension = 09 Nos							
<b>Bridge = 1 No</b>							
Length = 75 M							
Spain = 03 Nos Each 25 M long.							
<b>Design Speed = 60 Km/h</b>							
<b>A-</b> Land Acquired 518.30 canals 110 feet in width for which amount of 22.089 (M) has been paid to DC Nowshera for Realignment of last 8 KM while notification of award under section 11 for sadu khel bypass is still awaited from DC Office Nowshera.							
<b>B-</b> Rehabilitation of existing sadu khel road 1.675 km length has been included on the direction of Honorable CM KPK.							
							The scheme has been revised for Rs. 1726.703 (M) during PDWP meeting held on 02/11/2015.
						<b>Package-I 30/9/2019 (Extended)</b>	<b>Contractors:</b> <b>Package-I</b> M/S National RCC PVT Ltd.
						<b>Package-II 30/9/2019 (Extended)</b>	<b>Package-II</b> M/S Akhonzada Fazal Jamil & Co.
						<b>Package-III 30/9/2019 Extended</b>	<b>Package-III</b> M/S NKB Govt Contractors.
							<b>Design Consultant:</b> ACE Lahore.
							<b>Supervisory Consultant:</b> ABM Karachi.

**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 30/06/2019	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
993	140620-Re-construction of Bridge at Tor Warsak Daggar & Widening / Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.  (A) DDWP- 02/12/16  <b>SUB HEAD :</b> <b>Package - I (24 M)</b> Re-construction of Bridge at Tor Warsak Daggar.  <b>Package - II (6 Km) (0+000 to 6+000)</b> Widening / Improvement & BT of 18 KM leftover portion of Swarai Pirqilla Puran Road, District Buner.  <b>Package - III (6 Km) (6+000 to 12+000)</b>  <b>Package - IV (6.85 Km) (12+000 to 18+850)</b>  <b>COORDINATES</b> <b>START POINT ( SWAT SIDE)</b> N= 3822124.8786 E= 258310.2583 <b>ELEVATION</b>  <b>END POINT ( SWARI SIDE)</b> N= 3822123.6133 E= 258297.7931 <b>ELEVATION</b>	776.390	76.390 5/19/2015	Awarded Rs 1011.247 5/7/2019		168.029	20.000  5.000			5.000	173.029	100%
			Revised 1017.223 16/01/2017		<b>Package-I</b> 21/10/2015							
					<b>Package-II</b>							
					<b>Package-III</b>							
					<b>Package-IV</b>							

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS
14	15	16	17	18	19		20	21
PACKAGE-I, BRIDGE	<b>Package-I (Bridge)</b>				<b>PACKAGE-I (BRIDGE)</b>		<b>Completed</b>	<b>Package-I Bridge</b>
<b>Bridge length</b> = 24 meter	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>Completed</b>			
No of Span = 2 of 12m each							<b>Supervisory Consultant</b>	
Carriageway Width = 7.300 M								
No of Lanes = 2 Lanes								
No of Piles = 16 Nos								
Asphalt Wearing Course = 5 cm	<b>ROAD</b>							
Asphalt Base Course = 7 cm	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total</b>			<b>M/S Fazal Karim &amp; Co:</b>	
Water Bound Macadam = 25 cm	<b>6 Km</b>	<b>6 Km</b>	<b>6.850 Km</b>	<b>18.850 Km</b>			<b>Road</b>	
Granular Sub Base Course = 20 cm	Side Cuting	5.6/6 km (93%)	5.8/6 km (97%)	7.10/7.73 km (96%)	18.50/19.370 Km (96%)		<b>Design Consultant=M/s ABM</b>	
<b>PAVEMENT THICKNESS SHOULDER.</b>	Embankment	5.6/6 km (93%)	4/6 km (67%)	6/7.73 km (88%)	15.60/19.370 Km (81%)		<b>Supervisory Consultant</b>	
PCC (concrete Class B)	Sub grade	3.5/6 Km (58%)	1/6 km (17%)	1/7.730 km (15%)	5.50/19.370Km (28%)		<b>M/s Creative Engineering Consultant</b>	
Granular Sub Base Course = 15 cm	Sub Base	1.8/6 Km (30%)	0/6 km	0/7.730 km	1.80/19.370 Km (9%)		<b>Contractors:</b>	
<b>PACKAGE-II, ROAD</b>	WBM	0/6 Km (00%)	0/6 km	0/7.730 km	0/19.370 Km (00%)		<b>Package-II</b>	
Length = 18.850 KM	Wearing Course	0 /6 Km (00%)	0/6 km	0/7.730 km	0/19.370 Km (00%)		<b>Package-III</b>	
Carriage way width = 6.10 M							<b>Package-IV</b>	
No. Lanes = 2 LANE							<b>Package-IV</b>	
<b>PAVEMENT THICKNESS</b>							<b>M/S Elum Construction.</b>	
AWC = 5CM	<b>Structure Work</b>						<b>M/S Elum Construction.</b>	
WBM = 25 CM	R.wall	1700/2800 (61%)	1500/3000 (50%)	1675/2800 (60%)	4875/8600 (57%)		<b>NOTE:</b>	
GRANULAR SUB BASE COURSE = 15 CM	<b>Culvert</b>						T.S submitted to the office	
<b>Design Speed = 60 Km/hr</b>	Package	Total	Completed	Under Construction	% Completion		Managing Director PKHA	
	1	22	4		18%		Peshawar.	
	2	22	12		50%		Demand of fund= 160 Million to	
	3	17	13		76%		clear the contrators liabalties.	

**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 30/06/2019	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
994	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		20.000	10.000  2.500			2.500	22.500	

**FOR THE MONTH OF SEPTEMBER, 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 align="center"><b>ROAD</b></p> <p>Length 11 Km</p> <p>Formation Width 10.30 M</p> <p>Carrieway Width 7.30 M</p> <p>Shoulder Width 0.5 to 1.5 M</p> <p><b>Pavement Design</b></p> <p>Asphaltic Wearing Course 5 cm</p> <p>Asphaltic Base Course 10 cm</p> <p>Water Bound Macadam 15 cm</p> <p>Granular Sub Base 20 cm</p> <p align="center"><b>BRIDGE</b></p> <p>Length of Bridge 75 M</p> <p>Nos of Spans 3 Nos</p> <p>Width of Spans 25 M</p>					Work Order issued to the contractor. Joint Survey is in progress.		<p><b>Design Consultant:</b> M/S Planners Engineering Consultants.</p> <p><b>Design Consultant:</b> M/s Creative Engineering Consultants Peshawar.</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 30/06/2019	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
995	141030 - Construction & Blacktopping of Manglawar to Malam Jabba Road 35 KM, District Swat.  (A)PDWP 28/03/17	1300.000	<b>1st Revised</b> 1299.00 (M) 17/04/2017			950.523	380.000			95.000	1045.523	43%
			<b>2nd Revised</b> 2257.599 4/4/2019				95.000					
			<b>Package - I</b> Length : 12 km (0+000 to 12+000) Manglawar to Kulkarin	357.552	321.796 M		<b>Package - I</b> 6/12/2017					
			<b>Package - II</b> Length : 12 km (12+000 to 24+000) Kulkarin to Kishora	435.296	391.766 M		<b>Package - II</b> 18/12/2017					
	<b>Package - III</b> Length : 11.25 km (25+000 to 35.25+000) Kishora to Malamjabba	407.705	366.934 M		<b>Package - III</b> 18/12/2017							



**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS				
14	15	16	17	18	19	20	21				
Improvement & Widening of 35.25 km Road  ROW = 10 M Carriage way = 6.10 M (B/T) Formation Width = 8.70 M Design Speed = 60 Km/hr Sub Base = 15-20 cm Base Course = 25 cm ABC = 7 cm AWC = 5 Cm Structure Work R/wall and B/wall = Culverts = 204 No Bridges = 04 No	52.60%	47.40%	17.40%	70.00%	PHYSICAL PROGRESS	Package-I 06/05/19  Package-II 17/06/2019  Package-III 17/06/2019	<p><b>Supervisory Consultant :</b> M/s Creative Engineering Consultant</p> <p><b>Contractors:</b></p> <p><u>Package-1</u> M/s Amanullah Khan &amp; Co</p> <p><u>Package-2</u> M/s Raja Adalat Khan &amp; Co</p> <p><u>Package-3</u> M/s Raja Adalat Khan &amp; Co</p> <p><b>Issues:</b> i) Trees cutting involved, payment has been to DFO swat as per demand bill. However, trees cutting is still pending.</p>				
					<b>PHYSICAL PROGRESS</b>						
					<b>Description</b>	<b>Package-I</b>	<b>Package-II</b>	<b>Package-III</b>	<b>Total</b>		
					<b>12 Km</b>	<b>12 Km</b>	<b>11.250 Km</b>	<b>35.250 Km</b>			
					Side Cutting	10/10 Km (100%)	10.90/11.30 Km (97%)	8.10/9.50 Km (85%)	29/30.80 Km (94%)		
					Embankment	6.25/7 Km (89%)	2.50/2.50 Km (100%)	1.10/ 2 Km (55%)	9.85/11.50 Km (86%)		
					Sub Grade	11.90/11.95 Km (99%)	11.90/11.95 Km (99.60%)	9.50/11.250 Km (85%)	33.30/35.10 Km (95%)		
					Sub Base	11.90/11.95 Km (99%)	11.60/11.95 Km (97%)	7.70/11.250 Km (69%)	31.20/35.10 Km (89%)		
					WBM 1st	11.90/11.95 Km (99%)	11.53/11.95 Km (96.%)	3.70/11.250 Km (48%)	27.13/35.10 Km (86%)		
					WBM 2nd	11.90/11.95 Km (99%)	11.53/11.95 Km (96%)	3.10/11.250 Km (40%)	26.53/35.10 Km (84%)		
					Base Course	10.50/12 Km (88%)	10.27/12 Km (86%)	2.80/11.250 Km (36%)	23.57/35.20 Km (74%)		
					Wearing Course	0/12 Km (0%)	0/12 Km (0%)	0/11.250 Km (0%)	0/35.250 Km (0%)		
					PCC Drain	3785/11800 M (32%)	1837/11800 M (16%)	1097/11100 M (10%)	6290/34700 M (18%)		
					Rigid Pavement			1.81/3.50 (52%)	1.81/3.50 (52%)		
					<b>Structure Work</b>						
					R.wall (new)	1026/1512 M (68%)	785/785 M (100%)	860/860 M (100%)	2750/3157 M (87%)		
					R.wall (Raising)	5645/7475 M (76%)	5774/9748 M (59%)	1410/8840 M (16%)	12829/26063 M (49%)		
					R.Wall (Replaced)	1565/2037 M (77%)	797/797 M (100%)	533/533 M (74%)	2895/33767 M (86%)		
					B/walls	50/1000 M (5%)	464/2000 M (23%)	640/2500 M (26%)	1122/5500 M (21%)		
					<b>Culvert (Replaced, New, Extension, pipe Culvert)</b>						
					Package	Total	Completed	Under Construction	% Completion		
					1	72	70	6	97%		
					2	57	55	2	96%		
					3	75	51	2	68%		

**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 30/06/2019	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
996	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		600.000	300.000  75.000			75.000	657.000	

**FOR THE MONTH OF SEPTEMBER, 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>LENGTH OF FLYOVER NO.1 = 850 M</b> No of Lane (Flyover) = 2 Nos No of Lane (Grade Road) = 2+2 Nos No of Span = 16 Nos Each Span Length = 30 M No of Girder Per Span = 8 Nos No of Pile = 151 Nos Length of Piles = 32 M No of Piers = 15 Nos No of Culverts = 7 Nos Design Speed (Flyover) = 60 Km/ Hr Design Speed (At Grad int.sec:) = 30 Km/Hr					1) Section 06&17 submitted to DC Swat. 2) An amounting to Rs. 490445432/- has been made to Deputy Commissioner Swat an account of Land/ building compensation. 3) The Balance amount of Rs. 7190527/- made to DC Swat. 4) Pile Load test for both abutments conducted.	17/2021	<u>Design Consultant</u> Engineering Consultancy Services Punjab (Pvt) Ltd Join Venture M/S New Vision Engineering Consultant.  <u>Supervisory Consultant:</u> M/s Creative Engineering Consultants

**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 30/06/2019	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
997	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  Revised T.S 672.795 3/29/2019	<b>Package-I</b> 04/09/2015  <b>Package-II</b> 3/09/2017  <b>Package-III</b> 3/09/2017	303.150	10.000  2.500				305.650	100%

**FOR THE MONTH OF SEPTEMBER, 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	91.00%	40.00%	0.00%	91.00%		03/09/2017.	<b>Design Consultant</b> M/S Associates Consulting Engineers  <b>Supervisory Consultant</b> M/S Creative Engineering Consultants  <b>Contractors</b>  <b>Package-I</b> M/S Fazal Karim & Co:  <b>Package-II</b> M/S Fazal Karim & Co:  <b>Issues:</b> 1) Land acquisition under process 2) Shifting of electric poles not yet done.					
Carriageway width = 6.10-7.30 meter					<b>PHYSICAL PROGRESS</b>							
Shoulder width = 1m-2m TST B/Side												
<b>Pavement Thickness</b> =					<b>Item</b>			<b>PACKAGE-I</b>	<b>PACKAGE-II</b>	<b>PACKAGE-III</b>	<b>Total</b>	
Granular Sub Base = 20 cm					Grooving			3.5/3.5 Km (100%)	3.5/3.5 Km (100%)		7/7 Km (100%)	
WBM base course = 25cm					Clearing Grubbing			Nil	Nil		Nil	
Asphalt Wearing course = 5 cm					natural ground compaciton			Nil	Nil		Nil	
Culverts = 59 Nos					Embankment			3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)		7/7 Km (100%)	
Causeway = 24 Nos					Sub Grade			3.5 /3.5 Km (100%)	3.5 /3.5 Km (100%)		7/7 KM ( 100%)	
Retaining wall = 3808 M					Sub Base			3.5 /3.5 Km (100%)	3.5/3.5 Km (100%)		7/7 Km (100%)	
<b>Speed Design</b> = 50 Km/Hr					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			3.2/3.5 km (91%)	3.5/3.5 km (100%)		6.7/7 km (96%)	
					Drain			3.2/3.5 km (43%)	3.5/3.5 km (51%)		5.9/7.0 km (84%)	
					Pav: Marking			3.35/3.35 Km (100%)	3.5/3.5 Km (100%)		6.85/6.85 (100%)	
					<b>CULVERTS</b>							
					<b>Package</b>			<b>Total</b>	<b>Completed</b>	<b>Under Construction</b>	<b>% Completion</b>	
					I			13	13	-	100%	
					II			15	15	-	100%	

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
998	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	150.000	25.000  6.250			6.250	156.250	23%

**FOR THE MONTH OF SEPTEMBER, 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	<b>58.00%</b>	<b>42.00%</b>	<b>6.00%</b>	<b>64.00%</b>					1/10/2020	<b>Design Consultant</b> M/s Planners Engineering Consultant Joint Venture A.A.A  <b>Supervisory consultant</b> M/s NESPAK Pvt Ltd.  <b>Contractor:</b> M/S Ghulam Muhammad & Co. Muhammad & Co.  <b>Issues:</b> Land Acquisition is under process.  Section-IV has been issued.
	<b>PHYSICAL PROGRESS</b>									
	<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	21	100						
	<b>Transum</b>	7	7	100						
	<b>Girder</b>	24	24	100						
	<b>Deck Slab</b>	180 M	-							
	<b>Abutment</b>	2	2	100						
	<b>L/s Approach</b>	231 M	131 M	60						
	<b>R/s Approach</b>	260 M	260 M	60						
	<b>Prot: Work</b>	360 M	200 M	60						
<b>Girder Launching</b>	24	12	50							

**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 30/06/2019	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	
999	90397 - Feasibility Study and Construction of road from Chukiatan to Sheringal- Patrak by PKHA. (36 Km) Dir Upper.	981.370	981.370	Awarded Rs.1079.484	31/01/2011	1708.287	20.000			5.000	1713.287	98%	
	(A)PDWP 07/01/2015	11/05/10	11/05/10	8/3/2013									
	Total Cost = Rs. 981.37 (Million) = 50:50 Cost Sharing basis with Federal Govt: (A) PDWP (07.12.2009)	Revised 1835.734	Revised: <u>1798.521 M</u> 9/2/2015	Revised: T.S underprocess									
	(A) PDWP (07/12/2009)	9/2/2015											
	Package-1 (Chukiatan to Sharmaye) Length 8.75KM KM 01 to 8.750	365.45											31/01/11
	Package-2 ( Sharmaye to Chinaran) Length 9.604KM KM 8.750 to 18.35	293.92											31/01/11
	Package-3 ( Chinaran to Salol ) Length 8.2KM KM 18.35 to 26.35	230.166											31/01/11
	Package-4 ( Salol to Patrak) Length 7.797KM Km 26.35 to 34.35	256.008											31/01/11
	Package-5 03 No. Bridges at Km 02, 05 and 16	56.42											31/01/11
	Package-6 02 No Bridges at Dhoon (Km 10) and Dohkdara (Km 21)	93.57											31/01/11
Package-7 Chukiatan to Patrak	202.98			4/9/2015									
	80.00			4/9/2015									



**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS		Schedule of Completion	REMARKS			
14	15	16	17	18	19		20	21			
<b>Total Length</b> = 34.350 Km 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>98.00%</b>	<b>7.00%</b>	<b>0.00%</b>	<b>98.00%</b>			<b>30/06/2017</b>	<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>PHYSICAL PROGRESS</b>								<b>Issues:</b> 1) Electric Poles in some locations is not yet shifted 2) Un-availability of Explosive Material. 3) Snow bound Area.		
		<b>PACKAGE-1</b>		<b>PACKAGE-2</b>		<b>PACKAGE-3</b>		<b>PACKAGE-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%)	7.79/7.79 (100%)	<b>Bridge-1</b>	100% Completed			
	Clearing Grubbing	Nil	Nil	Nil	Nil	Nil	<b>Bridge-2</b>	100% Completed			
	Embankment	Nil	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%)	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%)	7.797 /7.797 Km (100%)	<b>Bridge-5</b>	90% 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%)	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%)	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%)	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%)	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%)	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%)	4.104/7.197 (57%)	<b>Girders</b>	9/9 Nos (100%)			
	Drain	3.40/6.575 km (51%)	2.03/9.454 km (21%)	3.88/7.348 (52%)	1.74/7.697 km (22%)	1.74/7.697 km (22%)	<b>Deck slab</b>	1/3 Nos (33%)			
	Parapet Wall	265/265 meter (100%)	-	-	-	-					
		<b>Culvert</b>					<b>PACKAGE-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>Ancillary work</b>										
	<b>ELEVATION</b>	Pavement	8.750/8.750 (100%)								
		Marking									
<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 30/06/2019	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	
1000	140829-Improvement of 25 KM left over portion of Chukiyatan- Barawal-Shahi Road, District Dir (upper)  (A)PDWP 19/02/15  <b>Package - I ( Barawal Bandi to Jan Bati)</b> <b>Length 8KM</b> KM 0+000 To 8+000  <b>Package - II ( Jan Bati to Shaltalo )</b> <b>Length 8KM</b> KM 8+000 To 16+000  <b>Package - III (Shaltalo to Marawaro)</b> <b>Length 5KM</b> KM 16+000 To 21+000  <b>Package - IV ( Marawaro to Shahi Top)</b> <b>Length 4KM</b> KM 21+000 To 24+000  <b>COORDINATES</b> <b>START POINT ( BARAWAL BAZAAR)</b> N= 1207335.9611 E= 3085885.0695 <b>ELEVATION</b> <b>END POINT ( BARAWAL BAZAAR)</b> N= 1225144.770 E= 3084388.221 <b>ELEVATION</b>	1034.971	988.520(M) 4/3/2015	Under processes with CD PKHA  Returned to DD North observation of Dir (Const)		319.850	20.000  5.000				5.000	824.850	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 30/06/2019	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
1001	140619-Widening / Dualization of Muree Chowk-Thandiani chowk and Nawasher Link Road District Abbottabad. (A)PDWP 07/01/15  <b>Package-I</b> (KM 0+000 To 3+100) Murree Chowk (KKH-N-35) to Board Office Contract Cost: 322.804  <b>Package-II</b> (KM 3+100 To 5+100) Board Office to Dharkan Bridge Contract Cost: 283.435  <b>Package-III (04 Nos Bridges)</b> Contract Cost:152.180 KM 1+410, KM 2+475, KM 2+712 & KM 5+070.	1131.490	983.904 24/03/15	Under Process with CD PKHA		848.775	40.000  10.000			10.000	858.775	100%
	<b>Scheme Coordinate</b> <b>Start Point: Murree Chowk (KKH-N-35)</b> N: 3780858.778 E: 355848.329 Elevation. 1220.233  <b>End Point: Dharkan Bridge</b> N: 3780198.894 E: 340274.338 Elevation. 1182.807											

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS																																																																																																																																							
14	15	16	17	18	19	20	21																																																																																																																																							
Total length = 7.100 Km	<b>94.61%</b>	<b>100%</b>	<b>0.00%</b>	<b>94.61%</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>3.1/3.1 (100%)</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>3.1/3.1 (100%)</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>3.1/3.1 (100%)</td> <td>3.8/4.3 (88%)</td> <td>Piles=24</td> <td>Piles=16</td> </tr> <tr> <td>5-WBM</td> <td>3.0/3.1 (97%)</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>3.0/3.1 (97%)</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	3.1/3.1 (100%)	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	3.1/3.1 (100%)	4.1/4.3 (95%)	Span= 1 no	Span= 1 no	4-Sub Base	3.1/3.1 (100%)	3.8/4.3 (88%)	Piles=24	Piles=16	5-WBM	3.0/3.1 (97%)	4.3/4.3 (100%)	Dia= 0.760	Dia= 0.91	6-ABC	3.0/3.1 (97%)	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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			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>																																																																																																																																										
No Of Lane = 2 Nos							<p><b>Design Consultants:</b> ACE (PAVRON) Lahore.</p> <p><b>Supervisory Consultant:</b> M/S CREATIVE Engineering Consultant (Pvt) Ltd.</p> <p><b>Package-I:</b> Badi u Zaman &amp; Co.</p> <p><b>Package-II:</b> M/S New Khan Builders.</p> <p><b>Package-III:</b> M/S New Khan Builders.</p> <p><b>ISSUES:</b> The road work is slow due to the shifting of utility lines along the road.</p>																																																																																																																																							
ROW = 44~110 m																																																																																																																																														
Design Carriageway = 7.3 on each side 14.60m,																																																																																																																																														
Existing Culvert = 8 Nos																																																																																																																																														
New Culvert = 1 No																																																																																																																																														
AC Wearing Course = 50 mm																																																																																																																																														
AC Base Course = 80 mm																																																																																																																																														
Water Bound Macadam = 250 mm																																																																																																																																														
Sub Base Course = 250 mm																																																																																																																																														
Sub Grade = 250 mm																																																																																																																																														
Shoulder Width = 0.96 m																																																																																																																																														
Camber = 2%																																																																																																																																														
<b>Bridge = 4 No Bridges</b>																																																																																																																																														
i) Km # 2 span = 12 M																																																																																																																																														
ii) Km # 3 span = 44 M																																																																																																																																														
iii) Km # 3 span = 20 M																																																																																																																																														
iv) Km # 5 span = 25 M																																																																																																																																														

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
1002	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)	692.000	3712.050(M) 4/3/2015  Revised 4686.204 6/11/2017  2nd Revised 4982.922 5/23/2019	Under Process with CD PKHA		2797.600	180.000  45.000			45.000	2842.600	100%

**FOR THE MONTH OF SEPTEMBER, 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. 0+700)</b>	47.23%	99.00%	20.69%	67.92%	<b>PHYSICAL PROGRESS</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										
Carriageway width 7.300 m										
No of Lanes 02 Lanes										
Shoulder width (Each Side) 2m TST										
Shoulder Slope 4%										
<b>Pavement Thickness</b>										
Asphaltic Wearing Course 05 cm										
Asphaltic Base Course 08 cm										
Water Bound Macadam 25 cm										
Granular Sub base Course 20 cm										
Sub grade 30 cm										
<b>Pavement Thickness of Shoulder</b>										
TST										
Water Bound Macadam 15 cm										
Granular Sub base Course 15 cm										
<b>Design Speed 80 Km/hr</b>										
<b>Scheme Coordinate</b>										
Start Point: Chungi No.11 (N-125) Khanpur Road.										
N: 3759732.177 E: 307672.109										
Elevation. 520.420										
End Point: Changi Bandi (KKH)										
N: 3762364.313 E: 317720.352										
Elevation. 584.334										
					<b>Bridges/Flyovers Details</b>					
					<b>Package 6 (Bridges 03-Nos)</b>		<b>Package 7 (Flyovers 03-Nos)</b>			
					<b>Bridge # 01</b>	<b>Bridge # 02</b>	<b>Bridge # 03</b>	<b>Flyover # 01</b>	<b>Flyover # 02</b>	<b>Flyover # 03</b>
					Length 25m	180m	210m	25m	30m	25m
					No. of Span 01 (25m)	06(30m each)	07 (30m each)	01 (25m)	01 (30m each)	01 (25m each)
					T/Nos. of Pile 12No	50No	68No	20No	16 No	20 No
					T/Nos. of Girders 04No	24No	28No	04No	04 No	04 No
					Pile Dia 760mm	760mm	760mm	910mm	910mm	910mm
					<b>PHYSICAL PROGRESS</b>					
					<b>Bridge Sub Structure</b>	Completed (100%)		Piles = 47 / 59 completed. Pile Caps = 04/06 completed.		
					<b>Bridge Super Structure</b>	Completed except approach slabs of Bridge# 02.		RCC Girder = 12 /12 completed D/ Slab = 02/03 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	16	1	94%	
					2	27	23	1	85%	
					3	35	31	1	89%	
					4	15	15	0	100%	
					5	16	16	0	100%	
					<b>Total</b>	<b>110</b>	<b>101</b>	<b>3</b>	<b>92%</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 30/06/2019	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
1003	170629 - Widening & Improvement of Tarnawa Kohala Bala Road (35Km) District Haripur.  (B)PDWP //	2232.195	2232.195 11.03.19		17.05.19	95.000	85.000					



**FOR THE MONTH OF SEPTEMBER, 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>Widening &amp; Improvement of Tarnawa Kohala Bala Road (35 Km)</b>  Total length 35 Km Carriageway width 6.1 m No of Lanes 02 Lanes Shoulder width (Each Side) 2m TST Shoulder Slope 4%  <u><b>Pavement Thickness</b></u> Asphaltic Wearing Course 05 cm Water Bound Macadam 25 cm Granular Subbase Course 20 cm Subgrade 30 cm					<b>PHYSICAL PROGRESS</b>					<u>Design/Supervisory Consultant:</u> <u>M/S Planner Design &amp; AA Associate (Pvt) Ltd</u>  <u>Contractors:</u> <u>Package-I</u> <u>M/S ZS Construction (Pvt) Ltd.</u>  <u>Package-II</u> <u>M/S Badi - uz - Zaman Khan &amp; Co (Pvt) Ltd</u>  <u>Package-III</u> <u>M/S Haji Raees Khan &amp; Sons. Construction Co.</u>  <u>Package-IV</u> <u>M/S Haji Raees Khan &amp; Sons. Construction Co.</u>  <u>ISSUES:</u> <u>1. Land Acquisition required for which DC has been contacted</u> <u>2. Tree cutting required for which case has been taken with Forest Department</u> <u>3. Shifting of utilities i.e Electric Poles, Water Supply &amp; Pipe Line etc</u>	
						<b>PHYSICAL PROGRESS</b>					
						Description	Package 1	Package 2	Package 3		Package 4
						Length	9.000 Km	9.000 Km	9.000 Km		8.000 Km
						<b>Roadwork</b>					
						1- C&G	Work Started	Work Started	Joint Survey completed		Joint Survey in progress
						2- NGC					
						3- Embankment					
						4- Subgrade					
						5- Subbase					
						6- WBM					
						7- ABC					
						8- AWC					
						<b>STRUCTURES (CATTLE CREEPS / BOX CULVERTS / PIPE CULVERTS)</b>					
						Package	Total	Completed	U/constrn:		% completion
					1						
					2						
					3						
					4						
					Total	0	0	0	0%		

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
1004	20665-Construction / Supervision of New Road works.  (R)DDWP-II //		1976.321	-	-	1106.899	20.000			5.000	1111.899	
			Revised 1703.097				5.000					
			1831.155 29/05/05									

**FOR THE MONTH OF SEPTEMBER, 2019**

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

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
1005	20675-Feasibility and Design of Projects of various roads.		Original AA									
	(A)DDWP-II 23/08/2011	538.173	668.658	-	-	244.346	20.000			5.000	249.346	
			821.658				5.000					

**FOR THE MONTH OF SEPTEMBER, 2019**

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

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
1006	<p>130198-Establishment of Axle Load Control Regime on Provincial Highways at 5-Stations, District Kohat, D.I.Khan, Mardan, Charsadda &amp; Bunner.</p> <p>(A)DDWP-II 17/04/2014</p> <p><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)</p> <p><b>Package-II (Not relates to Center)</b>                      ii)Tajakzai - Lakki - Daratang - Chashma - D.I.Khan at Chashma Chowk (S-11).</p> <p><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.</p>	490.000	498.160 19/5/2015	Awaited	<p>2/4/2015 Work Order actual Commencement Date March 2018</p> <p>4/2/2015 Work Order Two Weigh Stations Chashma D.I.Khan and Nusrat Khel Kohat not yet started</p> <p>August 2017 actual Commencement Date Eastern Bypass</p> <p>February 2018 actual Commencement Date Western Bypass</p> <p>One Weigh Station Rustan site not yet started</p> <p>12/11/2015 Work Order</p> <p>March 2018 actual Commencement Date Shabqadar</p> <p>April 2018 actual Commencement Date Buner Baba Serai</p>	167.850	15.000	3.7500		3.7500	171.600	100%
		84.701 (Bid cost)										
		151.975(Bid Cost)										

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
Nos of weigh Station = 8 Building area = 30 m x 30.5 m Parking area = 31 m x 30.5 m Weigh Bridge = 40 m x 3 <b>Rigid Pavement</b> RCC Topping = 300 mm Lean concrete = 130 mm Granular Sub base = 200 mm	10.00%	90.00%		70.00%	Weigh Station at Shabqadar Peshawar. <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 completed ii) Main building completed iii) Formation of embankment completed iv) Sub Base Completed. v) Side Drain Completed vi) Lean Concrete for Rigid Pavement Completed vi) RCC for Rigid Pavement in completed at one Weigh Station. <b>Package-III (i) Eastern Bypass Mardan</b> i) Back side Retaining wall = 240/240 M completed ii) Main building 90 % completed iii) Formation of embankment completed iv) Sub Base completed v) Lean Concrete at Rigid Pavement Completed vi) Side Drain completed (vii) Rigid Work in Progress (viii) Road Electrification Work in Progress <b>Package-III (ii) Western Bypass Mardan</b> i) Back side Retaining wall = 200/200 M completed ii) Main building 90 % completed iii) Formation of embankment in progress (iv) Drain Work in Progress 30 %	04/01/16	Contractor: M/S Tollink-Royal Builders (JV). Design Consultant: M/S ACC Islamabad. Supervisory Consultant: M/S Creative Engineering Consultant.
<b>PHYSICAL PROGRESS</b>							
Description	Package 1 (i) Shabqadar Site Weigh Station	Package 1 (ii) Baba Sarai Buner SiteWeigh Station	Package 2 (i) Near Darya Khan Bridge Weigh Station	Package 3 (i) Eastern Bypass Site Weigh Station	Package 3 (ii) Wesstern Bypass Site Weigh Station	Total of 5 Nos Weigh Stations	
<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	1/4/2016 Extended Time 30/06/2018
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%)	10.650/11.801 (90.21%)	
2- Clearing & Grubbing	0.00/0.00 (0%)	0.106/0.106 (100%)	0.018/0.018 (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%)	7.797/7.797 (30%)	6.658/9.385 (70.01%)	1.384/7.623 (3%)	15.839/37.345 (42.0%)	11/05/17
9-Installation of Weigh Bridge	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	
<b>Structures</b>							
1- R/Walls	3.036/3.306 (0%)	7.027/7.027 (100%)	12.07/12.07 (100%)	2.848/2.848 (100%)	2.297/2.297 (100%)	27.548/27.548 (100.00%)	
2- Building	3.021/3.431 (75%)	3.088/3.431 (90%)	3.268/3.268 (100%)	3.712/4.125 (90%)	3.712/4.125 (90%)	16.801/18.38 (91.512%)	
3- Side Drain	0.00/3.362 (0%)	5.069/5.069 (70%)	4.981/4.981 (100%)	5.841/5.841 (100%)	4.033/4.033 (30%)	19.924/23.286 (85.560%)	
<b>Total Physical Progress at Each Weigh</b>	<b>19.469%</b>	<b>37.029%</b>	<b>57.694%</b>	<b>44.355%</b>	<b>31.513%</b>	<b>38.012%</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 30/06/2019	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
1007	140624-Dualization of Sherkot Hangu section of Provincial Highways S-7 (24 KMs), District Kohat and Hangu.  (A)PDWP 25/03/15  <b>Package-I</b> contract cost 536.7 millions km 0+000 to 6+000 (6 km) (Sherkot to Usterzai Bala)  <b>Package-II</b> Contract cost = 602.506 millions km 6+000 to 12+000 (6 km) (Usterzai Bala to Raeesan)  <b>Package-III</b> contract cost = 531.449 millions km 12+000 to 18+000 (6 km) (Raeesan Babar Qilla)  <b>Package-IV</b> contract cost = 564.415 millions km 18+000 to 24+000 (6 km) (Babar Qilla to Hangu Bazzar)  <b>Package-V</b> 4 No Bridges: i) Nullah bridge at Usterzai km 2+500 ii) Nullah bridge at Raisaan km 10+100 iii) Nullah bridge at km 13+760 iv) Nullah Bridge at PTC km 22+375.	2759.858	2759.858 3/4/2015	Awaited		1311.568	150.000  37.500			37.500	1349.068	100%
			<b>Scheme Co-ordinates</b>									
			<b>Start Point (Sherkot)</b> N :3720530.558 , E : 710698.873 Elevation = 629.270 m									
			<b>End Point (hangu bazar)</b> N :3713270.663 , E : 691389.451 Elevation = 813.652 m									



**FOR THE MONTH OF SEPTEMBER, 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>Dualization of one-way Road.</p> <p><b>Total Length = 24 km</b></p> <p>Carriageway Width = 7.300 m (Either side)</p> <p>Nos Of Lanes = 2 lanes</p> <p><b>PAVEMENT THICKNESS</b></p> <p>Asphalt wearing Course = 5 cm</p> <p>Asphalt Base Course = 8 cm</p> <p>Water bound macadam = 25 cm</p> <p>Granular Sub base Course = 20 cm</p> <p><b>PAVEMENT THICKNESS SHOULDER</b></p> <p>Triple Surface Treatment (TST)</p> <p>Water bound macadam = 15 cm</p> <p>Granular Sub base Course = 15 cm</p> <p>Culverts = 69 No's</p> <p>R/wall = 3152 m</p> <p><b>Bridges:</b></p> <p>Bridge no : 1 (RD 2+515) L= 100.4 meter</p> <p>Bridge no : 2 (RD 10+025) L= 150 meter</p>	<b>58.36%</b>	<b>41.64%</b>	<b>4.74%</b>	<b>63.10%</b>					<p><b>Design &amp; Supervisory Consultant:</b> M/S ACE Lahore</p> <p><b>Contractors:</b> M/S Amanullah Khan &amp; Co. M/S Khattak Allied Construction Co. M/S Amanullah Khan &amp; Co M/S Khattak Allied Construction Co M/S Mohmand Construction Company.</p> <p><b>Issues:-</b></p> <p>i) Land acquisition for Dualization of road. Section-4 has been issued by Revenue department.</p> <p>ii) Removal of trees in Hangu Bazar, Approval granted by forest department.</p> <p>iii) Shifting of electric poles. As per demand bill shifting of E/Pole etc in progress.</p> <p>iv) Shifting of water supply lines. The payment has been made to PHE Kohat &amp; Hangu.</p> <p>v) Encroachments at different locations.</p> <p>vi) Railway Track. At few locations the existing Railway track is comming with in construction corridor. Issue needs to be resolved.</p> <p>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. But after passage of almost 3 years the issue is resolved now &amp; PTC administration agreed to allow the const. activities.</p>	
	<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>				
	Length	5.643 km	5.626 km	5.628 km	5.632 km	22.529				
	<b>Road work</b>									
	1-Side cut/bed cut	1.283/1.283 (100%)	1.850/1.875 (99%)	0.750/0.750 (100%)	0.200/0.200 (100%)	4.083/4.108 (99%)				
	2- Clearing & Grubbing	3.81/3.85 (99%)	3.025/3.025 (100%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.972/17.465 (86 %)				
	3- Natural ground compaction	3.81/3.85 (99%)	3.025/3.025 (100%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.972/17.465 (86 %)				
	6- Embankment	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.772/17.465 (86 %)				
	5- Subgrade-I	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.722/17.465 (85 %)				
	6-subgrade-II	3.81/3.85 (99%)	2.825/3.025 (93%)	4.637/4.637 (100%)	3.500/5.953 (59%)	14.722/17.465 (85 %)				
	7- Subbase-I	5.768/5.800 (99%)	4.875/5.750 (85%)	6.00/6.00 (100%)	2.85/5.953 (48%)	19.493/23.503 (83%)				
	8-sub base II	5.768/5.800 (99%)	4.875/5.750 (85%)	6.00/6.00 (100%)	2.85/5.953 (48%)	19.493/23.503 (83%)				
	9- WBM-I	5.768/5.800 (99%)	4.775/5.750 (83%)	5.900/6.00 (99%)	2.700/5.953 (45%)	19.075/23.503 (80%)				
	10- WBM-II	5.700/5.800 (99%)	4.575/5.750 (80%)	5.900/6.00 (99%)	2.700/5.953 (45%)	19.075/23.503 (80%)				
	11- ABC	4.714/5.800 (81%)	3.357/5.750 (58%)	5.900/6.00 (99%)	2.635/5.953 (44%)	16.630/23.503 (71%)				
	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%)	1.541/2.01(77%)	3.14/4.30(73%)	3.41/9.08(33%)	12.14/20.44 (59%)					
5- NJ Barrier (km)	4.32/5.80(76%)	3.497/5.75(66%)	5.818/6.00(97%)	1.942/5.95(33%)	15.377/23.5(66%)					
	<b>Package V (Bridges)</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), Deck slab 4/4 completed, Footpath 1/1 Completed, NJ Barrier 8/8 completed, Back walls 2/2 Completed, Wing walls 4/4 Completed, Approaches in progress.									
<b>PHYSICAL PROGRESS</b>										
<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, Girders launching initiated (20 completed), 5/5 Deck slab completed, Footpath 1/1 Completed, NJ Barrier 10/10 completed, Back walls 2/2 Completed, Wing walls 4/4 Completed, Approaches in progress.										
<b>Bridge no : 3</b>										
Replaced with Culvert.										
<b>Bridge no : 4 (RD 22+275) PTC Bridge Length 25 Meter</b>										
Test Pile in progress.										

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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
1008	140629-Construction of Swat Motorway (Land Acquisition)  (A) PDWP- 21/12/17	6890.030	6890.000 19/01/2018	Awaited	10/6/2014	6820.137	69.893  17.473			17.473	6837.610	100%

**FOR THE MONTH OF SEPTEMBER, 2019**

Scope of Work	Achievement to the end of Previous year	Physical Targets during C.F.Y.	Achievement during C.F.Y.	Total Achievement since Commencement	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
<p>Acquisition of 7500 Canal land in District Nowshera, Swabi, Mardan And Malakand.</p> <p>Length = 81 km</p> <p>Width = 260FT</p>	79.00%	21.00%	16.00%	95.00%	<p><b>Land Acquisition of the entire length along ROW has been completed. While for the following features land acquisition is under process.</b></p> <p><b>Interchanges:</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>Road Work</b> Completed 80 Km of Swat Expressway is open for Light Traffic through 6 Km diversion in Palai.</p> <p><b>Tunnel Portion:</b> North Bound Tunnel is completed and open for traffic while lining in south Bound 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 30/06/2019	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
1009	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		1461.880	150.000			37.500	1499.380	100%
	<b>Scheme Co-ordinates</b>											
	Start Point (kayai) N : 3744249.602 , E : 230680.109 Elevation = End Point (kohat pindi road) N : 3709992.09 , E : 203647.462 Elevation											

**FOR THE MONTH OF SEPTEMBER, 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%				Sep 2018 for Package I to IV	<b>Design Consultants</b> Consulting Associates (CA)  <b>Supervisory Consultants</b> ABM consultants  <b>Contractors:</b> Package-I to Package-V Khattak Allied  <b>Package-VI</b> Amanullah Khan  <b>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>Work Stopped due to non availability of Funds.</b>			
	<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				
	<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%)				
	7- Sub base	7.38/7.38 (100%)	9.70/10.99 (88.26%)	3.00/8.46 (35.46%)	7.77/8.67 (89.62%)	7.35/9.95 (73.86%)	11.80/12.935 (91.22%)	47.00/58.39 (80.49%)				
	8- WBM	7.38/7.38 (100%)	8.30/10.99 (75.52%)	2.15/8.46 (25.41%)	7.77/8.67 (89.62%)	4.60/9.95 (46.23%)	10.600/12.935 (81.95%)	40.80/58.39 (69.87%)				
	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%)	269/1906 (14.113%)	422.82/2982 (14.179%)	274/890 (30.79%)	313/994 (31.49%)	3281.8/10036 (32.70%)				
	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> Abut A and Abut B is completed upto transom, 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 30/06/2019	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	160193 - Project Directorate for Swat Expressway.  (A)PDWP- 05/08/2016	123.610	67.401 18/08/2016  Revised 123.611  Dated	Awaited	Aug-16	73.143	10.000  2.500			2.500	75.643	100%

**FOR THE MONTH OF SEPTEMBER, 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>2nd Revised PC-I to the tune of 123.611 million has been approved by PDWP in its meeting held on 02.08.2018.</p>		

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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	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).  (A)PDWP 22/05/19	550.000 (M)					50.000  50.000			50.000	50.000	



**FOR THE MONTH OF SEPTEMBER, 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 18	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					Work order issued to the Contractor.		

**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 30/06/2019	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
1013	190551 - Construction of Dual Carriageway from Chamkani to Badhaber, Peshawar Sh: Peshawar Ring Road to Badaber via Surizai (15 Km) (Phase-I).	4000.000					10.000 2.500			2.500	2.500	
1014	190490 - Construction of Flyover/Underpass at Farooq-e-Azam Chowk Charsadda.	200.000					10.000					
1015	190558 - Dualization of Swabi Jehangira Road left over portion 11 Km i/c bridge on River Indus.	1572.000					10.000					
1016	190510 - Construction of Oughday (Takhta Band) to Kabal Bridge & Ningolai to Allah Abad Bridge, Swat.	3281.000					0.001					
1017	190531 - F/S, Detailed Engg and Construction of Swat Expressway from Chakdarra to Fatepur (Phase-II) (IDA Assisted).	50.000					50.000					

**FOR THE MONTH OF SEPTEMBER, 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 18	PHYSICAL PROGRESS	Schedule of Completion	REMARKS
14	15	16	17	18	19	20	21
					Design consultant have been asked for revalidation of alignment & framing PC-I based on new scope of work.		
					F/S & Design have been Awarded to M/S CEC Peshawar.		
					F/S & Design have been Awarded to M/S ACE Lahore.		
					The bridges overlapping the Bridges of expressway. Presentation has been given by the designer to MD PKHA.		
					PC-I is under process, Alignment finalized by HCM.		

**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 30/06/2019	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	190559 - Feasibility Study, Detailed Engineering Design and Construction of Matta Bypass Road (5 Km), Swat  (B)PDWP           <b>Coordinates</b> <b>Package-I (Km 0+00 to 3+00)</b> <b>Start Point</b> E= 262090.00, N= 3869448.00 <b>End Point</b> E= 263564.00, N= 3867018.00 <b>Package-II (Km 0+00 to 5+00)</b> <b>Start Point</b> E= 263636.70 N= 3866893.83 <b>End Point</b> E= 265942.19, N= 3866893.83	575.000 2019-20  PC-I 1140.924 M					20.000					

**FOR THE MONTH OF SEPTEMBER, 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	8.00 Km		<b>63.00%</b>			PC-I / DCE submitted to Director Planning & Design PKHA Peshawar.		<b>Design Consultant:</b> M/S Creative Engineering Consultant.  <b>Supervisory Consultant:</b>	
Formation Width	11.30 M								
Carrieway Width	7.30 M								
Shoulder Width	2 M each side								
<b>Pavement Design</b>									
Asphaltic Wearing Course	5 cm								
Asphaltic Base Course	8 cm								
Water Bound Macadam	30 cm								
Granular Sub Base	20 cm								
Improved Sub grade	30 cm								
<b>Culvert</b>	27 Nos								

**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 30/06/2019	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	190560 - Construction of BT road from Balakot on Malamjabba-Manglawar road to Shangla Top (6Km).	390.000					10.000					
1020	190561 - Improvement and treatment of shoulders of Matts Fazal Banda road (23 Km), Swat.	130.000					130.000					
	<b>Coordinates</b>	PC-I Cost 143.556 M										
	<b>Start Point</b> 34°55'36.2"N 72°24'45.3"E <b>End Point</b> 35°04'09.2"N+72°16'26.4"E											
1021	190341 - Widening / Improvement / Rehabilitation of road from Beer to Kalangir on Haripur - Chappar Road Section of Provincial Highway S-12 (17 Km).	750.000					10.000					
1022	190511 - F/S and detailed design of Peshawar - D.I.Khan Motorway. (320 Km).	320.000					10.000					

**FOR THE MONTH OF SEPTEMBER, 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
					F/S & Design have been Awarded to M/S Nespak.		<b>Design Consultant:</b> NESPAK Consultant.  <b>Supervisory Consultant</b>
PCC Shoulder = 20 Km Drain = 500 Meter Retaining Wall = 150 Meter Breast Wall = 20 Meter Slab Culvert = 1 Nos Perapet Wall = 135 Nos Sign Boards (Double/Single) = 46 M2		<b>100%</b>			The PC-I / Detailed Cost Estimated has been prepared and submitted to Director Construction vide this office No11660/46-W dated: 30/07/2019.		
					F/S & Design have been Awarded to M/S Nespak.		
					Evaluation of Consultants Technical proposels is in progress.		

**PROGRESS REPORT**

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

(Rs. In Million)

ADP No	Name of Scheme	Total Cost	Status of Scheme		Date of Commencement	Expenditure to the end of previous year 30/06/2019	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	190556 - F/S, Design & Reconstruction of Bridges: Arsala (S-11), Anghapur (S-10), Drwaza Kas (S-8), Doghi (S-12), Bada on Swabi Topi Road(S-1), Khyali (S-1), Matra (S-4),Machni (S-4), Kababian (S-4), Dheri (S-10), Aloch Puran (S-10-A), Chena on Swari Ambela Road (S-10-A)  (B)PDWP  <u>North Division:</u> Anghapur Bridge (S-10) Dheri Bridge (S-10) Aloch Bridge (S-10-A) Chena Bridge (S-10-A)	1160.000 2019-20					10.000					



**FOR THE MONTH OF SEPTEMBER, 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
					F/S & Design have been Awarded to M/S ACE Lahore.		Design Consultant: M/S Associated Consulting Engineers

**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 30/06/2019	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
	Three years Accelerated Implementation program (AIP) Merged Area Scheme (2019-20), Implementation of Khar Mohmand Gat (Mohmand Boundary) Road, 31 Km.	1240.000 (M)										
	Three years Accelerated Implementation program (AIP) Merged Area Scheme (2019-20), Implementation of Thall Mirali (NWA) Road, 54 Km.	2160.000 (M)										
	Three years Accelerated Implementation program (AIP) Merged Area Scheme (2019-20), Improvement and Rehabilitation of road from Pir Qalla to Ghalanai, 14 Km.	560.000 (M)										
	Three years Accelerated Implementation program (AIP) Merged Area Scheme (2019-20), Improvement of Ghundi Khar Road, 19.6 Km.	784.000 (M)										
	Three years Accelerated Implementation program (AIP) Merged Area Scheme (2019-20), Improvement of Munda to Timergarah Road, 19 Km.	760.000 (M)										
	F/S and detailed Engineering design "PSDP G.SI. NO. 211 (2019-20), Upgradation & Rehabilitation of Lawrancepur-Tarbella Road (24.5 Km).	800.000 (M)										

**FOR THE MONTH OF SEPTEMBER, 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
					PC-II sent to secretary C&W Vide Letter No. I-PD/PKHA/654 dt 28/08/2019 for forwarding to PDWP forum for approval.		
					PC-II sent to secretary C&W Vide Letter No. I-PD/PKHA/654 dt 28/08/2019 for forwarding to PDWP forum for approval.		
					PC-II sent to secretary C&W Vide Letter No. I-PD/PKHA/654 dt 28/08/2019 for forwarding to PDWP forum for approval.		
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					PC-II sent to secretary C&W Vide Letter No. I-PD/PKHA/654 dt 28/08/2019 for forwarding to PDWP forum for approval.		
					PC-II approved by DDWP-I and RFP called from short listed consultants by 18/09/2019.		