



Directorate General Monitoring & Evaluation
Planning & Development Board
Government of the Punjab



No. DGM&E/ADE/2022/33/2019 ISO Certified
 Dated: December , 2022

To,


1. **The Chairman,**
 Government of the Punjab,
 Planning & Development Board.
2. **The Secretaries,**
 Government of the Punjab,
 i. Planning & Development Department
 ii. Finance Department
 iii. Communication & Works Department
3. **The Member (Infrastructure),**
 Government of the Punjab
 Planning & Development Board.
4. **The Sr. Chief/ Chief (Roads & Bridges),**
 Government of the Punjab
 Planning & Development Board.

Focal Person: SDO Mr. Mudassar SDO District MBD 03007757631

Subject: - "CARPETED ROAD FROM CHAK JANO KALLAN TO MIANA CHAK VIA JANO CHAK KHURD BANSI REIKH ALI PUR RAJOA SAIN THAL WITH LINK CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN THE TEHSIL PHALIA DISTRICT MANDI BHAHAUDIN"

I am directed to refer to the subject cited above

2. Kindly find enclosed herewith a copy of Monitoring report of the project titled "CARPETED ROAD FROM CHAK JANO KALLAN TO MIANA CHAK VIA JANO CHAK KHURD BANSI REIKH ALI PUR RAJOA SAIN THAL WITH LINK CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN THE TEHSIL PHALIA DISTRICT MANDI BHAHAUDIN". The report can also be downloaded from DGM&E website which is as follow: <http://dgme.punjab.gov.pk/monitoring/>
3. The project will be discussed shortly in forthcoming Monitoring Committee Meeting (MCM). Any comment/feedback can be submitted to DGM&E office.


 (Muhammad Yasir Sultan)
 Assistant Director (Evaluation)

A copy is forwarded for information to the:

1. Chief Engineer Central Highways Lahore, Punjab.
2. XEN Highways Mandi Bahau'din, Punjab.

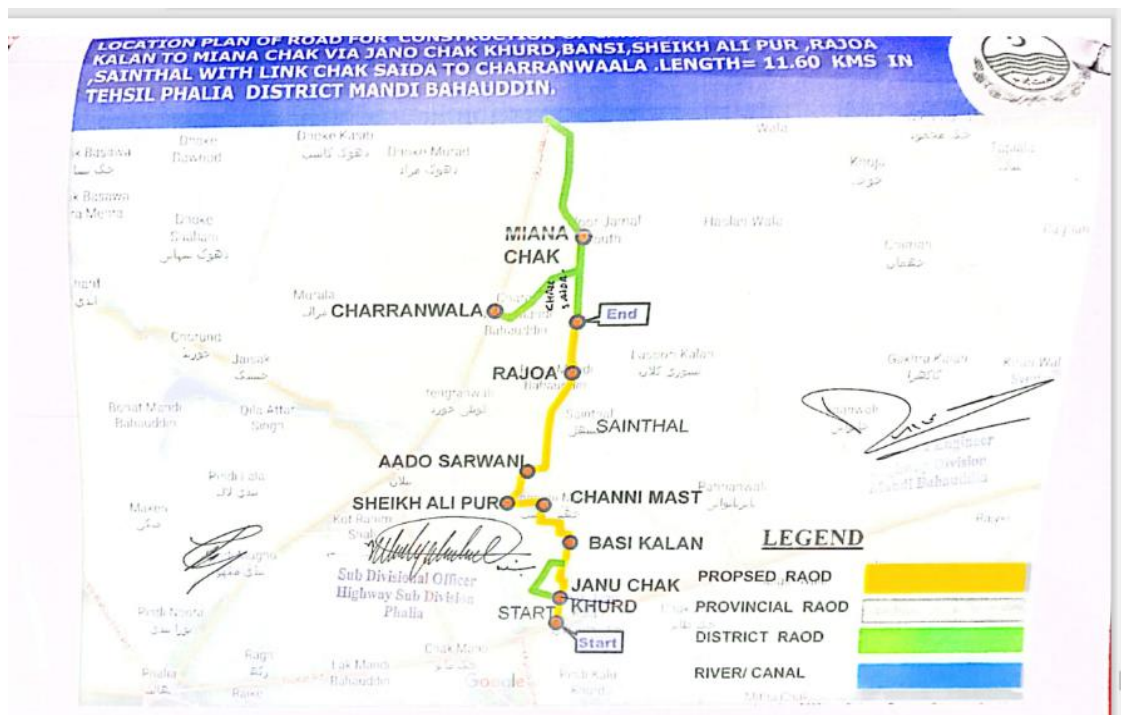


Directorate General Monitoring & Evaluation
Planning & Development Board, Government of Punjab



YELLOW

MONITORING REPORT OF CARPETED ROAD FROM CHAK JANU KALAN TO MIANA CHAK VIA JANU CHAK KHURD, BANSI, RHIEKH ALI PUR, RAJOA, SAIN THAL, WITH LINK CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN TEHSIL PHALIA DISTRICT MANDI BHAUDDIN



Directorate General Monitoring & Evaluation
Planning & Development Board
Government of the Punjab

Prepared By
Yasir Sultan
Assistant Director Evaluation

October, 2022

4th Floor, 65- Trade Centre Block, Ayub Chowk, Johar Town, Lahore
042-99233177-91, info@dgmpunjab.gov.pk

Monitoring RATING INDEX					
Sr. No	Phase	Criteria	Maximum Point	Points Obtained	
P1.1	Planning	Feasibility Study (with respect to threshold of cost of Project)			
		I	Yes	5	NA
li		No	0		
P1.2		Stakeholders Involvement in preparation of PC-I			
		I	Yes	5	5
		li	No	0	
P1.3		Baseline Data in PC-I			
		I	Yes	5	
		li	No	0	0
P1.4		Scope Commensurate with Objectives			
	I	Completely matched	5		
	li	Partially matched	3	3	
	lii	Do not Match	0		
P1.5	Result Based Monitoring Framework				
	I	Yes	5	NA	
	li	No	0		
P1.6	Project Justification/ Need's Assessment				
	I	Provided	5	5	
	li	Not Provided	0		
Points Obtained of Planning =				13	
A	Weightage of P1 Indicators	((Points Obtained of Planning/20) x 100)*0.2=		13%	
P2.1	Execution	Formulation of Project Team and Organization (PMU, PIU, PSU etc.)			
		I	Formulated	5	NA
li		Not Formulated	0		
P2.2		Revisions of PC-I			
		I	No Revision	10	10
		li	One Revision	7	
		iii	Two Revision	5	
		Iv	Three or more Revision	2	
P2.3		Availability of Documents w.r.t (Hiring, Procurement, Trainings, Tenders & Bidding etc.)			
		I	Provided	10	
	li	Partially Provided	5	5	
	iii	Not Provided	0		
P2.4	Internal Monitoring conducted by Department				
	I	Yes	5		
	li	No	0	0	
Points Obtained of Execution=				15	
B	Weightage of P2 Indicators	((Points Obtained of Execution/25) x 100)*0.3=		18%	

P3.1	Performance	% Difference of Planned & Physical Progress			
		I	lesser than 10%	10	
		Ii	in between 10% to 20%	5	
Iii		Greater than 20%	2	2	
P3.2		Data Availability & Response of Project Authorities			
		I	Provided	10	
		Ii	Partially Provided	5	5
P3.3		Availability of Quality Control Data			
		I	Provided	10	
	Ii	Partially Provided	5		
		Iii	Not Provided	0	0
Points Obtained of Performance=			7		
C	Weightage of P3 Indicators	((Points Obtained of Performance/ 30) x 100)*0.5=		11.66%	

Planning 20%, Execution 30%, Performance 50%

Total (A+B+C)	43%
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Overall Project Grading	Above 70	Within Defined Limits	Green
	35-70	Need Consideration	Yellow
	Below 35	Critical	Red

1. Project Profile

Table 1 Project Summary

Project Title	CARPETED ROAD FROM CHAK JANU KALAN TO MIANA CHAK VIA JANU CHAK KHURD, BANSI , RHIEKH ALI PUR, RAJOA , SAIN THAL , WITH LINK CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN TEHSIL PHALIA DISTRICT MANDI BHAUDDIN
Scheme No.	01152103890
GS NO.	2516 (2022-23)
Location	Tehsil Phalia District Mandi Bahauddin
P&D B Sector	Infrastructure
ADP Sector	Road & Bridges
Sub-Sector	Highway Roads
Sponsoring Agency	Government of the Punjab (C&W Department)
Execution Agency	Executive Engineer Mandi Bahauddin , Highways Division , C&WD
Operation & Maintenance	Executive Engineer Mandi Bahauddin , Highways Division , C&WD
PC-I Cost	Original PC-I Rs. 200 (M) Dated 22.11.2021
Administrative Approval	Original 22-11-2021
Actual Cost / Expenditure	97.8 Million
Design Life	10 years
Cost per KM	17.2 Million
Planned Start Date	01.07.2021
Planned End Date	30.06.2023
Actual Start Date	22.11.2021
Gestation Period	24-Months
Design Engineer	NA

Resident Engineer	NA
Beneficiaries	Public of Jano Kallan , Sain Thal and Associated Villages
% Financial Utilization	49%
Date of Visit	04-10-2022
PSDP	No
Focal Person	Mr. Mudassar SDO Highways Phalia C&WD 0300-7757631

2. Project Objectives

The following were the major objectives of the project (derived from PC-I document):

Table 2 Project Objectives

No.	Project Objectives
01.	To provided better means of communication to inhabitants of the area.
02.	To improve the Socio economic conditions of surrounding area will be uplifted.
03.	To facilitate the people of the area to transport commodities and passengers.
04.	Provide great employment opportunities during and after construction of the project.
05.	Increased efficiency by improved geometric design features

3. Design/Scope/Specifications

- Type of Road (Please mention which is applicable)

Asphaltic / Flexible
 Asphaltic / Flexible and RCC / Rigid ✓
 Triple surface Treatment (TST)
 Triple surface Treatment (TST) & RCC / Rigid
 Double Surface Treatment (DST)
 Double Surface Treatment (DST) & RCC / Rigid

- Shoulders

Treated (PCC)
 Treated (PCC & TST)
 Treated (TST)
 Earthen ✓

Sr. No.		Unit	Quantity
1	Total Length (approved in PC-I)	Km	11.60
1.1	Rehabilitated Portion	Km	11.60
1.2	Widening	Km	
1.3	Flexible / Asphaltic Portion	Km	9.4
1.4	RCC/ Rigid Portion	Km	2.20
1.5	Bridge (With road component / as part of road)	Rft	-
2	Total Length (Work Awarded)	Km	11.60
2.1	Rehabilitated Portion	Km	11.60
2.2	Widening	Km	
2.3	Flexible / Asphaltic Portion	Km	9.4
2.4	RCC/ Rigid Portion	Km	8"
2.5	Bridge (With road component / as part of road)	Rft	--
3	Formation Width / R.O.W	Feet	24' & 36'
4	Shoulders Width	Feet	6'+6'
5	Metalled Width	Feet	12'
6	Sub-Base Course Thickness	Inch	4&6
7	Base Course Thickness	Inch	8
8	(ABC) Thickness Asphaltic Base Course	Inch	
9	(AWC) Thickness Asphaltic Wearing Course	Inch	2
10	TST Thickness (if)	Inch	
11	RCC / Rigid Pavement Thickness	Inch	8
12	Drain in Built-up area	Rft	15506
13	Culverts	Nos.	15
14	Retaining Walls	Rft	100Rft
15	Breast Walls	Rft	--
16	Width of Median	Feet	--
17	Bridge (Without road component)	Rft	--

4. Major Deliverables & Procurement of Equipment/Items

Table below presents the results of physical verification of the equipment purchased as part of the project.

Sr. No.	Description	PC-I Scope			Physical Progress (%)	Actual Financial Progress
		Unit	Quantity	Amount (Million)		
A	CAPITAL COST					
1	Dismantling road Edging	% Cft	11316	73639/-		49
2	Dismantling and removing road pavement,	% Cft	251592	5142926/-		
3	Dismantling and removing road metalling.	% Cft				
4	Regular excavation.	%0 Cft				
5	Compaction of earthwork	%0 Cft				
6	Earth work in ordinary.	%0 Cft	2458726	25364716/-		
7	Providing/ Laying sand cushion.	% Cft				
8	Providing & Laying sub base course	% Cft	4663	439943/-		
9	Reuse of Dismantled Material	% Cft	226433	8440296/-		
10	P/L road edging.	Per Rft				
11	Providing & Laying base course	% Cft	250112	33173329/-		
12	P/L bitumen us prime Coat	% Sft				
13	P/L plant pre mixed bitumen us carpet 2" thick	% Sft	375648	36682888/-		
14	P/L bitumen tack coat using 10 LBS	% Sft	375648	4408793/-		
15	P/L road edging 3" wide and 9" deep complete in all respect.	Per Rft	62128	2817505/-		
16	Providing and laying dry brick pavement/soling in street	% Cft				
17	Providing triple surface treatment (I). Using 67 Lbs bitumen and 7.50	% Sft				
18	Improvement of Chowk	Per No				
19	construction of 2 ' Span Culvert 24' Road way	Each	10	2773964/-		
20	Widening / Redecking of 2 ' Span Culvert 40' Road way	Each				
21	Re-Construction of 2 ' Span Culvert 24' Road way Replacement of Pipe	Each	15	4206677/-		
22	Re-construction of 4 ' Span Culvert 40' Road way	Each				
23	Widening / Redecking of 4 ' Span Culvert 40' Road way	Each				

24	Re-construction of 6 ' Span Culvert 24'Road way	Each	8	4483041/-		
25	Re-construction of 8 ' Span Culvert 40'Road way	Each				
26	Construction of 8 ' Span Culvert 40'Road way	Each				
27	Construction of 2' Span 10' each Culvert 40'Road way	Each				
28	Wideningof 10 ' Span Culvert 24'Road way	Each	1	962041/-		
29	Re-construction of 18 ' Span Culvert 26' to 40' Road way	Each				
30	Construction of 3 Span 10' each Culvert 24'Road way	Each	1	3261753/-		
31	Widening / Redecking of 2 Span 8' each Culvert 40'Road way	Each				
32	Construction of Drain in builtup areas and adda jaat.	Per Rft	15506	17838515/-		
33	Painting traffic lane 5" (125 mm) wide with T.P paint	Per Rft	61008	1915651/-		
34	P&F Cat Eyes plastic body	Each				
35	P&F Cat Eyes Aluminium Body size 4"x4"	Each	1109	360502/-		
36	Providing & Fixing mandatory Board as per design.	Each	12	89291/-		
37	Project boards as per design.	Each	2	226800/-		
38	Providing & Fixing Village Board 4x3	Each	6	96000/-		
39	Providing & Fixing K.M Stone	Each	9	60084/-		
40	Providing & Fixing Delineator	Each				
41	Shifting of Electric Poles	Each				
42	Cost of cutting of tree and cost of their replenishment	Per Km				
43	Shifting of Cables etc	Per Job				
44	Shifting of Gas Station	Per Job				
45	Survey Work	Per Km	11.50	115000/-		
B	REVENUE COST					
					-	
					-	
					-	

Table 3 Verification of Major Deliverables

Total Project Cost= 200 Million Overall Physical Progress = 25 %

Overall Financial Progress = 49%

5. Project Major Stakeholders

Following are the Major Stakeholders of the Project:

Table 4 List of Major Stakeholders

Sr. No.	Name	Designation	Department	Contact Nos.
01	Mr. Rana Iqbal Ashraf	XEN C&WD Highway Mandi Bahaudin	C&WD	0300-6904868
02	Mr. Mudassar	SDO C&WD Highway Phalia	C&WD	0300-7757631
03	Mr. Ghazanfar	Senior Sub Engineer C&WD Highways Phalia	C&WD	0345-1499412

6. Analysis of Project Expenditures

Detail of year wise releases and expenditures of funds is given in Table below;

YEAR	PHASING AS PER PC-I	ADP ALLOCATION	RELEASES	ACTUAL EXPENDITURE	Financial Efficiency		
					PC-I Phasing Vs Allocation	Allocation Vs Releases	Releases Vs Utilization
2021-22		46	46	46	#DIV/0!	100.0%	99.9%
2022-23		52	52	52	#DIV/0!	100.0%	100.0%
Total	0	98	98	98	#DIV/0!	100%	100%

Table 5 Year wise Financial Details

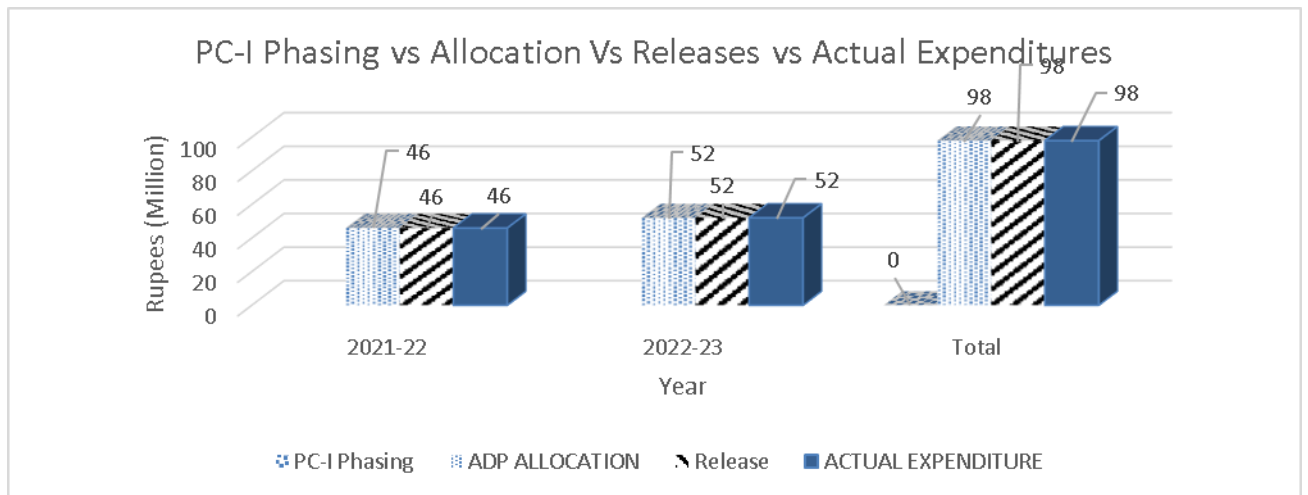


Figure 1 Year Wise Financial Details

7. Project Progress Analysis

The progress of the project with respect to its plan is given below.

- Planned Physical Progress: 63 % as of [04-10-2022]
- Actual Physical Progress: 25 %
- Actual Financial Progress: 49 %

Table 6 Project Progress Analysis

% Planned Physical Progress A	% Actual Physical Progress B	% Actual Financial Progress C	% Difference in Progress	
			Actual Physical vs Planned Physical B-A	Actual Physical Vs Actual Financial B-C
63%	25%	49%	-38%	-24%

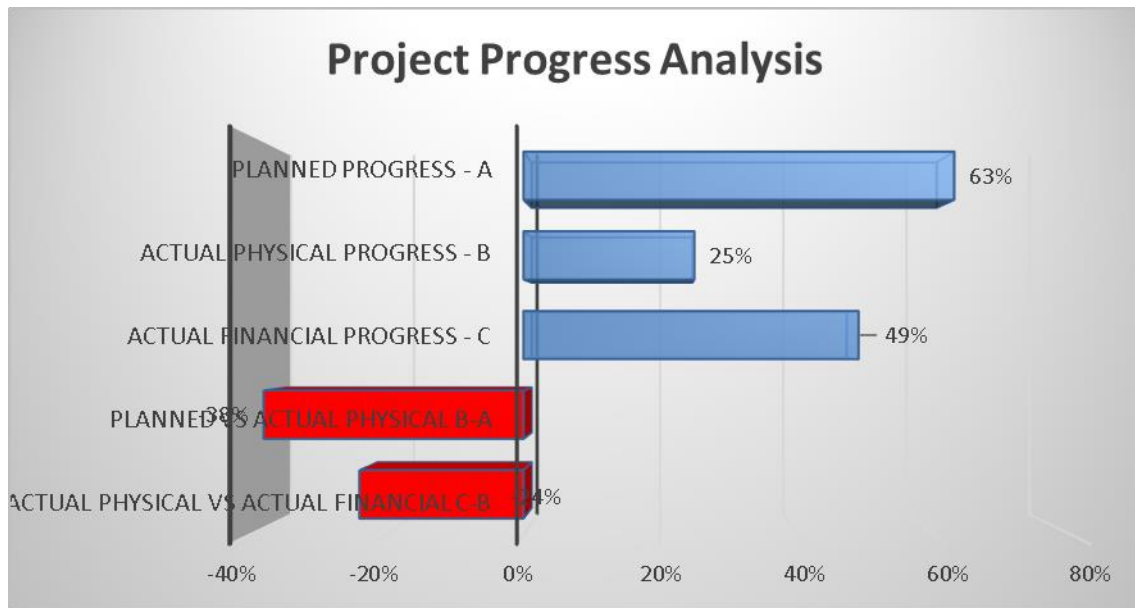


Figure 2 Project Progress Analysis

8. Observations:

Monitoring of the project had revealed some facts and figures about the project as per physical inspection and analysis shown in the. The observations regarding overall project activities are given in ensuing paragraphs.

1. CARPETED ROAD FROM CHAK JANU KALAN TO MIANA CHAK VIA JANU CHAK KHURD, BANSI , RHIEKH ALI PUR, RAJOA , SAIN THAL , WITH LINK CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN TEHSIL PHALIA DISTRICT MANDI BAHAUDDIN is a project that is lagging behind its planned physical progress and is lagging about 38% in it which shows its slow progress.
2. After utilizing 49% of funds the physical progress is just at 25% which again shows gap in planning and execution.
3. Proposed Shoulders were compromised specially in the start of road indicating showing that the proposed Metalled width cannot be attained. Also wapda poles were present at the road side as shown in **Figure 1**.
4. There was domestic water on the rigid of the road showing no proper drainage present in the road design as shown in **Figure 2** which may lead to reduction in design life of road.
5. At Some Point Houses were built right on the shoulders of Road resulting in compromise of Metalled width of road in **Figure 3**.

6. There was some un constructed portion of road present between the constructed area as shown in **Figure 4** which may need to be elaborated by the department
7. The Culvert of the Drainage was broken as shown in **Figure 5** and need some repair work.
8. At Some points Drains has been constructed but it is passing right through the side of house and outlet of these drains are also not made properly as shown in **Figure 6 & 7**. It will only lead to accumulation of waste around houses and road and decrease their design life.
9. There was vegetation present at the Drain side but it was not removed instead the Drain was adjusted according to the vegetation as shown in **Figure 8** which may cause the hindrance in its flow , production of algae in it and water logging.
10. There is a Water Canal at the End Portion of Road which is 6-7 feet deep but no safety indicators are place at its side which may lead to a fall or accident as shown in **Figure 9**.
11. Quality test reports and material testing data was not provided by the department.
12. The quality control plans, quality check lists and methodologies were not available.

9. Recommendations

To optimally realize the project benefits, following actions / recommendations on the part of sponsoring and executing agencies should be given due consideration. The rationale for the recommendations has been clearly explained and linked with the information collected in the Monitoring process. Recommendations about the project are given in ensuring paragraphs:

- i. Reference to the Observations No. 1-2 timely completion of project is mandatory to facilitate public in a positive manner
- ii. Reference to the Observation No. 3-5, all side slopes and shoulders of the road should be properly maintained.
- iii. Reference to the Observation No 4-8 Drainage system of the Road should be properly built or quick fixes may be made wherever applicable.
- iv. Reference to the Observations No. 6, the drainage problem of the road should be addressed.
- v. Reference to Observation No 7-8, The Culverts of the Drainage may be repaired and outlet of the drainage must be made wherever applicable..

- vi. Reference to Observation No 9, vegetation around the drainage should be removed and drain system should be aligned.
- vii. Reference to Observation no 10, Some Safety fixes should be done along the side of Canal on the road to avoid any accident.
- viii. Reference to Observation No. 9-10 department may provide all the data as asked by the monitor

PHOTO GALLERY:



Figure 1: Proposed Shoulders Compromised



Figure 2: Domestic Drain Water on Rigid of Road

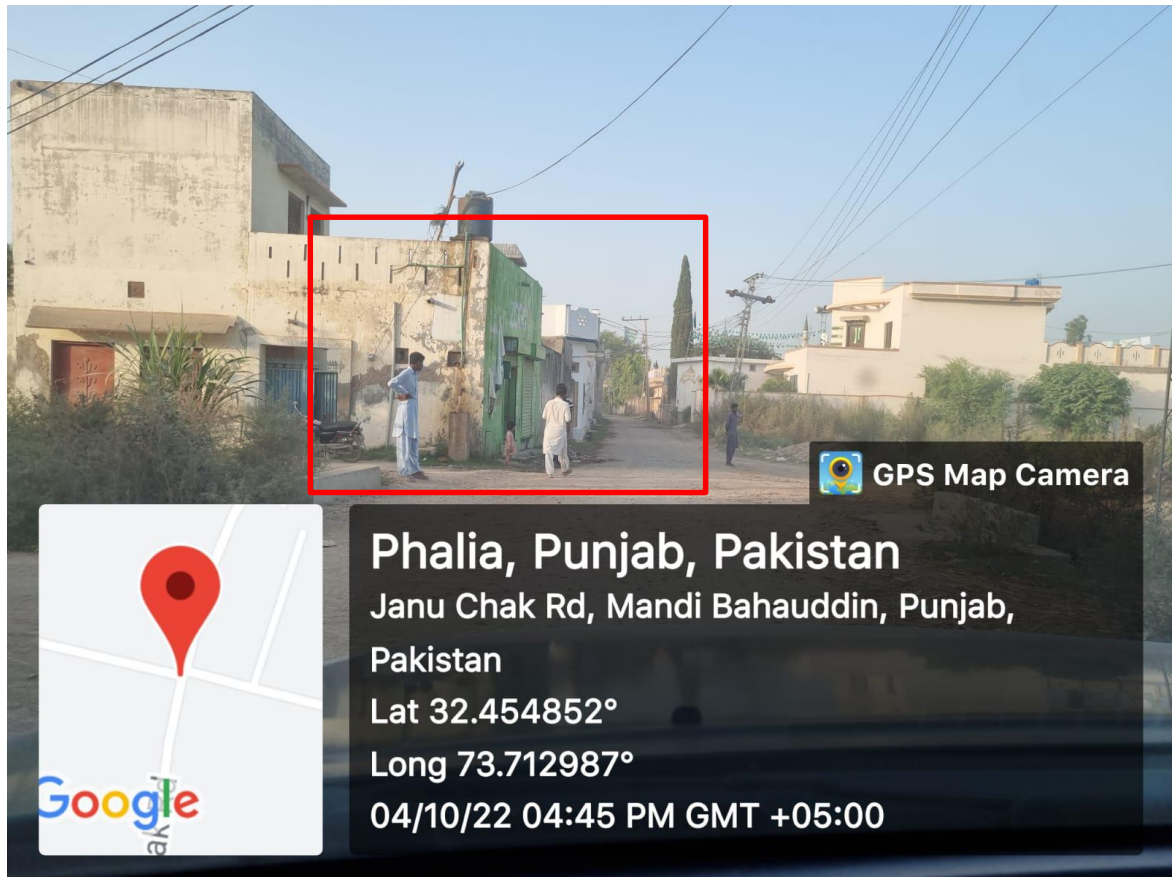


Figure 3: House Right at Road Edge leading to Compromised Shoulders and Metalled Width



Figure 4: Un Constructed Portion in Between Constructed Road



Figure 5: Broken Culvert of the Drainage



Figure 6: Drainage at Road and Houses Side (No Exit Point)



Figure 7: Drainage at Road Side



Figure 8: Vegetation at Drain Side



Figure 9: Water Canal at Road Side



Figure 10: Discussion with the Team and Contractor

**Project Title: CARPETED ROAD FROM CHAK JANO KALAN TO MIANA CHAKVIA
JANO CHAK KHURD, BANSI , RHIEKH ALI PUR, RAJOA , SAIN THAL , WITH LINK
CHAK SAIDA TO CHARRAN WALA LENGTH 11.60 KM IN TEHSIL PHALIA
DISTRICT MANDI BAHAUDDIN Dated : 04-10-2022**

HEALTH & SAFETY CHECK LIST				
Sr. No	Description	Yes	No	Remarks
1	Do workers have a safe route to their place of Work?	1		
2	Is the site fenced and secure so that the public cannot gain access?		1	
3	Area members of the public, such as people passing by the site, protected e.g. from falling materials, moving machines?	1		
4	Area traffic rules routes kept clear and are they well lit?		1	
5	Is the site tidy and well laid out?	1		
6	Are appropriate safety signs in place eg. Traffic routes, Deep excavations, PPE?		1	
7	Are welfare facilities e.g. toilets and canteen, adequate and are they kept clean?		1	
8	Are First-Aid facilities in place and do workers know where they are?		1	
9	Is appropriate lifting equipment Available for handling heavy loads, is it stable for the job, certified and inspected regularly?	1		
10	Are electrical systems and equipment maintained and frequently inspected by a competent person?		1	
11	Are workers Available with full body harness and fallen protective measures are there like netting, scaffolding platforms?		1	
12	Are excavation slopes properly maintained?		1	
13	Is there any induction plan and are the workers being inducted?	1		
14	I there any monsoon mitigation plan/strategy and being implemented?		1	

Directorate General of Monitoring and Evaluation (ISO: 9001/2015), Planning & Development Board, Government of Punjab.

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