

TACIS Regional 2004 TRACECA Programme

## Rehabilitation of Caucasian Highways Azerbaijan Monthly Progress Technical Report

Segment 2 for Project Component II: Construction Supervision of Ganja  
to Gazakh - Highway Lot №1 Contract CW2002-1 and Lot №2 Contracts  
CW2003-1 to CW2003-4

Monthly Progress Report

July 2004 – MPR14/2004/AZ



This project is funded by  
The European Union



A project implemented by  
Louis Berger SA Paris France

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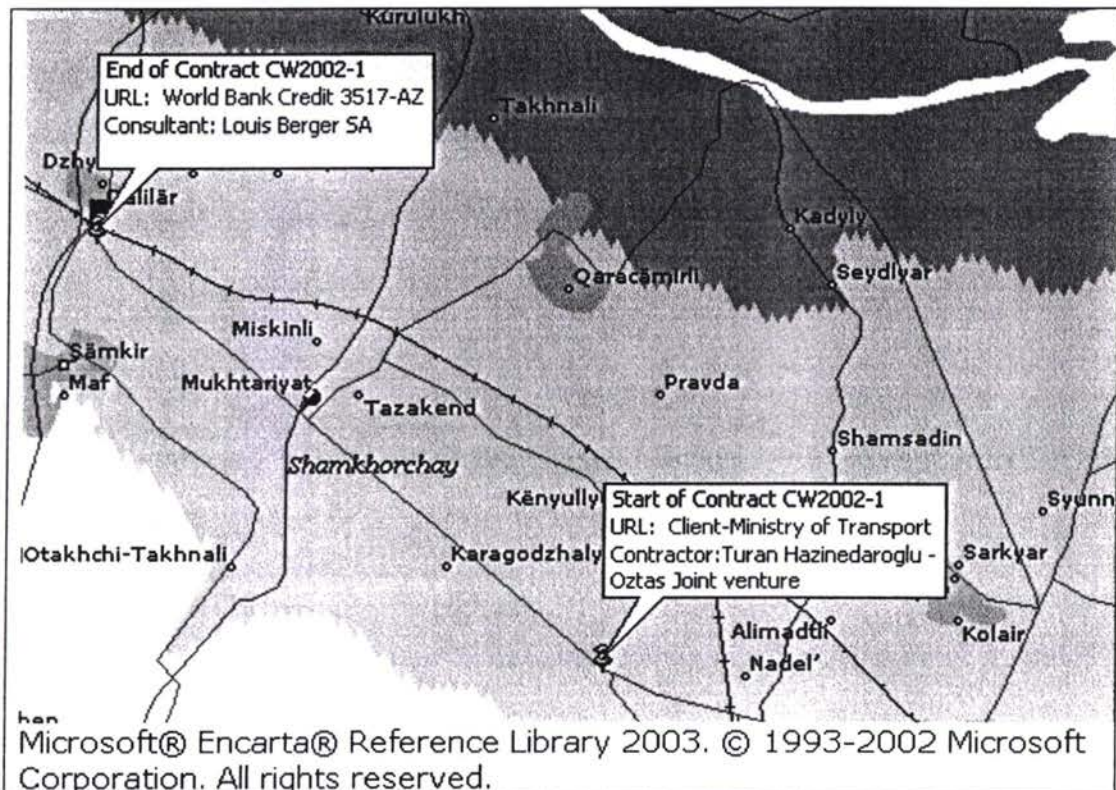
<b>EC Service Contractor's</b>	.....	.....	.....
<b>EC Delegation</b>	.....	.....	.....
<b>TACIS Bureau (Task Manager)</b>	.....	.....	.....
	<b>Name</b>	<b>Signature</b>	<b>Date</b>

# Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:

Construction Supervision of Ganja to Shemkir - Highway

Contract CW2002-1



**I. Segment 2 for Project Component II: Construction Supervision of Ganja to Gazakh - Highway - Lot 1, Contract CW2002-1**

**1.1. Report Cover page**

**Table 1**

<b>Project Title</b>	<b>Construction Supervision of Ganja to Shemkir - Highway - Lot 1 Contract CW2002-1</b>	
<b>Service Contract</b>	EUROPEAID/113179/C/SV/MULTI	
<b>Country</b>	Azerbaijan	
	<b>Local Recipient - Partner</b>	<b>EC Service Contractor</b>
<b>Name</b>	Azerbaijan Republic Ministry of Transport	Louis Berger SA
<b>Address</b>	The Head of Road Transport Service Department Prospect Tbilisi 1054 The Ministry of Transport	Mercure III 55 Bis Quai de Grenelle 75015 Paris France
<b>Tel No</b>	+99 412 4930192	+ 33 1 45 78 39 32
<b>Fax No</b>	+99 412 4315655	+ 33 1 45 77 74 69
<b>Contact Person</b>	Mr. Javid G. Gurbanov	Mr. F. Signor
<b>E-mail</b>		fsignor@louisberger.com
		Project Team Leader
		Baku, Azerbaijan
		+994 12 498 84 31
		+994 12 493 24 76
		R. Degheim

**1.2. Project Synopsis**

**Table 2**

<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>To support the Republic of Azerbaijan to catch up with their serious backlog maintenance, and to cope with growing Local, and International Transport.</li> <li>To improve and provide a better level of service for the travelling public on route corridors,</li> <li>To reduce costs in road transportation,</li> <li>To arrest deterioration of pavements (<i>road surfaces</i>) by timely intervention,</li> <li>To reduce costs for road rehabilitation and maintenance.</li> <li>The specific objective of this component of the Project is the supervision of the Works between Ganja and Shemkir. This forms part of the ancient "Silk Road"</li> <li>To ensure that the new road rehabilitation and reconstruction is completed to the internationally specified standards and to be completed within the budget and time Available.</li> <li>To strengthen the national road construction and maintenance capabilities through Transfer of technology.</li> </ul>
<b>Outputs</b>	<ul style="list-style-type: none"> <li>Good Roads completed to best standards and at the budget price.</li> </ul>
<b>Project activities</b>	<ul style="list-style-type: none"> <li>To rehabilitate and upgrade the existing highway Ganja to Shemkir Lot 1, Contract CW2002-1</li> </ul>
<b>Start date</b>	<ul style="list-style-type: none"> <li>Contract signature March 24<sup>th</sup>2003</li> </ul>
<b>Start activities</b>	<ul style="list-style-type: none"> <li>April 21<sup>st</sup>2003</li> </ul>
<b>Duration</b>	<ul style="list-style-type: none"> <li>458 days + extension of time of 3 months (92 days) or total of <b>550 days</b></li> </ul>

**1.3. Monthly Progress Report**

**1.3.1. General**

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Ganja-Shemkir section of the Azerbaijan Highway Project Contract CW 2002-1. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract Number

EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SAS of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to RoadTransService controls the project on behalf of the Employer. A list of the Key Personal is presented below.

**Table 3**

<b>Funding Agent</b>	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
<b>Employer</b>	Azerbaijan Republic Ministry of Transport "Yolnegliyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel: 99412 4930192 Fax: 99412 4315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
<b>Project Implementation Unit</b>	72/4 Uzeyir Hajibeyov Street 370010 Baku
Mr A. Gojayev	Director
<b>EUROPEAID EC Brussels</b>	
Mr. E. Dalamangas	Project Manager
<b>Service Supervision Contractor</b>	
Louis Berger SAS	Murcure III, 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader / Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
<b>Contractor</b>	Turan Hazinedaroglu Joint Venture
T. Uslu	Project Manager

**1.3.2. Project Data**

**Table 4**

<b>Works Contract CW 2002-1</b>	
Works Tender Opened	14 <sup>th</sup> May 2002
Contract Awarded	30 <sup>th</sup> December 2002 by IDA
Letter of Acceptance Issued	24 <sup>th</sup> March 2003
Contract Agreement Signed	April 9 <sup>th</sup> 2003
Tender Amount	28,749,462,180.50 AZM
Contract Amount Article 15.3	29,903,403,179.00 AZM
Revised Contract amount-Art.15.3	29,755,540,898.14 AZM
Contract Start Date	21 <sup>st</sup> April 2003
Original Contract Completion Date	21 <sup>st</sup> July 2004
Extended Completion Date	21 <sup>st</sup> October 2004
Defects Liability Period	365 days
1 <sup>st</sup> Works Programme received	18 <sup>th</sup> April 2003
Last revision of Works Programme	6 <sup>th</sup> July 2004
Value of Works to date as per IPCs	18,125,197,486.00 AZM
Value of Works to date	18,745,990,766.30 AZM
Value of Works to date (%)	63%
Variations	Variation order №1 - Extension of 3 months without additional cost. Variation order №2 – Modifying end of the Project. New end at 20+680 For the amount of -147,862,280.86 AZM
Advance Payment Received – 20%	5,980,680,936.00 AZM
Repayments made	3,723,577,876.00 AZM
Delays	15 days as per last approved revised updated Programme

Claims	No new claims to date
Time elapsed to date	468 days
Time remaining to date	82 days

**1.3.3. Progress report**

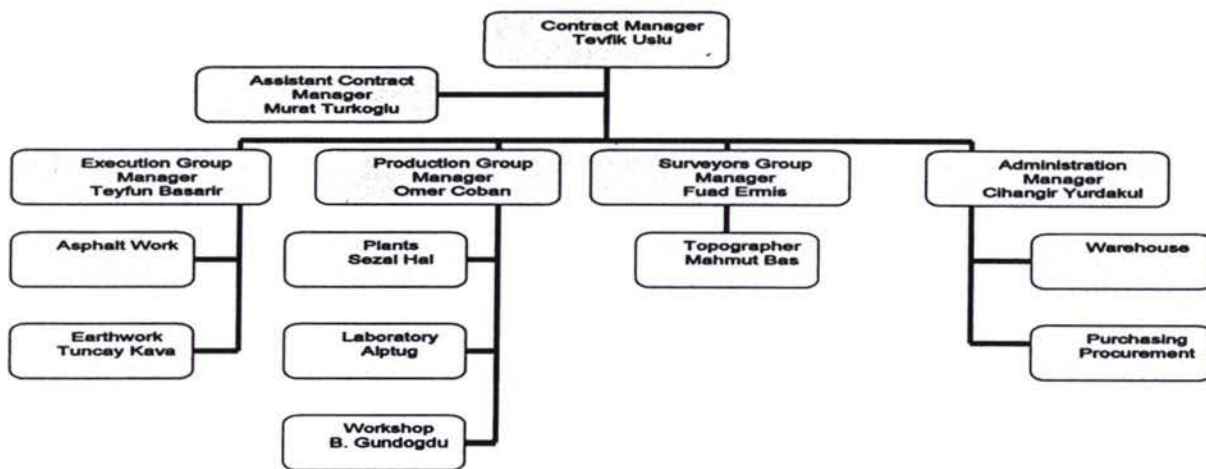
**1.3.3.1. Status of the Contract**

Since start (April 21, 2003) the Contractor have been on site 468 days or 85.09% of the Contractual time and to date are remaining 82 days or 14.91% of the Contractual time to the extended Completion date (October 21, 2004)

**1.3.3.1.1. Contractor's staff**

**1.3.3.1.1.1. Management organogramme**

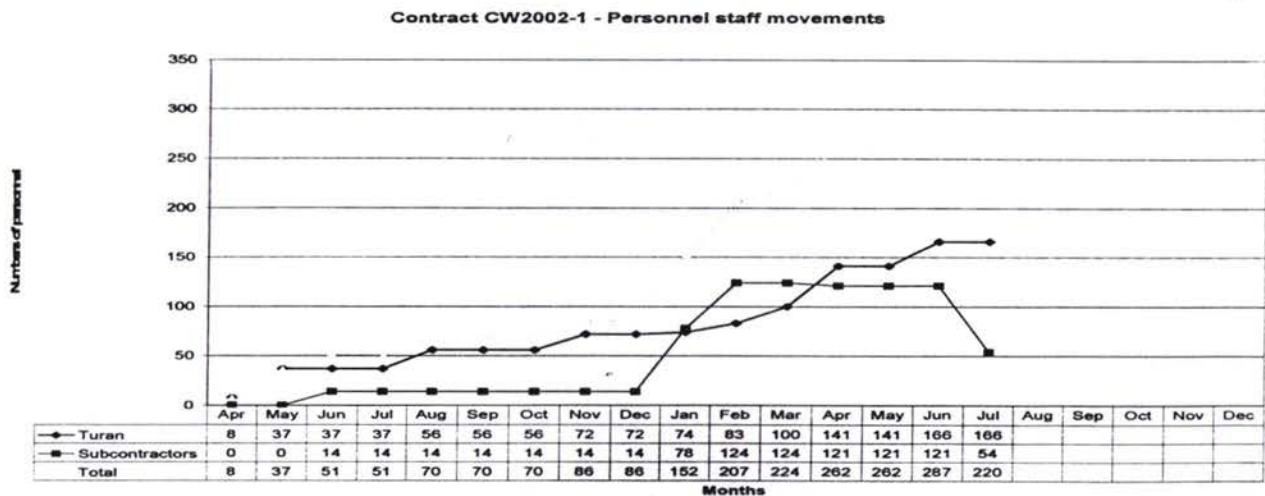
Figure 1



**1.3.3.1.1.2. Personnel staff employed**

Contractor at present have employed for purpose of construction on this Project 166 people from his own staff and additional 121 people from the Subcontractors. Total personnel on site are 287 (90 locals, 76 non locals including 47 foreigners)

Figure 2



**1.3.3.1.2. Contractor's machinery and equipment**

Contractor has employed this month machinery and equipment for execution of this Project as follows:

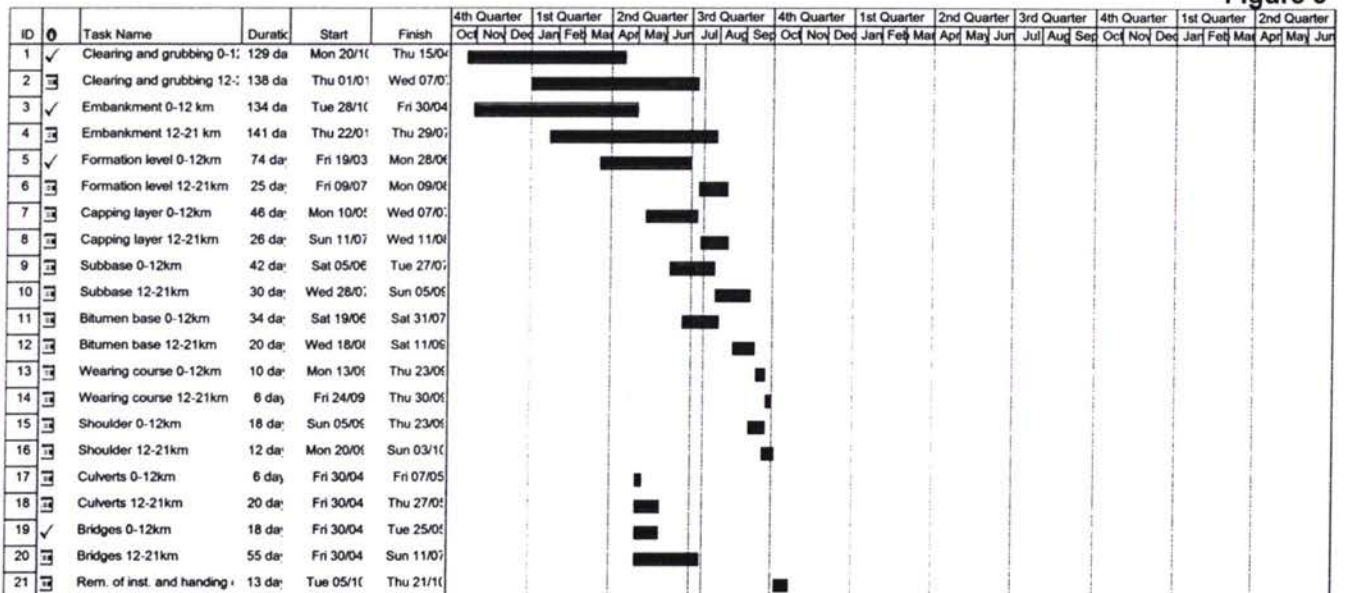
**Table 5**

Item	Description	Model and capacity	Unit	For Project	Available	Work day
1	Asphalt Plant		no	1	1	30
2	Batch Plant for Sub-base	GMS,400t/h	no	1	1	30
3	Crusher and Sorter	NACE,250t/h	no	1	1	30
4	Scale	ESIT,100t	no	1	1	30
5	Generators	FIAT,50kW	no	1	3	30
6	Cut-Back Plant for MC CSSS-1		no	0	1	30
6	Asphalt and Sub-base Paver		no	3	2	30
7	Rubber Banded Asphalt Roller		no	2	2	30
8	Steel Banded Asphalt Roller		no	3	3	30
9	Rolley Tank		no	5	2	30
10	Distributor for Bitumen		no	1	1	30
11	Graders	CAT140G/H,Champion	no	6	5	30
12	Bulldozers	CAT D7-G,D7-R,D9-L	no	3	3	30
13	Excavators	CAT315/325/Fiat-Hitachi	no	3	3	30
14	Loaders	CAT950/938/966	no	5	5	30
15	Backhoe loader	EFERMEC	no	1	1	30
16	Vibratory Rollers	BOMAG212, 16t.	no	4	3	30
17	Water Distributor		no	3		
18	Trailer for carrying Equipments		no	2		
19	Trucks	BMC/DODGE/FORD/IVECO/KAMAZ-10/15t	no	25	45	30
<b>Subcontractors</b>						
1	Concrete Batch Pant		no	1	1	
2	Trans-Mixer		no	4	4	
3	Excavator		no	3	3	
4	Small Type Excavator		no	1	1	
5	Dump Trucks		no	10	10	
6	Crane		no	4	4	
7	Vibratory Roller (steel banded)		no	1	1	
8	Vibratory Rollers for backfill		no	2	2	
9	Trucks		no		15	

**1.3.3.1.3. Contractor's Work programme**

The Contractor last revised programme has been submitted July 6<sup>th</sup>2004

**Figure 3**



1.3.3.2. Project activity to date

Table 6

Item	Project activity to date																			%
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	
1	Consultant's staff mobilization																			100
2	Project Manager's office accommodations																			100
3	Project Manager's house accommodations																			100
4	Project Manager's vehicles																			100
5	Contractor's staff mobilization																			100
6	Contractor's office accommodations																			100
7	Contractor's staff quarters																			100
8	Contractor's laboratory																			100
9	Contractor's machinery and equipment mobilization																			100
10	Site Clearing and Grubbing (19,5 km out of 20.680 km)																			94
11	Bulk earthworks - road embankment (18km out of 20.680km)																			87
12	Milling/Removing of existing asphalt pavement (20,680 km out of 20,680 km)																			100
13	Removing existing shoulders (both sites 18km out of 20.680 km)																			87
14	Drainage - culverts (59 out of 63 units)																			94
15	Bridges 6 - working on 6 (4 is finished)																			67
16	Formation level out of(12km out of 20,68km)																			58
17	Granular Capping layer 350mm(11.5km out of 20,68km)																			55
18	Granular Sub base layer 225mm(9.9km out of 20,68km)																			48
19	Bituminous base course 175mm(6.0km out of 20.68km)																			29
20	Wearing course 50mm (0km out of 20,68km)																			0
21	Granular shoulder 225mm( 0km out of 20.68km)																			0
22	Road signs and marking																			0
23	Site drains																			0

1.3.3.3. Project progress summary

The Volume of Works done to July 31<sup>st</sup>2004 represents a 63% from the Revised Contract value.

1.3.3.3.1. Work Progress on structures

1.3.3.3.1.1. Progress on culverts

Table 7

No	Chainage		Type	Size m	Length m	Gradient	Repair Date	Work done to structures		Note
	Project	Draw.						Extent Date	Replace Date	
a	b	c	d	e	r	s	f	g	J	i
1e	0+002	0+002	Box	2x2	49.94	0.014			work on	Extra
2e	0+766	0+764	Box	1,5x1,5	26.85	0.032				
3e	1+371	1+369	Box	2x2	38	0.035				Extra
4e	1+559	1+558	Pipe	1	35.00	0.012				Extra
5e	1+922	1+920	Box	2x2	31.65	0.021				Extra



6e	2+173	2+171	Pipe	1	60	0.02				Extra
7e	2+370	2+368	Box	2(2x2)	39.62	0.02				Extra
8e	3+190	3+187	Pipe	1	50	0.008				Extra
9e	3+248	3+246	Pipe	1	50	0.013				Extra
10e	3+643	3+641	Pipe	1	40	0.035				Extra
11e	3+759	3+757	Pipe	1	25.2	0.026				Extra
12e	3+866	3+863	Pipe	1	25.2	0.038				Extra
	4+020	4+020	Box	4,0x2,1	29.81	0.037				Animal crossing
13e	4+073	4+024	Pipe	1	35.24	0.037				Extra
14e	4+121	4+118	Pipe	1	36.6	0,004	17/08/2003			
	4+220	4+220	Pipe	1.20	30	0.003				
15e	4+362	4+360	Pipe	1	22.4		11/08/2003		work on	
16e	4+616		Pipe	1						Extra (deleted)
17e	4+783	4+781	Pipe	1	25.77	0,020	20/08/2003			
18e	4+866	4+863	Pipe	1	25.51	0,017	26/07/2003			
	4+950		Box	2x2						deleted
20e	5+009	5+008	Pipe	1,5x1,5	35.03	0.024				Extra
21e	6+124		Pipe	1						Extra (deleted)
	6+150	6+122	Box	4,0x2,5	24.2	0.083				Animal crossing
23e	6+406	6+404	Pipe	1	24.8	0,008	29/07/2003			
24e	6+741	6+739	Pipe	1	20.08	0.037	21/07/2003			
25e	6+826	6+826	Pipe	1	20.57	0,027	17/07/2003			
26e	7+350	7+350	Pipe	1	22.47	0,010	16/07/2003			
27e	7+564	7+562	Pipe	1	21.95	0,015				Extra
28e	7+889	7+889	Pipe	1	37.78	0,015	25/08/2003			
29e	8+337	8+316	Pipe	1	25.15	0,015				Extra
30e	8+554	8+554	Box	2x2	40.08	0,013				Extra
	8+897	8+872	Pipe	1	32.6	0,024	14/07/2003			
32e	9+029	9+006	Pipe	1	27.58	0,019	23/09/2003			
	9+100	9+060	Box	2(2x2)	21.32	0.03				
	9+400	9+400	Pipe	2x1,2	20.22	0.009				
35e	9+552	9+529	Pipe	1	19.91	0,010	22/07/2003			
36e	9+823	9+801	Pipe	1	20.43	0,009	30/08/2003			
37e	9+890	9+867	Pipe	1	22.87	0,017	09/09/2003			
	10+075	10+040	Pipe	2x1,2	25.2	0.025				
39e	10+504	10+482	Pipe	1	22.3	0,013	02/09/2003			
40e	11+066	11+043	Pipe	1	21.53	0,020	19/09/2003			
41e	11+451	11+428	Pipe	1	23.89	0,014	05/07/2003			
	12+993		Pipe	2x1,2					work on	
	13+360	13+360	Pipe	1	35,25	0,012				
	13+350		Box	4x2,5						Animal crossing
44e	13+572		Pipe	1			13/12/2003			
	14+000		Pipe	2x1,5						
46e	14+112		Pipe	1			05/12/2003			
47e	14+489		Pipe	1			29/07/2003			
48e	14+602		Pipe	1			23/07/2003			
49e	15+007		Pipe	1,5x1,5			26/12/2003			
50e	15+203		Pipe	1			07/07/2003			
51e	15+571		Pipe	1			29/07/2003			
52e	16+020	15+997	Pipe	1	29.05	0,011	10/09/2003			
53e	16+340	16+317	Box	2x2						Extra
54e	16+653	16+630	Pipe	1	20.46	0,015	13/07/2003			
55e	17+194	17+171	Pipe	1	20.14	0,023	28/07/2003			
	17+500		Box	2x2						
57e	18+366	18+344	Pipe	1	20.39	0,018	23/07/2003			
58e	18+794	18+770	Pipe	1	22.87	0,015	28/07/2003			
	18+799	18+776	Pipe	1	22.62	0,016	02/10/2003			
59e	19+411	19+388	Pipe	1	20.12	0,009				Extra

60e	19+769	19+746	Pipe	1	20.59	0,027	23/09/2003		
61e	20+306	20+283	Pipe	1	20.64	0,023	11/07/2003		
62e	20+522	20+500	Pipe	1	33.31	0.04		work on	
63e	20+719		Pipe	1					Extra (deleted)
64e	20+767		Pipe	1					Extra (deleted)

Subtotal:

Total numbers locations in the Project to work on

63

Total numbers new culverts in the Project to work on-indication red colour

22

Total number where extra works has been instructed- indication violet colour

5

Total numbers deleted-indication grey colour

5

The Contractor did not start work on - light blue

4

Indication for works in progress light green

Indication for works completed dark green

### 1.3.3.3.1.2. Progress on Bridges

Table 8

Unit	Structure	Location	Type	Size	Length	Gradient	Status
2	Bridge 30 at 2+555	2+555	Bridge	-	20.7		work on
4	Bridge 31.1 at 12+400	12+400	Rehabilitation				work on

Note:

Total numbers Bridges on the Project to work on

6

Works are completed on - dark green

Works in progress on - light green

2

### 1.3.3.3.2. The Productions figures for some major Works operations

Table 9

Item	Description	Unit	As per Programme		Actual achieved on site weekly			
			0-12km	12-20km	Average	Maximum	Last week	
201	Site cleaning	ha	2.66	3.55	0.85	9.5	0.13	
207 209	Milling of existing asphalt	M3	Works has been completed					
206 210	Construction of embankment	M3	9556	6230	5874	16000	7860	
213	Works on formation level	M2	28658	33851	5479	26280	5400	
301	Construction of capping layer	M3	10185	12731	2345	11640	1219	
302	Construction of sub base	M3	6356	5832	2443	4492	2260	
304	Prime Coat	M2	44421	29694	18521	26922	16780	
306	Bituminous Base/binder coarse	M2	18662	21532	18090	26498		
	Crusher plant production	M2	7945		8298	18400	7360	

### 1.3.3.3.3. Conclusions

Comparing the Programmed with the actual production rates (see table above) - shows that at present the Contractor get close to the programmed production for capping, sub base layer and prime coat. Base/binder course is progressing well. The Contractor in general has improved and compensated for some of the time lost. At this point of time we might expect that the Contract might complete the works with 15 days delay.

### 1.3.3.3.4. Some problems which might effect on completion date

Table 10

Problems associated with completing the Contract in time	Actions taken
Guard rails – Preliminary estimates shown that the required length is just about double the volumes given in the Project B&Q	PIU instructions received on last Minutes of Meeting July 26 <sup>th</sup>
Access roads – Preliminary estimates shown that required length for Access Roads required on this Project compiled might get more than 5 km of newly Constructed Road or just about 16% of the whole Contract.	PIU instructions received on last Minutes of Meeting July 26 <sup>th</sup>

<u>Petrol stations</u> – They are 7 station at this section of the road. In order to constructed in accordance with the Project standards extra cost is required – our letter 64 dated June 3 <sup>rd</sup> 2004	PIU to clarify with the Client and confirm
<u>Gas service lines</u> – There are several km of pipe lines remaining under the widened embankment of the rehabilitated road which must be removed	PIU instructions received on last Minutes of Meeting July 26th
<u>Electrical service lines</u> – There are 18 crossings not conforming the standards To date only 4 crossing has been instructed so far	PIU instructions received on last Minutes of Meeting July 26th

### 1.3.4. Claims and Variations Orders

#### 1.3.4.1. Claims

No new claims have been entered to date. The Contractor has recorded - intention to claim extra cost (see Contractor's letter 97 dated April 8<sup>th</sup>2004) under - Clause 43.1 Section IV. Conditions of Contract for late payments on IPCs, however the claim has not been forwarded yet.

#### 1.3.4.2. Variation Orders

##### 1.3.4.2.1. Variation order №1 – Extension of time

The Contractors claim №1 for extension of time have been resolved and new completion date have been fixed as 21<sup>st</sup>October 2004 (Variation Order №1).

##### 1.3.4.2.2. Variation order №2 – Modifying the end of the Project for an amount of (-147,862,280.86AZM)

The end of the Project has been modified by reducing 60m' in order to have existing ring crossing road in one Contract (Contract 2003-1). The end of Contract CW2002-1 is now at km 20+680 instead of km 20+740. The Variation Order №2 has been issued to the Contractor on 26 July 2004.

### 1.3.5. Financial

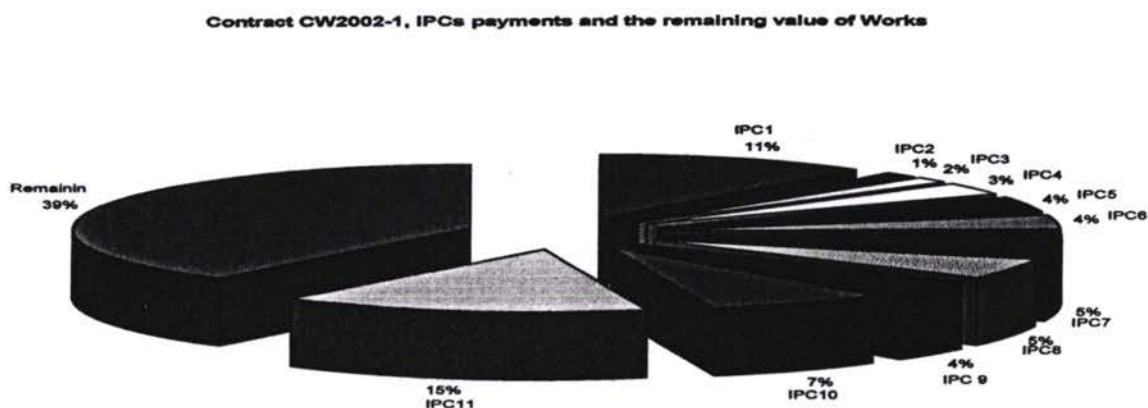
#### 1.3.5.1. Interim Payment Certificates to date

Table 11

Item	Date	IPC	Value AZM	%	Status
1	30/05/03	IPC 1	3,277,448,972.89	11.01%	paid
2	04/07/03	IPC 2	417,193,206.00	1.40%	paid
3	17/08/03	IPC 3	467,687,830.00	1.57%	paid
4	10/09/03	IPC 4	900,048,107.00	3.02%	paid
5	30/11/03	IPC 5	1,110,117,798.00	3.73%	paid
6	31/01/04	IPC 6	1,072,592,505.00	3.60%	paid
7	29/02/04	IPC 7	1,623,995,889.00	5.46%	paid
8	31/03/04	IPC 8	1,552,060,284.00	5.22%	paid
9	30/04/04	IPC 9	1,092,735,343.00	3.67%	paid
10	31/05/04	IPC10		7.17%	Not yet
11	30/06/04	IPC11		15.05%	Not yet
		To date	18,125,197,486.89	60.91%	Not fully
		Available		39.09%	Remained
		Contract price	29,755,540,898.00	100.00%	

The IPC 11 has been submitted for Client consideration and payment.

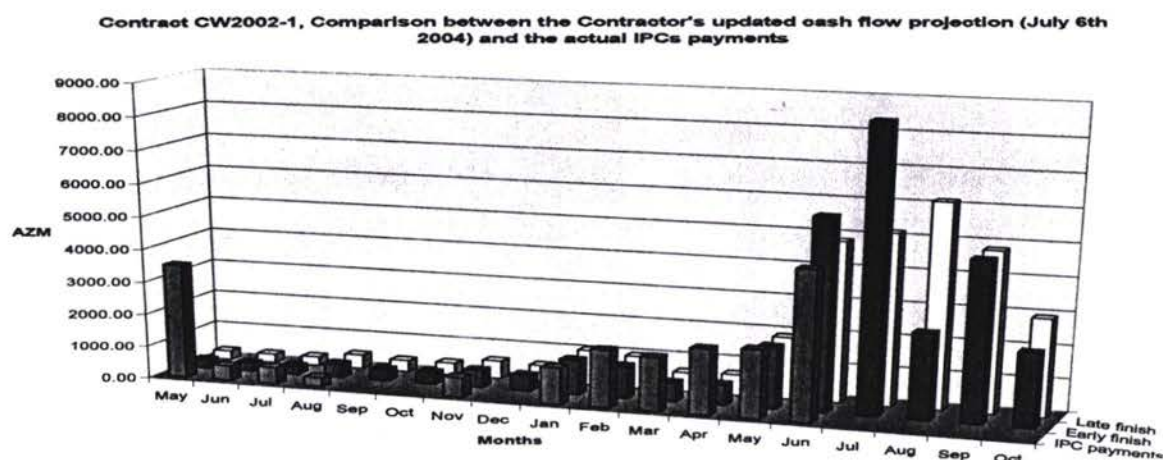
Figure 4



### 1.3.5.2. Cash flow projection

The Contractor has submitted his revised and updated Cash flow Projection along with the revised Programme of Works on July 6<sup>th</sup>2004

Figure 5



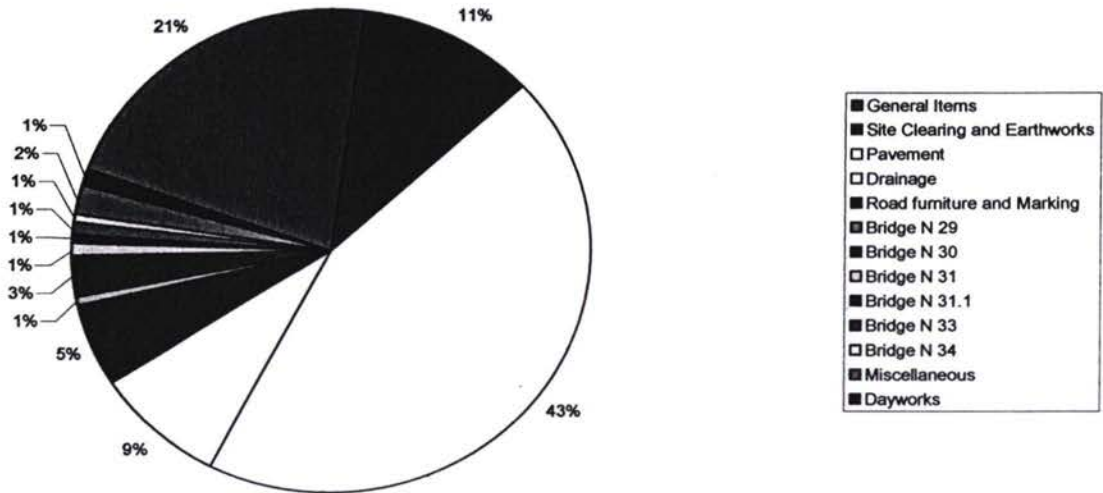
### 1.3.5.3. Contract (Project) Assessment

#### 1.3.5.3.1. Contract time

In order to assess whether the Contractor shall complete the Project in time the delay due to required longitudinal redesign (realistically of about 120 days) should be taken out of the 437 days and shall leave us with 317 days to date, Contractor has been on site. The value of Works achieved to date is about 63%. Thereafter for the remaining 82 days (just under 3 months) the Contractor must produce value of Works (37%) of Contract revised price or in real terms about 3,700,000,000.00 AZM a month. Contractor to date achieved a maximum monthly value of works of a bit more than 4,478,000,000.00 AZM. Thereafter our assessment base on value of Works achieved on record to date is that at present the Contractor shall be able to complete this Project whit in 15 days delay. Please note that to date the preliminary estimate for extra work required to this Contract is at about 3,000,000,000.00AZM and that might push the completion of Works with other month behind. Or realistically we might expect completion of Works around middle/end November 2004. However, the Consultant is keeping pressure on the Contractor to complete the Works by the Intended Completion Date (please refer to our letters P188 and P212 of 22 June and 13 July 2004).

**Figure 6**

**Contract CW2002-1 - Comparison of original bill Items**



**1.3.5.3.2. Contract price – (Budget expecting estimates)**

Hereunder are given some preliminary estimates figures for savings and extra cost to the Project.

**Table 12**

Item	Description of Works	by Project B&Q	On site estimate	+	Extra over	%
<b>Final estimates base on Works done to date (+) preliminary estimates for remaining Works to end</b>						
100	General items	6,151,879,349.00	6,151,879,349.00	0.00	0.00%	
200	Site clearing and Earthworks	3,214,117,430.00	4,307,710,825.00	1,093,593,395.00	3.68%	
300	Pavement	12,736,637,395.00	14,446,086,771.00	1,709,449,376.00	5.74%	
400	Drainage	2,445,473,396.00	3,051,527,207.00	606,053,811.00	2.04%	
500	Road furniture and marking	1,563,671,857.00	1,563,671,857.00	0.00	0.00%	
600	Bridge 29	180,782,400.00	217,918,546.00	37,136,146.00	0.12%	
700	Bridge 30	803,163,672.00	754,664,179.00	48,499,493.00	0.16%	
800	Bridge 31	184,290,142.00	201,417,286.00	17,127,144.00	0.06%	
900	Bridge 31.1	216,248,033.00	261,992,266.00	45,744,233.00	0.15%	
1000	Bridge 33	221,525,537.00	211,591,438.00	9,934,099.00	0.03%	
1100	Bridge 34	168,259,848.00	162,272,511.00	5,987,337.00	0.02%	
1200	Miscellaneous	580,300,024.00	289,773,408.00	290,526,616.00	0.98%	
1300	Day works	283,113,099.00	0.00	283,113,099.00	0.95%	
		28,749,462,182.00	31,620,505,643.00	2,871,043,461.00	9.65%	
Special	Adjust to bid 4.01378291%	29,903,403,181.78	32,889,684,094.55	2,986,280,912.78	10.04%	
Special	Revised Contract price VO2	<b>29,755,540,898.94</b>	32,889,684,094.55	3,134,143,195.61	<b>10.53%</b>	

**Contractor's proposal for improving quality of road if accepted by Client**

Extra	Bitumen seal to shoulders	0.00	440,190,000.00	440,190,000.00	1.48%
Extra	Pavement approach to petrol	0.00	293,460,000.00	293,460,000.00	0.99%
Extra	Drainage to petrol stations	0.00	122,275,000.00	122,275,000.00	0.41%
Extra	Side drain collectors/shuts	0.00	293,460,000.00	293,460,000.00	0.99%
	Sub total	0.00	1,149,385,000.00	1,149,385,000.00	3.86%
	Total	29,755,540,898.94	34,039,069,094.55	4,283,528,195.61	14.40%

### 1.3.6. Testing results

Table 13

## SUMMARY OF LABORATORY TESTING DURING JULY

Description of Work		Test Performed				Remarks
		Total	Passed	Retested	% Passed	
<b>Road Embankment</b>						
1	FDT/Nuclear Density	1255	922	333	73.5	
2	PI	2	2	0	100	
3	MDD/Proctor	2	2	0	100	
4	CBR	2	2	0	100	
5	Moisture Content	2	2	0	100	
<b>Granular capping layer or selected sub grade fill- 1 (175mm Of 350mm)</b>						
1	Gradation	1	1	0	100	
2	FDT/Nuclear Density	20	14	6	70.0	
3	MDD/Proctor	1	1	0	100	
4	PI	1	1	0	100	
5	CBR	1	1	0	100	
6	Moisture Content	1	1	0	100	
<b>Granular capping layer or selected sub grade fill- 2 (175mm Of 350mm)</b>						
1	Gradation	1	1	0	100	
2	FDT/Nuclear Density	38	28	10	73.7	
3	MDD/Proctor	1	1	0	100	
4	PI	1	1	0	100	
5	CBR	1	1	0	100	
6	Moisture Content	1	1	0	100	
<b>Granular sub base layer (from recycled asphalt concrete and recycled sub base material) 225mm</b>						
1	Gradation (Combined)	5	5	0	100	
2	FDT/Nuclear Density	139	101	38	72.7	
3	MDD/Proctor	5	5	0	100	
4	LAA	1	1	0	100	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	5	5	0	100	
8	CBR	5	5	0	100	
9	PI	5	5	0	100	
<b>Granular Shoulder (sub base material) 225mm</b>						
1	Gradation (Combined)	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	LAA	0	0	0	0	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	0	0	0	0	
8	CBR	0	0	0	0	
9	PI	0	0	0	0	
<b>Concrete Works</b>						
1	Compression Test	147	147	0	100	
2	Slump	59	59	0	100	
3	Gradation	1	1	0	100	



4	LAA	1	1	0	100
5	Soundness	0	0	0	100
6	Sp. Gravity	1	1	0	100
7	Flakiness Index	1	1	0	100
8	Sand equivalent	1	1	0	100
9	Unit Weight	147	147	0	100
<b>Bituminous road base 2 (90mm)</b>					
1	Gradation	3	3	0	100
2	LAA	1	1	0	100
3	Stripping Test	1	1	0	100
4	Fractured face	1	1	0	100
5	Core-cutting (thickness)	23	23	0	100
6	Extraction test	3	3	0	100
7	Stability	3	3	0	100
8	Flow	3	3	0	100
9	Air Voids	3	3	0	100
10	VMA/VFA	3	3	0	100
<b>Bituminous road base 1 (85mm)</b>					
1	Gradation	7	7	0	100
2	LAA	1	1	0	100
3	Stripping Test	1	1	0	100
4	Fractured face	1	1	0	100
5	Core-cutting (thickness)	38	38	0	100
6	Extraction test	7	7	0	100
7	Stability	7	7	0	100
8	Flow	7	7	0	100
9	Air Voids	7	7	0	100
10	VMA/VFA	7	7	0	100
<b>Flexible bituminous surface (50mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0

1.3.7. Project photographs – taken out in order to transfer over the Internet

1.3.8. Correspondence records

1.3.8.1. Incoming Letters

Table 14

Item	Date	Author	Sender's	Date on the	In response	Subject	Attach-ments	Replay status		
								Received	from	ref
							Yes / No	Yes / No	Sent	Ref:
1	06/07/2004	M.T	140	06/07/2004	N/A	Revised Work Program	yes	yes	14/07/2004	194
2	07/07/2004	M.T	141	06/07/2004	N/A	Gas Pipelines within ROW	yes	yes	14/07/2004	196
3	08/07/2004	M.T	142	08/07/2004	N/A	Anti-Erosion Basins for outlet of Culverts	no	yes	15/07/2004	200
4	12/07/2004	M.T	143	12/07/2004	N/A	IPC No 1	no	yes	12/07/2004	195
5	15/07/2004	M.T	144	14/07/2004	N/A	Correction of letter No 143	no	yes	21/07/2004	201
6	15/07/2004	M.T	145	14/07/2004	N/A	Slow Progress	no	no		
7	15/07/2004	M.T	146	15/07/2004	N/A	Breakdowns for new work items	yes	no		
8	19/07/2004	M.T	147	19/07/2004	188/03.07.04	Shop Drawing For culvert at km 8+890	yes	yes	22/07/2004	202
9	19/07/2004	M.T	148	19/07/2004	N/A	Shop Drawing For culvert at km 12+960	yes	yes	22/07/2004	204
10	19/07/2004	M.T	149	19/07/2004	187/03.07.04	Shop Drawing and BOQ for additional bridge	yes	yes	22/07/2004	203
11	19/07/2004	M.T	150	19/07/2004	N/A	Material samples for crush barriers and marking post	no	yes	22/07/2004	205
12	26/07/2004	M.T	151	24/07/2004	N/A	Work item 306	yes	yes		
13	26/07/2004	M.T	152	24/07/2004	203/22.07.04	Re-evaluation of the Structure at km 12+980	yes	yes		
14	26/07/2004	M.T	153	24/07/2004	202/22.07.04	Re-evaluation of the Structure at km 8+890	no	yes	28/07/2004	208
15	26/07/2004	M.T	154	24/07/2004	205/22.07.04	Re-evaluation of the Structure at km 8+891	no	yes	28/07/2004	207
16	26/07/2004	M.T	155	24/07/2004	197/14.07.04	Documents for new borrow pits	yes	yes		
17	27/07/2004		156	27/07/2004	227/22.06.04-R.D	Prise analyze items	yes	yes		

### 1.3.8.2. Outgoing letters

Table 15

Item	Date Posted	Author Initials	Our ref.	Date Written	In response to	Subject	Attachments	Replay status		
								Required Yes/No	Date Sent	Sender's Ref.
1	03/07/2004	S.D	182	02/07/2004	N/A	Monthly progress Minutes of Meeting	yes	no		
2	03/07/2004	S.D	183	02/07/2004	N/A	Degree of compaction for Sobbase layer	no	no		
3	05/07/2004	S.D	184	03/07/2004	132/ 21.06.04	Manufacturing certificate for prefabricated bridge beam	no	no		
4	05/07/2004	S.D	185	03/07/2004	131/ 21.06.04	Material certificates reinforcement steel and cement	no	no		
5	05/07/2004	S.D	186	03/07/2004	133/ 21.06.04	Shop drawing for servise duct at km 19+390	no	no		
6	05/07/2004	S.D	187	03/07/2004	134/ 21.06.04	Shop drawing for box culvert at km 12+980	no	yes	19/07/2004	149
7	05/07/2004	S.D	188	03/07/2004	138/ 25.06.04	Shop drawing for pipe culvert at km 8+872	no	yes	19/07/2004	147
8	05/07/2004	S.D	189	03/07/2004	136/ 23.06.04	Quality of concrete works	no	no		
9	05/07/2004	S.D	190	03/07/2004	135/ 22.06.04	Breakdowns for new work items	no	yes	15/07/2004	146
10	08/07/2004	S.D	191	07/07/2004	137/ 24.06.04	Shop drawing for servise duct - gas pipe line	no	no		
11	08/07/2004	S.D	192	07/07/2004	139/ 29.06.04	Shop drawing for servise duct - gas pipe line and tel lines	no	no		
12	08/07/2004	S.D	193	07/07/2004	N/A	Maintance of the detour	no	no		
13	14/07/2004	S.D	194	14/07/2004	140/ 06.07.04	Revised and updated Work Programme and CFP	no	no		
14	14/07/2004	S.D	195	14/07/2004	143/ 12.07.04	IPC 11	no	yes	14/07/2004	144
15	14/07/2004	S.D	196	14/07/2004	141/ 06.07.04	Gas pipe lines with in the road reserve	no	no		
16	15/07/2004	S.D	197	14/07/2004	140/ 06.07.04	Borrow pits	no	yes	24/07/2004	155
17	15/07/2004	S.D	198	14/07/2004	N/A	Access Roads	no	no		
18	15/07/2004	S.D	199	14/07/2004	N/A	Protection of works under the contract	no	no		
19	15/07/2004	S.D	200	14/07/2004	142/ 08.07.04	V shaped anti-erosion basin	no	no		
20	21/07/2004	S.D	201	21/07/2004	144/14.07.04	IPC 11	no	no		
21	22/07/2004	S.D	202	22/07/2004	147/19.07.04	Shop Drawings for culvert at km 8+890	no	yes	24/07/2004	153
22	22/07/2004	S.D	203	22/07/2004	149/19.07.04	Shop Drawings and B&Q for culvert at km 12+980	no	yes	24/07/2004	152
23	22/07/2004	S.D	204	22/07/2004	148/19.07.04	Shop Drawings for culvert at km 12+980	no	no		
24	22/07/2004	S.D	205	22/07/2004	150/19.07.04	Material samples for guard rails	no	yes	24/07/2004	154
25	27/07/2004	S.D	206	26/07/2004	N/A	Protection from water	no	yes		
26	27/07/2004		207	28/07/2004	154/24.07.04	Guard rails and road marking	no	no		
27	27/07/2004		208	28/07/2004	153/24.07.04	Pipe culvert at km 8+890	no	no		

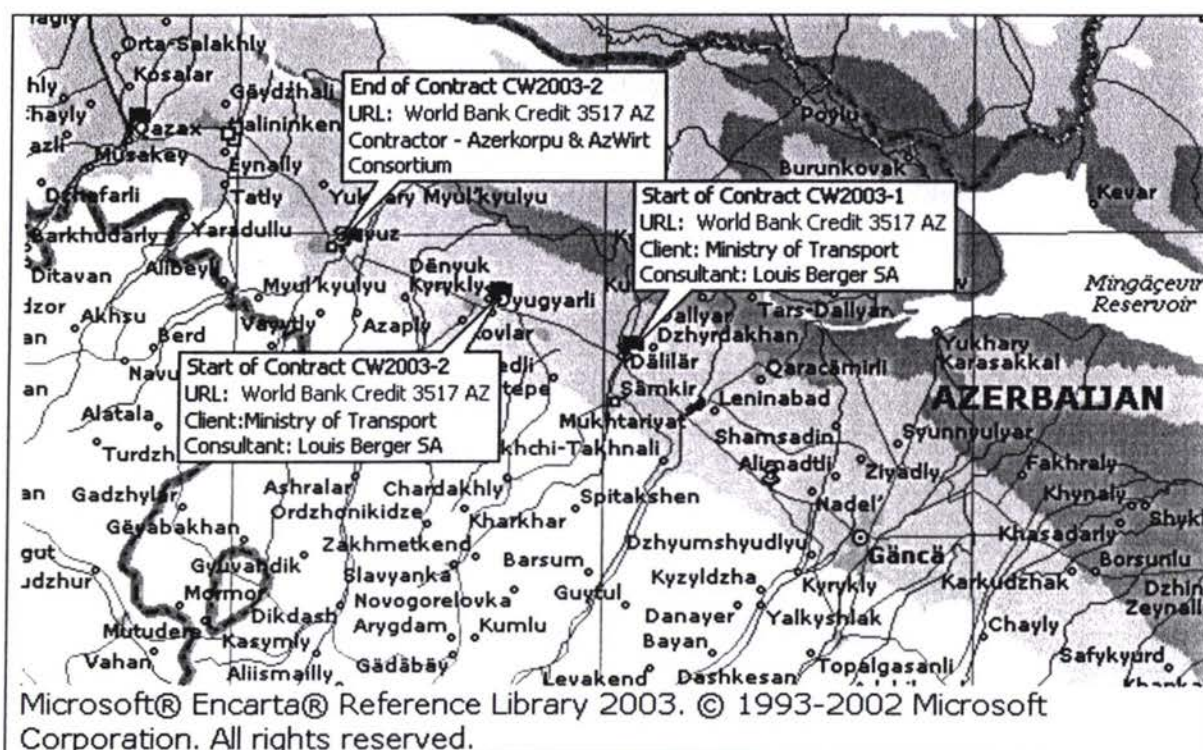


# Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:

Construction Supervision of Shemkir to Gazakh - Highway

Contracts CW2003-1 and CW2003-2



**II.Segment 2 for Project Component II: Work Contracts Lot 2, Contract CW 2002-2 now referred to as Contracts CW 2003-1 to CW2003-4 Shemkir-Gazakh Section**

**A. Contracts CW2003-1 and CW2003-2**

**A.2.1. Report Cover page**

**Table 1**

<b>Project Title</b>	<b>Construction Supervision of Shemkir to Gazakh Highway - Contracts CW2003-1 and CW2003-2</b>	
<b>Service Contract</b>	EUROPEAID/113179/C/SV/MULTI	
<b>Country</b>	Azerbaijan	
	<b>Local Recipient - Partner</b>	<b>EC Service Contractor</b>
<b>Name</b>	Azerbaijan Republic Ministry of Transport	Louis Berger SA
<b>Address</b>	The Head of Road Transport Service Department Prospect Tbilisi 1054 The Ministry of Transport	Mercure III 55 Bis Quai de Grenelle 75015 Paris France
<b>Tel No</b>	99412 4930192	+ 33 1 45 78 39 32
<b>Fax No</b>	99412 4315655	+ 33 1 45 77 74 69
<b>Contact Person</b>	Mr. Javid G. Gurbanov	Mr. F. Signor
<b>E-mail</b>		fsignor@louisberger.com
		Project Team Leader
		Baku, Azerbaijan
		+994 12 498 84 31
		+994 12 493 24 76
		R. Degheim

**A.2.2. Project Synopsis**

**Table 2**

<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>To support the Republic of Azerbaijan to catch up with their serious backlogs in road maintenance, and to cope with growing Local, and International Transport.</li> <li>To improve and provide a better level of service for the travelling public on route corridors,</li> <li>To reduce costs in road transportation,</li> <li>To arrest deterioration of pavements (<i>road surfaces</i>) by timely intervention,</li> <li>To reduce costs for road rehabilitation and maintenance.</li> <li>The specific objective of this component of the Project is the supervision of The Works Contracts between Shemkir and Gazakh. This forms part of the ancient "Silk Road"</li> <li>To ensure that the new road rehabilitation and reconstruction is completed to the internationally specified standards and to be completed within the budget and time available.</li> <li>To strengthen the national road construction and maintenance capabilities Through transfer of technology.</li> </ul>
<b>Outputs</b>	<ul style="list-style-type: none"> <li>Good Roads completed to best standards and at the budget price.</li> </ul>
<b>Project activities</b>	<ul style="list-style-type: none"> <li>To rehabilitate and upgrade the existing highway Shemkir to Gazakh – Contracts CW2003-1 and CW2003-2</li> </ul>
<b>Start date</b>	<ul style="list-style-type: none"> <li>February 23<sup>rd</sup>2004</li> </ul>
<b>Start date activities</b>	<ul style="list-style-type: none"> <li>February 23<sup>rd</sup>2004</li> </ul>
<b>Project duration</b>	<ul style="list-style-type: none"> <li>18 months or 548 days</li> </ul>

### A.2.3. Monthly Progress Report

#### A.2.3.1. General

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Shemkir - Gazakh section of the Azerbaijan Highway Project Contracts CW 2003-1 and CW 2003-2. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract Number EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SA of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to RoadTransService controls the project on behalf of the Employer. A list of the Key Personal is presented below.

Table 3

<b>Funding Agent</b>	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
<b>Employer</b>	Azerbaijan Republic Ministry of Transport "Yolnegliyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel:99412 4930192 Fax:99412 4315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
<b>Project Implementation Unit</b>	72/4 Uzeyir Hajibeyov Street 370010 Baku
Mr A. Gojayev	Director
<b>EUROPEAID EC Brussels</b>	
Mr. E. Dalamangas	Project Manager
<b>Service Supervision Contractor</b>	
Louis Berger SAS	Murcure III, 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader / Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
<b>Contractors</b>	Azerkorpu – Azwirt Consortium

#### A.2.3.2. Project Data

Table 4

<b>Works Contracts CW 2003-1 and CW2003-2</b>	
Works Tender Opened	September 2 <sup>nd</sup> 2003
Letter of Acceptance	December 27 <sup>th</sup> 2003
Contract Agreement Signed	January 22 <sup>nd</sup> 2004
Possession of site	February 5 <sup>th</sup> 2004
Tender amount	61,800,315,562.42 AZM
Contract Amount	60,082,264,241.00 AZM
Contract revised value including VO1	60,214,171,978.85 AZM
Contract Start Date	February 23 <sup>rd</sup> 2004
Original Contract Completion Date	August 23 <sup>rd</sup> 2005
Extended Completion Date	N/A
Defects Liability Period	365 days
1 <sup>st</sup> Works Programme received	March 24 <sup>th</sup> 2004
Last revision of Works Programme	July 2004
Value of Works to date as per IPCs	603,439,200AZM

Value of Works done	603,439,200AZM
Value of Works done (%)	2.04%
Variations	Variation order №1 for amount of 131,907,737.85 AZM
Advance Payment (20%)	AZM 12,016,452,848.20
Repayments made	N/A
Delays	40 days
Claims	Claim №1 – Late advance payment Claim №2 – Late paid portion of advance payment
Time elapsed to date	160 days
Time remaining to date	388 days

### A.2.3.3. Progress report

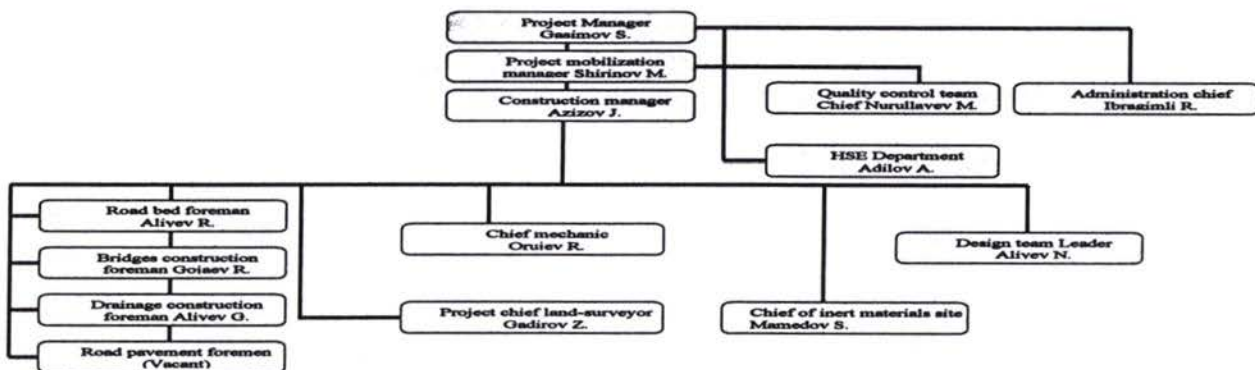
#### A.2.3.3.1. Status of the Project

Since start (February 23, 2004) the Contractor have been on site 160 days or 29.20% of the Contractual time and to date are remaining 388 days or 70.80% of the Contractual time. Contractor just start with mobilization but apart of surveyors checking/verifying the original bench marks no other work has been done on the road yet. Redesign between km 27+000 to km 36+200 has been carried out jointly with the Consultant and Contractor and submitted to the Employer for approval.

#### A.2.3.3.1.1. Contractor's site staff

##### A.2.3.3.1.1.1. Contractor's site management staff organogramme

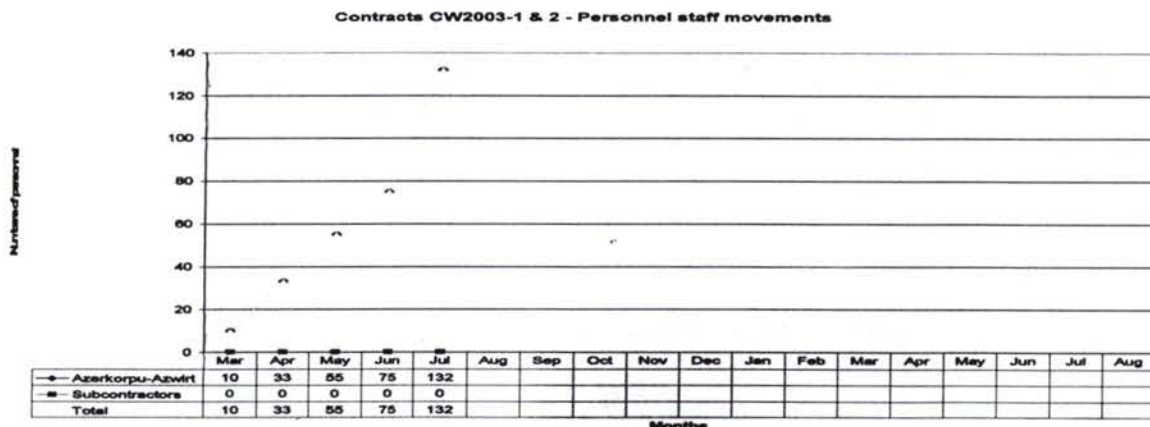
Figure 1



#### A.2.3.3.1.1.2. Contractor's site staff employed

Contractor at present has employed for construction on this project – 132 people (including locals 87)

Figure 2



### A.2.3.3.1.2. Contractor's machinery and equipment

Table 5

Item	Description	Model and capacity	Unit	For Project	Available	Work day
1	Asphalt Plant	Lintec	no	1	0	
2	Batch Plant for Sub-base		no	1	0	
3	Crusher and Sorter	Nase Konkosor Tesisi	no	1	0	
4	Scale		no		0	
5	Generators	AD-30C, AD-50	no	4	1	31
6	Asphalt and Sub-base Paver	Vogel	no	2	0	
7	Rubber Banded Asphalt Roller		no	2	0	
8	Steel Banded Asphalt Roller		no	4	0	
9	Rolley Tank		no	3	0	
10	Distributor for Bitumen		no		0	
11	Graders	Komatsu, CAT	no	5	2	31
12	Bulldozers	CAT D8R, PR712, DZ129, DZ170	no	4	2	31
13	Excavators	Liebherr, CAT330B/L, EO5124,5122A	no	10	2	31
14	Loaders	L-538,L-551, L-541, MT	no	5	1	31
15	Backhoe loader	YALCHIN BT2000	no	2	0	
16	Vibratory Rollers	BOMAG,BOXER, DYNAPAC	no	5	0	
17	Water Distributor	KO-002, AW-6.0, AW-7.0	no	5	1	31
18	Trailer for carrying Equipments		no		1	15
19	Trucks	Maz/Mercedes/Kamaz	no	16	5	31
20	Concrete trucks	HTM 604F, KaMAZ5511	no	5	2	31
21	Concrete pump	CB170-1, Mercedes	no	2	0	
22	Crane	KC/KATO/PDK	no	2	4	31
23	Welding machine	W350, W230	no	4	1	31
24	Compressor	XAS-46 DdG	no	1	0	
25	Plate compactor	LP750H,LP500H, LH300, LG160	no	4	0	
26	Drilling machine	Soilmec	no		1	31
27	Car	VAZ	no		7	31
28	Concrete plant		no	1		
29	Machine for asphalt milling		no	1		
30	Fuel tanker	ZIL - 130	no		1	31
31	Microbus	KIA	no		1	18

### A.2.3.3.1.3. Contractor's Work programme

The Contractor has submitted his Project Works programme on March 24<sup>th</sup>2004. The 1<sup>st</sup> updated revised Works Programme has been submitted in July 2004 and approved.

Figure 3



A.2.3.3.2. Project activity to date

Table 6

Item	Project activity to date																	%	
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20		15
1	[Progress bar]																	100	
2	[Progress bar]																	100	
3	[Progress bar]																	100	
4	[Progress bar]																	75	
5	[Progress bar]																	50	
6	[Progress bar]																	50	
7	[Progress bar]																	80	
8	[Progress bar]																	50	
9	[Progress bar]																	30	
10	[Progress bar]																	60	
11	[Progress bar]																	40	
12	[Progress bar]																	0	
13	[Progress bar]																	0	
14	[Progress bar]																	0	
15	[Progress bar]																	0	
16	[Progress bar]																	0	
17	[Progress bar]																	0	
18	[Progress bar]																	0	
19	[Progress bar]																	0	
20	[Progress bar]																	0	
21	[Progress bar]																	0	
22	[Progress bar]																	0	
23	[Progress bar]																	0	
24	[Progress bar]																	0	
25	[Progress bar]																	0	
26	[Progress bar]																	0	
27	[Progress bar]																	0	

28	Site Clearing and Grubbing - (10/7.1Ha) 1.657km/1.236km	0
29	Bulk earthworks - road embankment - (57818/18978m3) 1.657km/1.236km	0
30	Formation level - (6158/11254m2) 1.657km/1.236km	0
31	Granular Capping layer - (350mm-7651/6983m3) 1.657km/1.236km	0
32	Granular Sub base layer - 225mm - (6030/4340m3) 1.657km/1.236km	0
33	Bituminous base course - 175mm - (16736/12139m2) 1.657km/1.236km	0
34	Wearing course - 50mm - (16435/11946m2) 1.657km/1.236km	0
35	Granular shoulder - 225mm - (2032/1385m3) 1.657km/1.236km	0
36	<b>Structures - Bridges (6), culverts (103)</b>	0
37	Bridge - Bridges new(2), rehab.(4) Work is going 1(new)	5
38	Culverts - 48/55num To start clearing on 19 in CW2003-2	10
39	<b>Finishing off the Project - 40km</b>	0
40	Road signs and marking - 40km	0
41	Site drains	0
	100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5	

### A.2.3.3.3. Project progress summary

Since the start February 23<sup>rd</sup>2004 the Contractor completed the verifying of Project Bench marks. Produced the first 10 km longitudinal redesign km 27+000 to km 37+000 (July 2004), start on rehabilitations of culverts along the road. At the same time Works on Bridge 39 are progressing as well as. However as per the latest approved Programme of Works the Contractor is about 40 days behind on earthworks.

#### A.2.3.3.3.1. Works Progress on structures

##### A.2.3.3.3.1.1. Progress on culverts

The Contractor has been instructed (April 7<sup>th</sup>2004) to start work on required by the Project rehabilitation works for culverts. There are 73 numbers of culverts where the Works might be started. Contractor start with cleaning and rehabilitation works as required. To date some 10 culverts are cleaned. Along the Contractor is progressing with checking/verifying the existing structure conditions of the culverts and list and sketches have been submitted for culverts between km 27+000 to km 37+000.

Table 7

Item	Num	Exist	Location	Type	Size	Checked	Start	End	Action
1	1	yes	0+021	pipe	1000	no			
2	2	yes	0+027	pipe	1000	no			
1n	3	yes	0+370	pipe	1000				
2e	4	yes	0+789	pipe	1000	no			
3e	5	yes	1+429	pipe	1000	no			
4e	6	yes	3+117	pipe	1000	no			
5e	7	yes	3+451	pipe	1000	no			
6e	8	yes	3+799	pipe	1000	no			
7n	9	no	4+070						New
8e	10	yes	4+410	pipe	1000	no			
9n	11	no	4+908						New
10e	12	yes	5+103	pipe	1000	no			
11e	13	yes	5+875	pipe	1000	no			
12n	14	no	5+889						New
13e	15	yes	6+348	pipe	1000	no			
14e	16	yes	6+650	pipe	1000	no			
15e	17	yes	7+247	pipe	1000	no			
16e	18	no	7+405						New
3	19	yes	7+690	pipe	1000	no			
17n	20	no	7+780	pipe					New
18e	21	yes	7+964	pipe	1000	no			
19e	22	yes	8+182	pipe	1000	no			
20n	23	no	8+415						New

4	24	yes	8+582	pipe	1000	no			
21e	25	yes	8+948	pipe	1200	no			
22e	26	yes	9+721	pipe	1000	no			
23n	27	no	9+928	pipe	1000				New
24e	28	yes	11+070	pipe	800-1000	no			
25e	29	yes	11+106	box	2000x1700	no			
26e	30	yes	11+246		culvert blocked	no			
5	31	yes	11+326	pipe	1000	no			
27n	32	no	11+563	pipe					New
6	33	yes	12+063	pipe	1000	no			
28e	34	yes	12+738	pipe	1000	no			
29e	35	yes	13+169	pipe	1000	no			
30e	36	no	13+230						New
31e	37	yes	13+368		culvert blocked	no			
32e	38	yes	13+947	pipe	1500	no			
33n	39	no	14+015						New
34e	40	yes	14+737	pipe	700	no			
7	41	yes	14+837	pipe	1000	no			
35e	42	yes	15+151	pipe	1000	no			
36n	43	no	15+421						New
37e	44	yes	15+883	pipe	1000	no			
38e	45	yes	15+965	pipe	1000	yes	05/07/2004		Rehabilitate
8	46	yes	16+365	pipe	1000	yes	05/07/2004		Rehabilitate
39n	47	no	16+788						New
40n	48	yes	17+318	pipe	1000				
41n	49	yes	17+347	box	2000x2000				
42n	50	yes	17+429	pipe	1500				
43e	51	yes	17+731	box	2000*2000	yes	09/07/2004		Rehabilitate
44e	52	yes	18+141	pipe	800-1000	no			
45e	53	yes	18+409	pipe	1000	yes	09/07/2004		Rehabilitate
46n	54	no	18+460						New
47e	55	yes	18+609	pipe	800	no			
48e	56	yes	18+797	pipe	1000	yes	09/07/2004		Rehabilitate
9	57	yes	19+797	pipe	8000	no			
49e	58	yes	20+988	box	2000*1300	no			
50e	59	yes	21+074	pipe	1000	yes			Rehabilitate
51e	60	yes	21+158		culvert blocked	no			To confirm
52e	61	yes	21+333		culvert blocked	no			To confirm
53e	62	yes	21+693	pipe	1000	yes			Rehabilitate
10	63	yes	21+893	box	2000*1000	yes			deleted
54e	64	yes	22+136	pipe	1000	yes	09/07/2004		Rehabilitate
55e	65	yes	22+148	pipe	1000	yes	09/07/2004		Rehabilitate
56e	66	yes	22+379	pipe	1000	yes	09/07/2004		Rehabilitate
57n	67	no	22+726	pipe	500-800				New
11	68	no	22+926	pipe	800	no			
58e	69	yes	23+359	box	1700*700	no			
59e	70	yes	23+948	pipe	800	no			
60e	71	yes	24+024	pipe	800	no			
61e	72	yes	24+521	pipe	1500	yes			Rehabilitate
62e	73	yes	24+687	pipe	1000	no			
12	74	no	24+887	pipe	1000	yes	09/07/2004		Rehabilitate
63e	75	yes	25+113	pipe	1000	yes	28/06/2004		Rehabilitate
64n	76	no	25+688						New
65e	77	yes	25+721	pipe	1000	yes	28/06/2004		Rehabilitate
66e	78	yes	26+149	pipe	1000	no			
13	79	yes	26+449	pipe	1000	yes			Replace
67e	80	yes	26+742		non exiting on site	no			
68e	81	yes	27+018	pipe	1000	yes			Replace
69e	82	yes	27+123	pipe	1500	yes			Replace
70e	83	yes	27+543	box	1800*1000	no			
71e	84	yes	27+643	box	2*2000*2000	yes			Replace
14	85	yes	27+743	pipe	1200	yes			deleted
72e	86	yes	27+944	pipe	1000	yes	28/06/2004		Rehabilitate
73e	87	yes	28+050	pipe	1000	no			
15	88	yes	28+150	pipe	1000	yes	06/07/2004		Rehabilitate





74e	89	yes	28+481	pipe	800	no		
75n	90	no	28+580					New
76e	91	yes	28+620	pipe	800	no		
77e	92	yes	28+790	pipe	800	no		
78e	93	yes	28+999	pipe	1000	yes	28/06/2004	Rehabilitate
79e	94	yes	29+399		culvert blocked	no		To confirm
80e	95	yes	29+461	pipe	1000	yes		Replace
16	96	no	29+561	pipe	1000	yes		Replace
81e	97	yes	29+952	pipe	1000	yes	28/06/2004	Rehabilitate
82n	98	no	30+000					New
17	99	yes	30+300	pipe	700-1000	no		
83n	100	no	30+538					New
84e	101	yes	30+892	pipe	700	no		
85e	102	yes	31+154	pipe	800	no		
86e	103	yes	31+515	pipe	1500	no		
18	104	yes	31+615	pipe	1000	yes	28/06/2004	Rehabilitate
87e	105	yes	31+962	pipe	1000	yes		Replace
88e	106	yes	32+096	box	2400*1000	no		
89e	107	yes	32+611	pipe	1000	yes	06/07/2004	Rehabilitate
90e	108	yes	32+876	pipe	1000	yes		Replace
91e	109	yes	33+096	pipe	1000	yes	28/06/2004	Rehabilitate
92e	110	yes	33+351	pipe	1000	yes		Replace
93e	111	yes	33+643		2000*1000	no		
94e	112	yes	33+832	pipe	1000	yes		Replace
95e	113	yes	34+073	pipe	1000	yes	28/06/2004	Rehabilitate
96e	114	yes	34+379	box	2*(2000*2000)+1,6*2	no		
97n	115	no	34+400					New
98e	116	yes	35+076	box	400*400	no		
99e	117	yes	35+533	pipe	1000	no		
100n	118	no	35+770					New
101n	119	no	36+100					New
102e	120	yes	36+211	pipe	1000	yes		Replace
19	121	yes	36+361	pipe	1000	no		
103e	122	yes	36+585		culvert blocked	no		To confirm
104n	123	yes	38+575	pipe	1000	no		
105e	124	yes	38+591	box	2000*2000	no		
20	125	yes	38+796	pipe	800	no		
106e	126	yes	39+377	pipe	700	no		

#### A.2.3.3.3.1.2. Progress on bridges

##### A.2.3.3.3.1.2.1. General on bridge structures

The Contractor has been instructed (April 7<sup>th</sup>2004) to start with preparation of the shop drawings for bridge 36 (cross over the existing railway at km 2+310) since is not affected by the required correction to longitudinal road profile.

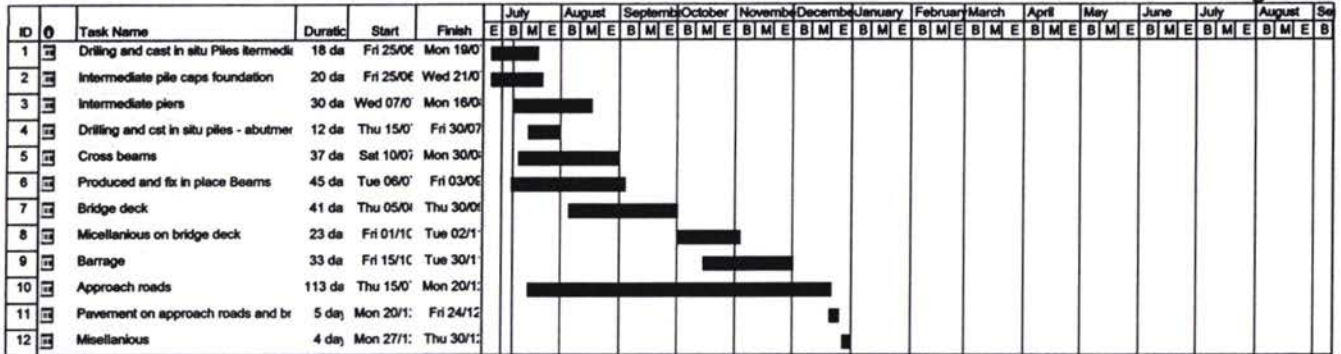
Table 8

Bridge No	Chainage where the to be build	Description of the existing structure	Existing (meter)	Carriage way	Action proposed by our design tender review done August 2003	Description according to the project (meter)	Size According to the project	Carriage way
36	2+310	3*14.0	48	7	Replace/New	12+21+12	54.3	11.5
37	3+076	1*22.16	28	7	Replace/New	1*22.16	36.21	11.5
38	5+597	1*13.50	14.6	7	Repair	1*18.0	18.9	11.5
39	20+188	3*22.16	82.48	7	New	5*18.0	90.0	11.5
40	27+997	4.4*5.0 B	9.4	7	Box culvert	5.0*2.5 B	23.5	9
41	34+870	1*22.16	23.06	7	Repair	1*22.16	23.06	11.5
42	37+539	6*22.16	138.96	8.9	Repair	6*22.16	138.96	10

**A.2.3.3.3.1.2.2. Bridge 39**

Due to the urgencies of the matter the Contractor started works on Bridge 39 and Works are progressing in accordance with the Programme as shown below:

**Figure 4**



**A.2.3.3.3.2. Problems which might effect the completion date**

**Table 9**

<b>Problems associated with completing the Contract in time</b>	<b>Actions taken</b>
Early warnings – clause 32, Conditions of Contract – existing buildings along the road, narrow road within the urban locations and our proposal to original pavement urban design	Comprehensive study done by us and sent for Client consideration and instructions
For overlay sections - Existing road width measured across the Road is highly variable	Client inform/advise – our letter 58 dated May 14 <sup>th</sup> 2004
Shemkir - Dallier ring cross road (start of Contract CW2003-1) according Contract Documentations – half is reconstruction and the other half overlay, the question is what to be applied for whole ring cross road – reconstructions or overlay only	Client inform/advise – our letter 61, dated May 20 <sup>th</sup> 2004 The Client instruction pending
Some of existing culverts are badly displaced and rehabilitation works recommended shall not improved the present structures situation, thereafter replacement possible	Contractor jointly with Consultant verifying the present status
First 10km of longitudinal redesign has been submitted; however there are other 30km of road to be redesign. Further Contractor have been urge to forward the remaining bridges design for consideration, review and approval	The Contractor is warn to speed up with road redesign and bridge design

- **Expropriations and compensation claims – Sketch plans for possible public claims**

**Figure 5**

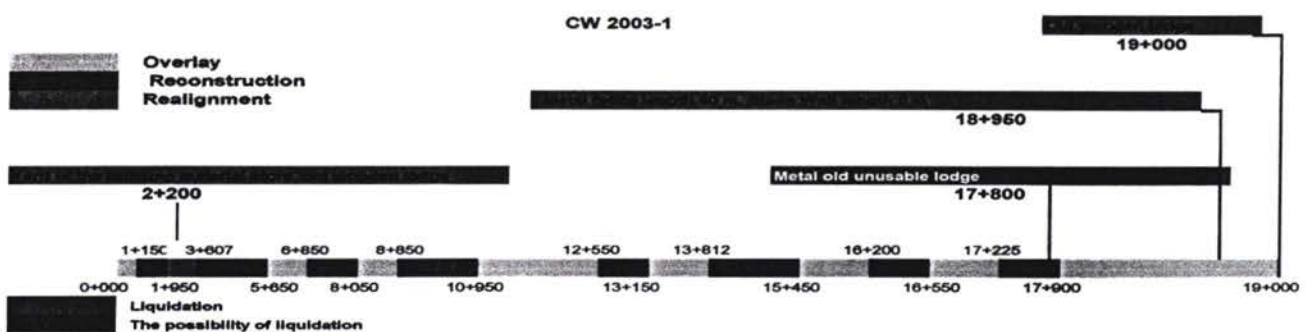
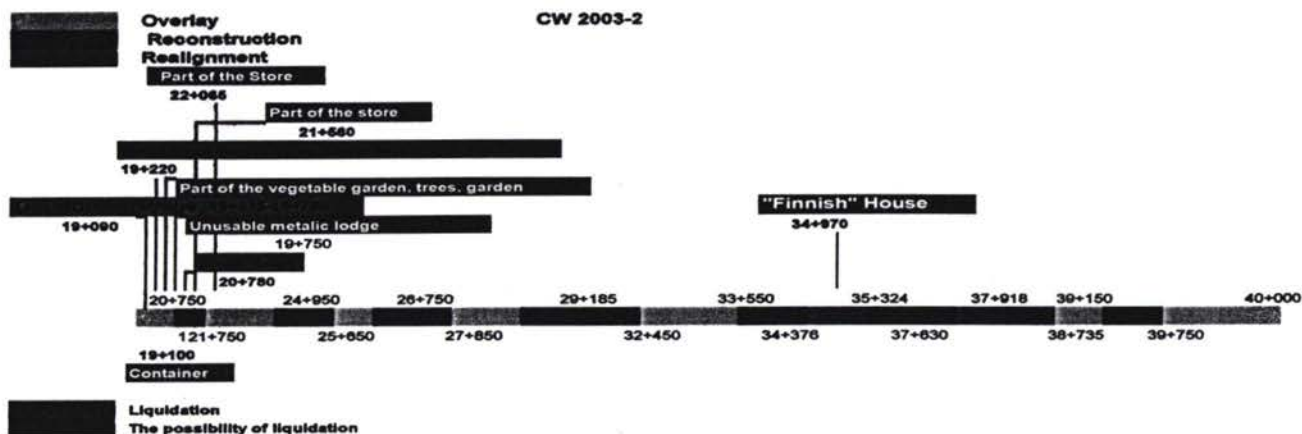


Figure 6



- For overlay sections - Existing road width measured across the Road is highly variable specially for second Contract CW2003-2 – km 19+000 to km 40+000

Figure 7

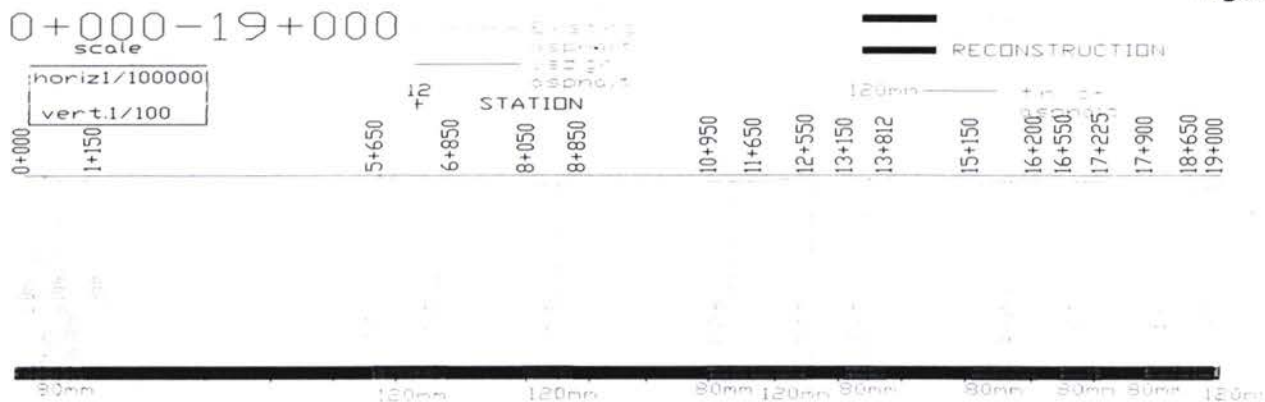
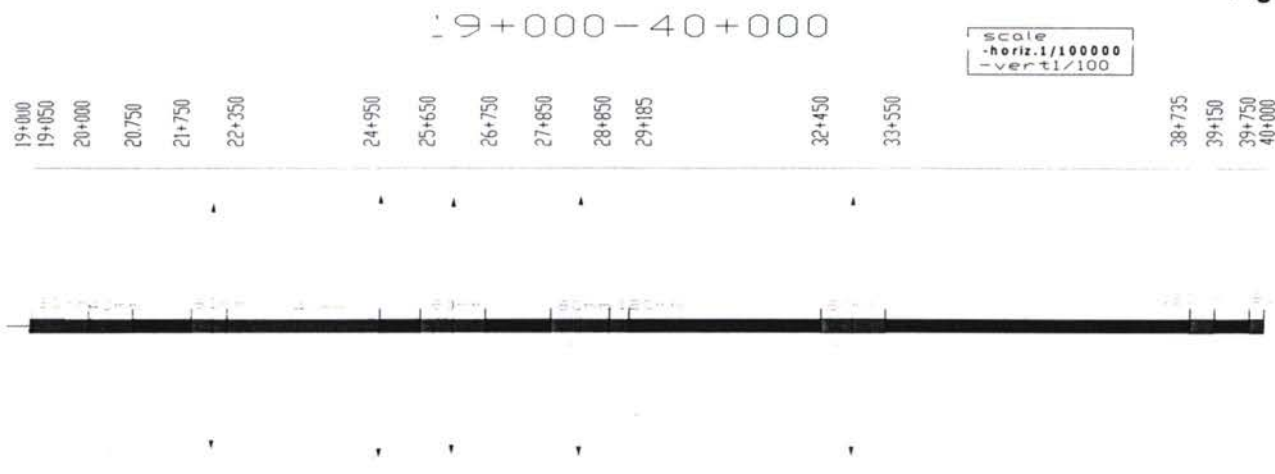


Figure 8



- For longitudinal redesign – Explanatory notes (please see item 3.8 section III)

#### A.2.3.4. Claims and Variations

##### A.2.3.4.1. Claims

###### A.2.3.4.1.1. Claim №1 – Late advance payment

First Contractor's claim has been received - Requested Advance payment of 20% has been delayed and Contractor has claimed (see Contractor's letter 248 dated May 11th, 2004 and Consultant letter to the MoT P170 dated 11 May 2004) in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claimed interest on late payments.

###### A.2.3.4.1.2. Claim №2 – Late payment of Azeri part of advance payment

Second Contractor's claim has been received - Requested Advance payment of 20% has been paid partially and Contractor has claimed in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor has referred to Clause 43 (Payment), sub-clause 43.1, and claimed interest rate on late payments. The Claim is under PM's consideration and attention.

##### A.2.3.4.2. Variations

###### A.2.3.4.2.1. Variation order №1

For the amount of 131,907,737.85 AZM, new beginning of Contract CW2003-1 – On Client instruction, 60m' a part of Contract 2002-1 are to be added, in order to have existing ring cross road in one Contract (Contract CW2003-1). Variation Order approved and submitted to the Contractor.

###### A.2.3.4.2. Variation Order №2

Bridge №39 at km 411+143 (new construction instead of rehabilitation).

The first intermediate foundation support at Baku site has collapsed. The reason for collapsing is that the river bed at that location has been eroded and the foundation left on air unsupported.

Originally, this bridge is to be rehabilitated but due to the actual situation of the bridge, a new construction is required.

Drawings received from the Contractor and submitted to the Employer on 08 July 2004 for approval.

This VO would be finalized after receiving breakdown for new items from the Contractor.

###### A.2.3.4.2.3. Variation order №3

Under preparation - On Client instruction, Works on Contract CW2003-2 km 37+700 to km 40+000 are to be stopped due to potential planned construction of Tovuz bypass.

This VO would be finalized after agreement between the Employer and the WB if Tovuz bypass would be constructed and after Employer instruction about the Works to be done between km 37+700 – km 40+000.

##### A.2.3.5. Financial

###### A.2.3.5.1. Interim Payment Certificates to date

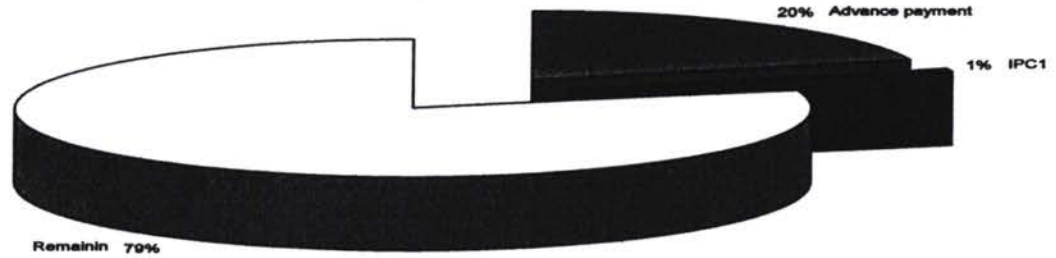
Table 10

Item	Date	IPC	Value AZM	%	Status
1	30/05/04	IPC (Adv.Pay.)	2,416,452,848.20	19.97%	paid
2	15/07/04	IPC 1	603,439,200.00	1.0%	not yet
		To date	12,619,892,048.20	20.97%	Not fully
		Available		79.03%	Remained
		Contract price	60,214,171,978.85	100.00%	

The IPC 2 has been forwarded to Client for consideration and payment

Figure 9

Contracts CW2003-1 & 2, Payments to date and the remaining value of Works

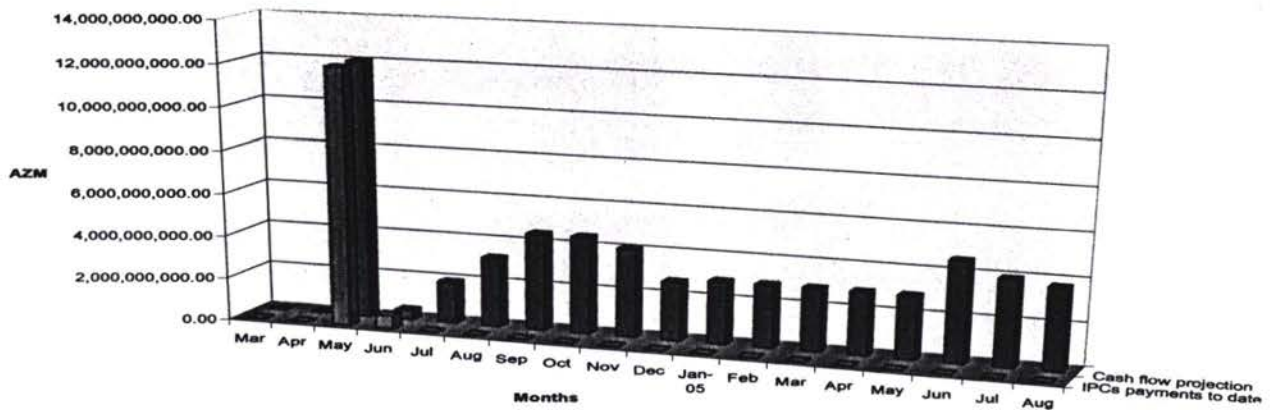


**A.2.3.5.2. Cash Flow projection**

Contractor has submitted the revised updated cash flow projection on July 9<sup>th</sup>2004 (see below).

Figure 10

Contract CW2003-1&2, Comparison between the Contrator's updated cash flow projection (July 9th2004) and the actual IPC payments



**A.2.3.5.3. Contract assessment**

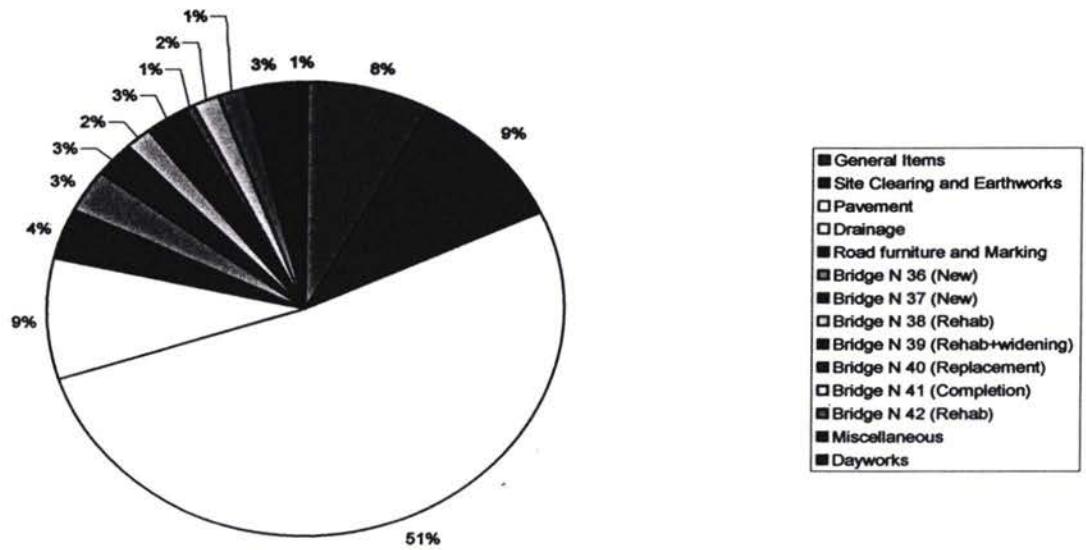
**A.2.3.5.3.1. Contract time**

In view of forwarded and approved by us revised/updated Works Programme (July 2004) the Contractor is running late 40 days on Earthworks.

Comparison of the Bill of Quantities items as shown on the graph under

**Figure 11**

**Contracts 2003-1 & 2 (km 0+000 to km 40+000) , Comparison of the original Bill Items**



**A.2.3.5.3.2. Contract price- (budget expecting preliminary estimates increase/decreases)**

**Table 11**

<b>Item</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Cost</b>
<b>A</b>				<b>AZM</b>
1	Due to MoT letter 01/581 dated Apr 26th, 2004 temp. stop work at km 37+500 to km 40+000	AZM	estimate	3,009,034,085.10
	<b>Estimated savings cost to the Contract</b>	AZM	estimate	<b>3,009,034,085.10</b>
		US\$		612,588.37
<b>B</b>				<b>AZM</b>
1	Due to underestimated volumes of Works at the Project B&Q for capping layer	m3	25426	482,127,812.00
2	Due to underestimated volumes of Works at the Project B&Q for granular sub base	m3	11977	1,287,024,466.00
3	Due to underestimated volumes of Works at the Project B&Q for bituminous base	m2	13593	746,106,177.00
4	Due to underestimated volumes of Works at the Project B&Q for bituminous surface	m2	13048	221,098,360.00
5	Due to underestimated volumes of Works at the Project B&Q for sub base to shoulders	m3	13091	1,406,732,678.00
6	Due to extra existing culverts on site but not included into B&Q- 18 numbers	AZM	estimate	444,616,556.00
7	Due to collapsing of Bridge 39- km 29+168 and required replacement instead of reconstruction	AZM	estimate	4,676,215,995.00
8	If longitudinal redesign might require completely change from Overlay to Reconstruction	AZM	estimate	10,940,986,361.70
9	Due to underestimated volumes of Works at the Project for Bridge 42 across Tovuz Cay	AZM	estimate	2,701,600,000.00
10	Due to review of existing structures at July 2004 for Pipes (Km 0+000 to km 40+000)	num	33	670,760,099.00
11	Extra over for unexpected miscellaneous during construction period	AZM	estimate	2,456,000,000.00
	<b>Estimated extra cost to Contract Budget</b>	AZM	estimate	<b>26,033,268,504.70</b>
		US\$		5,299,932.51
<b>C</b>	<b>Contract Price at present</b>	AZM		60,082,264,241.00
		US\$		12,231,731.32
	Due to MoT decision to cut short Contract 2002-1 within 60 m and add to 2003-1&2	AZM	<b>Vo 1</b>	131,907,737.85
<b>C'</b>	<b>Contract revised price (VO 1)</b>	AZM		<b>60,214,171,978.85</b>
<b>D</b>	<b>Estimated extra cost to Contract price</b>	AZM	38.23%	<b>23,024,234,419.60</b>
		US\$		4,687,344.14
<b>F</b>	<b>Estimated revised Contract price in US\$</b>	AZM		
		US\$	4912	16,945,929,64

Note: The estimate is not final and might be changed as the Works progress;

Item 8 Please in order to safe on extra cost during the longitudinal redesign supervision shall be exercised and wherever overlay must be substitute then Composite overlay shall be Introduced;

Item 9 preliminary estimate has been done by the Contractor's representative at the Meeting held June 12th 2004 and might be changed as the Works progress;

Item 10 The preliminary estimates shown here above are including the required extra volumes of Works under estimated by the Project B&Q and as reviewed and approved by July 15th 2004

Item 11 estimate have not been calculated because at present is not clear the expected volumes of Works;

We have to expect some extra cost due to underestimated Works at the Project B&Q for Bus stops, Petrol stations Access roads, service ducts and etc.

The extra cost of 38,23% is an estimate and would be finalized after decision by the Employer of the Works to be done in Tovuz (between km 37+700 – km 40+000).

#### A.2.3.6. Testing results

Table 12

### SUMMARY OF LABORATORY TESTING DURING JULY

Description of Work		Test Performed				Remarks
		Total	Passed	Retested	% Passed	
<b>Road Embankment</b>						
1	FDT/Nuclear Density	1	1	0	100	
2	PI	11	11	0	100	
3	MDD/Proctor	11	11	0	100	
4	CBR	0	0	0	0	
5	Moisture Content	11	11	0	100	
<b>Granular capping layer or selected sub grade fill- 1 (175mm Of 350mm)</b>						
1	Gradation	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	PI	0	0	0	0	
5	CBR	0	0	0	0	
6	Moisture Content	0	0	0	0	
<b>Granular capping layer or selected sub grade fill- 2 (175mm Of 350mm)</b>						
1	Gradation	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	PI	0	0	0	0	
5	CBR	0	0	0	0	
6	Moisture Content	0	0	0	0	
<b>Granular sub base layer (from recycled asphalt concrete and recycled sub base material) 225mm</b>						
1	Gradation (Combined)	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	LAA	0	0	0	0	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	0	0	0	0	
8	CBR	0	0	0	0	
9	PI	0	0	0	0	
<b>Granular Shoulder (sub base material) 225mm</b>						
1	Gradation (Combined)	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	LAA	0	0	0	0	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	0	0	0	0	
8	CBR	0	0	0	0	
9	PI	0	0	0	0	
<b>Concrete Works</b>						
1	Compression Test	16	16	0	100	
2	Slump	15	15	0	100	
3	Gradation	0	0	0	0	
4	LAA	0	0	0	0	



5	Soundness	0	0	0	0
6	Sp. Gravity	0	0	0	0
7	Flakiness Index	0	0	0	0
8	Sand equivalent	0	0	0	0
9	Unit Weight	16	16	0	100
<b>Bituminous road base 2 (90mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0
<b>Bituminous road base 2 (85mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0
<b>Flexible bituminous surface (50mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0

**A.2.3.7. Project photographs** - taken out in order to transfer over the Internet

**A.2.3.8. Correspondence records**

**A.2.3.8.1. Incoming Letters**

**Table 13**

Item	Date Received	Autho from	Sender's ref	Date on the Letter	In response to	Subject	Attach	Replay status		
								Requires Yes/No	Date Sent	Our Ref.
1	02/07/2004	G.S	54-D	01/07/2004	N/A	Longitudinal project to approach to bridge #39	yes	yes	08/07/2004	83
2	05/07/2004	G.S	55-D	05/07/2004	064/ 22.06.04	Schedule of Work and Construction Methods	yes	yes	07/07/2004	80, 90
3	08/07/2004	G.S	56-D	05/07/2004	N/A	Typical cross sections	yes	yes	14/07/2004	89
4	08/07/2004	G.S	57-D	08/07/2004	79/ 05.07.04	Revised Price analyses	yes	yes	23/07/2004	94
5	08/07/2004	G.S	58-D	08/07/2004	64/ 22.06.04	Design project for Dzegam Chay	yes	yes	08/07/2004	87
6	08/07/2004	G.S	59-D	08/07/2004	61/ 21.06.04	Revised work program	yes	yes	14/07/2004	88
7	12/07/2004	G.S	60-D	11/07/2004	N/A	state of culverts	no	yes	11/07/2004	86
8	12/07/2004	G.S	61-D	12/07/2004	N/A	Longitudinal profile and cross sections	yes	yes	14/07/2004	85
9	13/07/2004	G.S	62-D	13/07/2004	N/A	Certificates of reinforcements, cement and results of water analysis	yes	yes	23/07/2004	95
10	20/07/2004	G.S	65-D	18/07/2004	N/A	IPC 2&3	yes	yes	22/07/2004	93
11	19/07/2004	G.S	65	19/07/2004	N/A	Design Method of Motorroad	yes	no	27/07/2004	99
12	20/07/2004	G.S	66	20/07/2004	N/A	Certificates for cement	yes	yes	27/07/2004	98
13	20/07/2004	G.S	67	20/07/2004	N/A	Shop drawing of the culverts	yes	yes	27/07/2004	97
14	21/07/2004	G.S	68	21/07/2004	N/A	Certificates for reinforcement concrete pipe	yes	yes	27/07/2004	96
15	26/07/2004	G.S	69-D	23/07/2004	N/A	Revised project of section 27+000 - 36+200	no	yes	28/07/2004	100
16	27/07/2004		373	26/07/2004	N/A	Final B&Q for Dzegam Chay bridge No 39	no	yes		

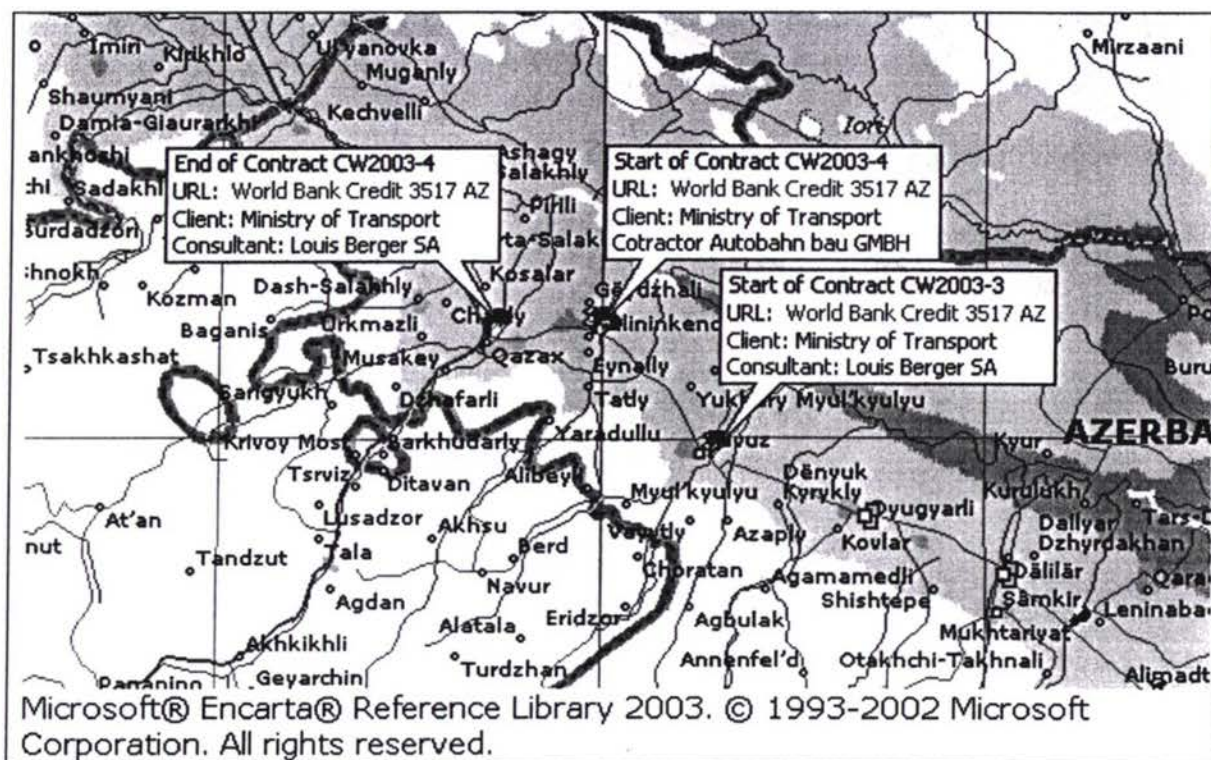
**A.2.3.8.2. Outgoing letters**

Table 14

Date Posted	Author Initials	Our	Date Written	In response to	Subject	Attachments	Replay status		
							Required Yes/No	Date Sent	Sender's Ref:
1	05/07/2004	S.D	65	03/07/2004	N/A	Longitudinal redesign	no	no	
2	05/07/2004	S.D	66	03/07/2004	N/A	Degree of compaction for Subbase layers work	no	no	
3	05/07/2004	S.D	67	03/07/2004	32B/ 30.06.04	Production schedule for prefabricated bridge beams	no	no	
4	05/07/2004	S.D	68	03/07/2004	32-D/ 14.07.04	List of asphalt machinery and equipment	no	no	
5	05/07/2004	S.D	69	03/07/2004	41-D/ 21.06.04	Surveyor polygon and vertical elevations	no	no	
6	05/07/2004	S.D	70	03/07/2004	46-D/ 25.06.04	Existing ground cross section and topographical plan	no	yes	
7	05/07/2004	S.D	71	03/07/2004	49-D/ 25.06.04	Start construction works at bridge 39	no	no	
8	05/07/2004	S.D	72	04/07/2004	31-D/ 14.06.04	Variation order No 1	no	no	
9	05/07/2004	S.D	73	04/07/2004	45-D/ 24.06.04	Hire laboratory	no	no	
10	05/07/2004	S.D	74	04/07/2004	47-D/ 25.06.04	Rehabilitation of existing culverts	no	no	
11	05/07/2004	S.D	75	04/07/2004	48-D/ 25.06.04	Price analyse for pipes produced at Baku prefabricated yard	no	no	
12	07/07/2004	S.D	76	04/07/2004	34-D/ 17.07.04	Method statement	no	no	
13	05/07/2004	S.D	77	04/07/2004	N/A	Overlay detail	yes	yes	
14	07/07/2004	S.D	78	04/07/2004	53-D/ 30.06.04	Revised Work Program and CFP	no	yes	
15	07/07/2004	S.D	79	05/07/2004	53-D/ 30.06.04	Price analyses	no	yes	08/07/2004
16	07/07/2004	S.D	80	06/07/2004	55-D/ 5.07.04	WP ans MS for bridge 39	no	yes	
17	08/07/2004	S.D	81	06/07/2004	N/A	Monthly Minutes of Meeting	yes	yes	
18	07/07/2004	S.D	82	06/07/2004	N/A	Traffic mangement plan	no	yes	
19	07/07/2004	S.D	83	06/07/2004	53-D/ 01.07.04	Approach roads to bridge 39, longitudinal profile and plan	no	no	
20	09/07/2004	S.D	84	08/07/2004	N/A	Culverts to be rehabilitated	no	no	
21	14/07/2004	S.D	85	13/07/2004	61-D/ 12.07.04	Longitudinal redesign	no	yes	
22	14/07/2004	S.D	86	14/07/2004	60-D/ 11.07.04	State of the culverts	no	no	
23	14/07/2004	S.D	87	14/07/2004	58-D/ 08.07.04	Design drawings for Dzegam Chay bridge	no	no	
24	14/07/2004	S.D	88	14/07/2004	59-D/ 09.07.04	Revised Work Program and CFP	no	no	
25	14/07/2004	S.D	89	14/07/2004	56-D/ 05.07.04	Typical cross sections used during the redesign	no	yes	
26	14/07/2004	S.D	90	14/07/2004	56-D/ 05.07.04	Dzegam Chay Bridge, WP and MS	no	yes	
27	14/07/2004	S.D	91	14/07/2004	N/A	Existing ground cross section and topographical plan	no	yes	
28	15/07/2004	S.D	92	14/07/2004	N/A	Management changes - Staff organogramme	no	no	
29	21/07/2004	S.D	93	22/07/2004	65-D/16.07.04	IPC 2&3	no	yes	
30	22/07/2004	S.D	94	22/07/2004	57-D/08.07.04	Proposal for pipe culvert - price analysis	no	no	
31	22/07/2004	S.D	95	22/07/2004	62-D/13.07.04	Material quality certificates	no	no	
32	26/07/2004	S.D	96	27/07/2004	68-D/21.07.04	Quality certificate	no	yes	
33	26/07/2004	S.D	97	27/07/2004	67-D/20.07.04	Shop drawing for culvert at km 27+945; 28+999; 28+482	no	yes	
34	26/07/2004	S.D	98	27/07/2004	66-D/20.07.04	Material quality certificates - cement	no	no	
35	26/07/2004	S.D	99	27/07/2004	65-D/19.07.04	CREDO-CAD DESIGN METHOD	no	no	
36	28/07/2004	S.D	100	27/07/2004	69-D/23.07.04	Longitudinal redesign	no	no	
37	28/07/2004	S.D	101	27/07/2004	N/A	B&Q - Price analyze	no	yes	

# Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report

Segment 2 for Project Component II:  
Construction Supervision of Shemkir to Gazakh - Highway  
Contracts CW2003-3 and CW2003-4



## B. Contracts CW2003-3 and CW2003-4

### B.2.1. Report Cover page

Table 1

<b>Project Title</b>	<b>Construction Supervision of Shemkir to Gazakh - Highway - Contracts CW2003-3 and CW2003-4</b>	
<b>Service Contract</b>	EUROPEAID/113179/C/SV/MULTI	
<b>Country</b>	Azerbaijan	
	<b>Local Recipient - Partner</b>	<b>EC Service Contractor</b>
<b>Name</b>	Azerbaijan Republic Ministry of Transport	Louis Berger SA
<b>Address</b>	The Head of Road Transport Service Department Prospect Tbilisi 1054 The Ministry of Transport	Mercure III 55 Bis Quai de Grenelle 75015 Paris France
<b>Tel No</b>	99412 4930192	+ 33 1 45 78 39 32
<b>Fax No</b>	99412 4315655	+ 33 1 45 77 74 69
<b>Contact Person</b>	Mr. Javid G. Gurbanov	Mr. F. Signor
<b>E-mail</b>		fsignor@louisberger.com
		Project Team Leader
		Baku, Azerbaijan
		+994 12 498 84 31
		+994 12 493 24 76
		R. Degheim

### B.2.2. Project Synopsis

Table 2

<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>To support the Republic of Azerbaijan to catch up with their serious backlog maintenance, and to cope with growing Local, and International Transport.</li> <li>To improve and provide a better level of service for the travelling public on route corridors,</li> <li>To reduce costs in road transportation,</li> <li>To arrest deterioration of pavements (<i>road surfaces</i>) by timely intervention,</li> <li>To reduce costs for road rehabilitation and maintenance.</li> <li>The specific objective of this component of the Project is the supervision of the Works Contracts between Shemkir and Gazakh. This forms part of the ancient "Silk Road"</li> <li>To ensure that the new road rehabilitation and reconstruction is completed to the internationally specified standards and to be completed within the budget and time Available.</li> <li>To strengthen the national road construction and maintenance capabilities through Transfer of technology.</li> </ul>
<b>Outputs</b>	<ul style="list-style-type: none"> <li>Good Roads completed to best standards and at the budget price.</li> </ul>
<b>Activities</b>	<ul style="list-style-type: none"> <li>To rehabilitate and upgrade the existing highway Shemkir to Gazakh - Contracts CW2003-3 and CW2003-4</li> </ul>
<b>Start date</b>	<ul style="list-style-type: none"> <li>February 23<sup>rd</sup>2004</li> </ul>
<b>Start date activities</b>	<ul style="list-style-type: none"> <li>February 23<sup>rd</sup>2004</li> </ul>
<b>Duration</b>	<ul style="list-style-type: none"> <li>18 months or 548 days</li> </ul>

### B.2.3. Monthly Progress Report

#### B.2.3.1. General

This section of the Project covers the supervision of the Rehabilitation and Upgrading of the Shemkir - Gazakh section of the Azerbaijan Highway Project Contracts CW2003-3 and CW2003-4. The project is organised in the standard International format using the General Conditions of Contract as issued by the World Bank for projects under \$10,000,000. The works were designed in coordination with Azeravtoyol by a consortium composed of Kocks Consult GMBH (Germany) BCEOM (France) and Finnroad Ltd (Finland). The supervision of the Works Contract forms part of the Rehabilitation of Caucasian Highways Azerbaijan Georgia and Armenia Contract

Number EUROPEAID/113179/C/SV/MULTI and is carried out by Louis Berger SA of Paris France. The project is funded by means of a credit from the International Development Association (IDA), or the World Bank. A Project Implementation Unit attached to RoadTransService controls the project on behalf of the Employer. A list of the Key Personal is presented below.

**Table 3**

<b>Funding Agent</b>	International Development Association The World Bank 1818 H Street, NW Washington, DC 20433, USA
Mr. George Tharakan	Lead Transport Specialist Infrastructure and Energy Service Department Europe and Central Asia Region
<b>Employer</b>	Azerbaijan Republic Ministry of Transport "Yolnegliyatservis" address: Prospect Tbilisi 10/54 The Ministry of Transport Tel:99412 4930192 Fax:99412 4315655
Mr. Cavid Gurbanov Gamber	Chief of the Department
<b>Project Implementation Unit</b>	72/4 Uzeyir.Hajibeyov Street 370010 Baku
Mr A Gojayev	Director
<b>EUROPEAID EC Brussels</b>	
Mr. E Dalamangas	Project Manager
<b>Service Supervision Contractor</b>	
Louis Berger SA	Murcure III 55Bis Quai de Grenelle Paris 75015
R. Degheim	Team Leader / Project Manager
S. I. Dotchev	Project Manager's Representative, Resident Engineer
<b>Contractors</b>	Autobahn Bau GMBH

### 3.3.2. Project Data

**Table 4**

<b>Works Contracts CW2003-3 and CW2003-4</b>	
Works Tender Opened	September 2 <sup>nd</sup> 2003
Letter of Acceptance	December 27 <sup>th</sup> 2004
Contract Agreement Signed	January 22 <sup>nd</sup> 2004
Possession of site	February 5 <sup>th</sup> 2004
Contract Amount	AZM 45,937,384,407.14
Contract revised amount	N/A
Contract Start Date	February 23 <sup>rd</sup> 2004
Original Contract Completion Date	August 23 <sup>rd</sup> 2005
Defects Liability Period	365 days
Extended Completion Date	N/A
1 <sup>st</sup> , Works Programme received	March 1 <sup>st</sup> 2004
Last revision of Works Programme	July 2004
Value of Works to date as per IPC	582,606,720.00AZM
Value of Works done to date	582,606,720.00AZM
Value of Works done to date (%)	1.41%
Variations	N/A
Advance Payment (20%)	9,187,476,881.42 AZM
Repayments made	N/A
Delays	N/A
Claims	Claim №1 – Late advance payment Claim №2 – Late payment on portion of Advance payment
Time elapsed to date	160 days
Time remaining to date	388 days

### B.2.3.3. Progress report

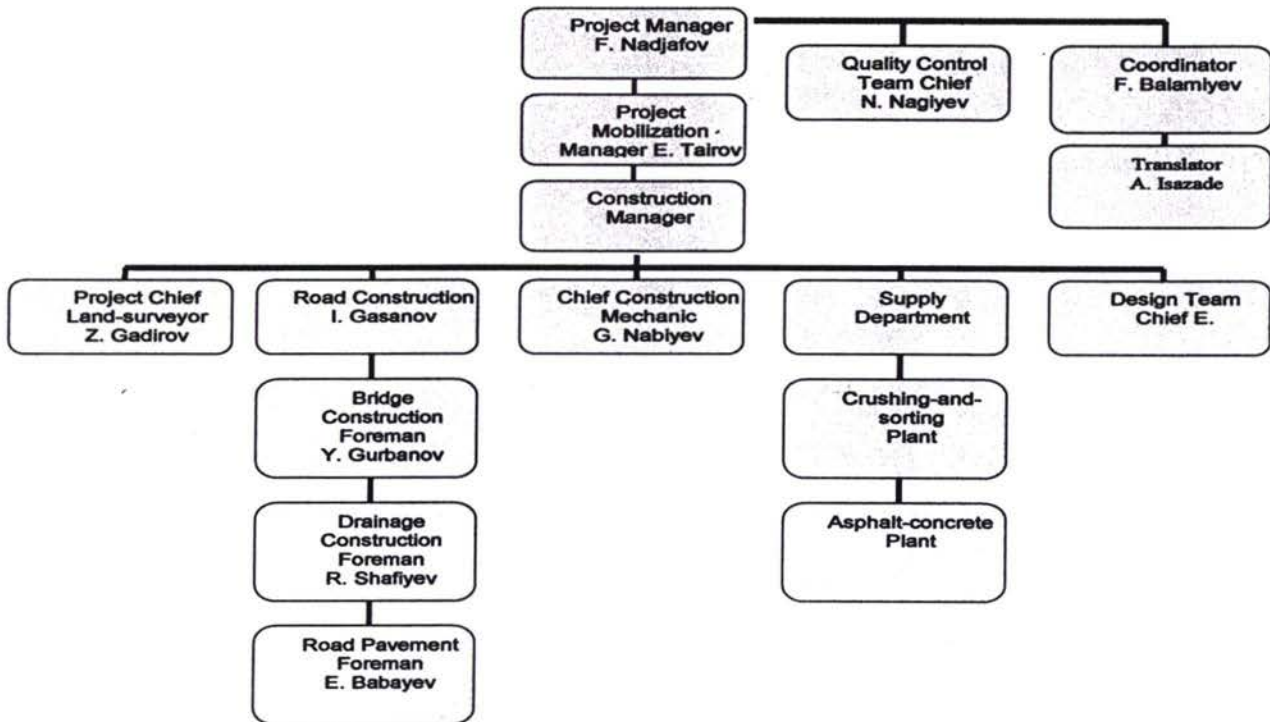
#### B.2.3.3.1. Status of the Contract

Since start (February 23<sup>rd</sup>2004) the Contractor have been on site 160 days or 29.20% of the Contractual time and to date are remaining 388 days or 70.80% of the Contractual time. Contractor just start with mobilization but apart of surveyors checking/verifying the original bench marks no other work has been done on the road yet. Redesign between km 46+040 to km 55+856 has been carried out jointly with the Consultant and Contractor, and submitted to the Employer for approval.

#### B.2.3.3.1.1. Contractor's site staff

##### B.2.3.3.1.1.1. Contractor's site management staff organogramme

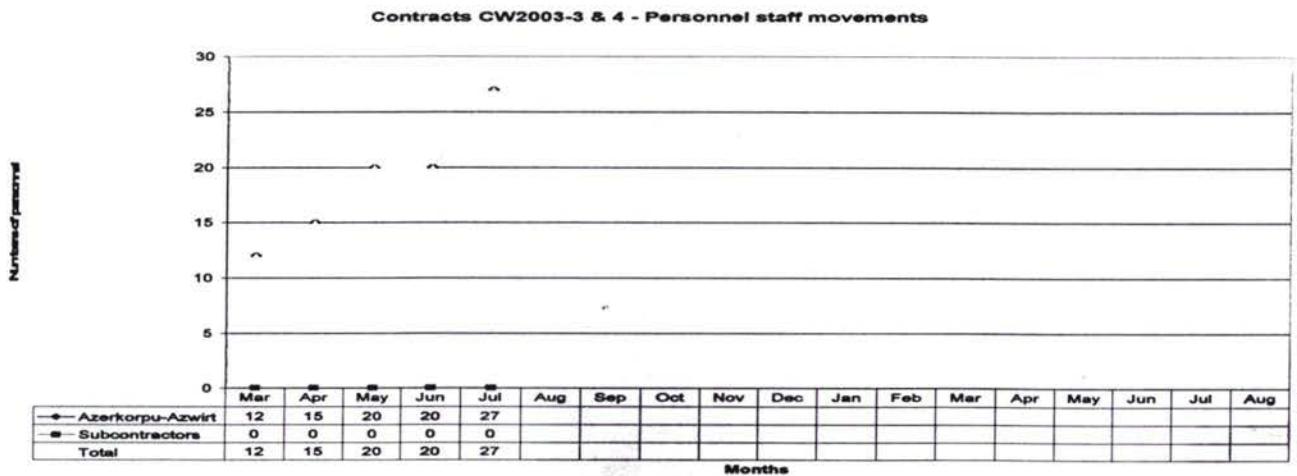
Figure 1



#### B.2.3.3.1.1.2. Contractor's site staff employed

This month Contractor have employed for purpose of construction on this Project 27 people (including 13 locals)

Figure 2



### B.2.3.3.1.2. Contractor's machinery and equipment

Table 5

Item	Description	Model and capacity	Unit	For Project	Available	Work day
1	Single-bucket excavator	Caterpillar V=1.25-1.75m <sup>3</sup>	no	6		
2	Single-bucket excavator	Pneumatic V=0.65-1.5m <sup>3</sup>	no	2		
3	Bulldozers		no	2		
4	Graders		no	4	1	22
5	Vibratory Rollers	12-19 ton	no	6		
6	Truck cranes	Carrying capacity 8-25 ton	no	4	1	18
7	Truck cranes	Carrying capacity 40 ton and more	no	2	1	6
8	Dump trucks		no	40-45	1	22
9	Self-acting mixer		no	3		
10	Motor-car repair shop		no	1		
11	Fork-lift trucks		no	5		
12	Self-acting compressor		no	2		
13	Water carrier		no	4	1	17
14	Welding set		no	2	1	8
15	Hand rollers, plate vibrators		no	4		
16	Bowser		no	2		
17	Bus		no	2		
18	Generators		no	4		
19	Mobile floodlights		no	4		
20	Vibrators		no	6		
21	Armatures work machines		no	1+1		
22	Truck tractor	70 ton	no	1		
23	Truck tractor	50 ton	no	1		
24	Power transform	1000Kva	no	1		
	Power transform	600Kva	no	2		
25	Power generator	500Kva	no	1		
26	Asphalt concrete plant		no	1		
27	Crushing device/crusher		no	1		
28	Mechanical mixer for sub base		no	1		
29	Concrete mixing plant		no	1		
30	Laboratory (complete set)		no	1		
31	Asphalt paver	Vogele-1900	no	2		
32	Roller	6-8 ton	no	2		
		8-12 ton	no	2		
		12-18 ton	no	1		
33	Milling cutter	2m	no	1		
34	Milling cutter	0.5-1.0 m	no	1		
35	Asphalt cutting device		no	1		
36	Water carrier		no	1		
37	Compressor		no	1		
38	Distributor		no	1		
39	Concrete carrier truck		no	4		
40	Car	UAZ, Niva	no		2	29
41	Sampler	Hamm	no		1	14

### B.2.3.3.1.3. Contractor's Work programme

The required updated and revised Work Programme has been received on July 8<sup>th</sup> 2004. The submission has been accepted. However, the detailed bridge programmes have not been provided yet.





27	<b>Realignment - 1,804/3,968 km</b>	0
28	Site Clearing and Grubbing- (11,81/18,4 ha) 1.804km/3.968km	0
29	Bulk earthworks road embankment- (33783/59402 m3) 1.804km/3.968km	0
30	Formation level- (15920/59507 m2) 1.804km/3.968km	0
31	Granular Capping layer - 200mm (899/1542 m3) 1.804km/3.968km	0
32	Granular Sub base layer - 225mm ( 6279/23774 m3) 1.804km/3.968km	0
33	Bituminous base course - 150mm (17438/43043 m2) 1.804km/3.968km	0
34	Wearing course - 50mm 917116/53486 m2) 1.804km/3.968km	0
35	Granular shoulder - 200mm (2377/5211 m3) 1.804km/3.968km	0
36	<b>Structures - Bridges (4), culverts (75)</b>	0
37	Bridge -(1)new,(3)rehab.	0
38	Culverts - 52/23num To start cleaning on 5 in CW 2003-3 & on 4 in CW2003-4	7
39	<b>Finishing off the Project - 33km</b>	0
40	Road signs and marking - 33km	0
41	Site drains	0

100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5

### B.2.3.3.3. Project progress summary

Since the start February 23<sup>rd</sup>2004 the Contractor completed the required verifying of Project Bench marks. Produced the first 10km of longitudinal redesign km 47+000 to km 57+000 and started rehabilitations works on culverts along the road. As per last revised updated (July 2004) approved Programme of Works the Contractor is running this Project in time.

#### B.2.3.3.3.1. Work Progress on structures

##### B.2.3.3.3.1.1. Progress on culverts

The Contractor has been instructed (April 7<sup>th</sup>2004) to start work on required by the Project rehabilitation works for culverts. There are 11 numbers of culverts where the Works might be started. However the Contractor started with cleaning existing culvert structures.

**Table 7**

Item	Num	Exist	Location	Type	Size	Checked	Start	End	Action
107e	1	yes	40+788	Box	1700x300	no			
108e	2	yes	41+896	Box	2(2500x2500)	no			
109e	3	yes	42+241	Pipe	800	no			
110e	4	yes	42+518	Pipe	700	no			
111e	6	yes	42+872	Pipe	700	no			
112e	8	yes	43+188	Pipe	800	no			
113e	9	yes	43+454	Pipe	800	no			
114e	10	yes	43+772	Pipe	1000	no			
115e	11	yes	44+040	Pipe	1000-700	no			
117n	13	no	44+450	Box		no			New
118n	14	no	45+075	Pipe		no			New
119e	15	yes	45+099	Pipe	700	no			
120e	16	yes	45+515	Pipe	1200	no			
121e	17	yes	45+804	Pipe	700	no			
122e	18	yes	46+242	Box	1900x3500	no			
123e	19	yes	46+504	Pipe	2x800	no			
24	20	yes	46+704	Box	2000x2000	no			
25	21	yes	47+204	Pipe	800	no			
124e	22	yes	47+730	Box	2000x2000	yes	05/07/2004		Rehabilitate

125e	23	yes	48+108	Pipe	800	no			New
126e	24	yes	48+396	Box	2000x2000	yes	07/07/2004		Rehabilitate
127e	25	yes	48+608	Pipe	800	no			
128e	26	yes	49+066	Pipe	1200	no			
129e	27		49+247	Pipe	culvert blocked	no			
130e	28		49+375	Pipe	culvert blocked	no			
26	29		49+675		culvert blocked	no			
131e	30	yes	50+155	Box	4000x4000	no			
132e	31	yes	50+845	Pipe	800	no			
133e	32	yes	50+964	Pipe	700	no			
27	33		51+064		culvert blocked	no			
134n	34	yes	51+410	Pipe	700	no			New
135e	35		51+540	Pipe	culvert blocked	no			
136e	36	yes	51+648	Pipe	700	no			
28	37		51+800		culvert blocked	no			
137e	38		52+041	Pipe	culvert blocked	no			
138e	39	yes	52+360	Pipe	700	no			
29	40		52+960		culvert blocked	no			
139e	41	yes	53+435	Pipe	1000	no			
140e	42	yes	53+456	Pipe	700	no			
141e	43	yes	53+697	Pipe	700	no			
142e	44		53+865	Pipe	culvert blocked	no			
143e	45	yes	53+981	Pipe	700	no			
144e	46	yes	54+121	Pipe	700	no			
145e	47	yes	54+323	Pipe	700	no			
146e	48	yes	54+505	Pipe	1200	no			
147e	49	yes	54+588	Pipe	1200	no			
148e	50	yes	54+924	Pipe	100	no			
149e	51	yes	55+405	Pipe	700	no			
150n	52	yes	56+775	Pipe	culvert blocked	no			
151e	53	yes	57+002	Pipe	1000	no			
152e	54	yes	57+091	Pipe	700	no			
153n	55	yes	57+380	Pipe	700	no			New
154e	56	yes	58+123	Box	700x500	no			
30	57	yes	58+223	Pipe	800	no			
155e	58	yes	58+519	Pipe	1000	no			
156e	59	yes	58+545	Box	3000x1000	no			
157n	60	yes	58+756	Pipe	700	no			New
31	61	yes	59+156	Pipe	700	no			
158e	62	yes	59+593	Box	750x500	no			
159n	63	no	59+850	Box		no			New
160e	64	yes	60+986	Box	800x700	no			
161n	65	no	62+050	Box		no			New
162e	66	yes	62+449	Pipe	800	no			
163e	67	yes	62+627	Pipe	500-800	no			
164e	68	yes	63+233	Pipe	1000	yes	06/07/2004		Rehabilitate
165e	69	yes	63+744	Pipe	800	no			
166e	70	yes	64+039	Pipe	1200	no			
167e	71	yes	64+456	Pipe	1000	yes	06/07/2004		Rehabilitate
168e	72	yes	65+004	Box	4000x1500	no			
169e	73	yes	65+725	Box	1500x2000	no			
170e	74	yes	67+033	Pipe	800	no			
171e	75	yes	67+320	Pipe	1000	no			
172e	76	yes	67+612	Pipe	1000	yes			Replace
173e	77	yes	67+880	Pipe	1000	yes	06/07/2004		Rehabilitate
174e	78	yes	68+095	Pipe	1200	yes			Replace
175e	79	yes	68+654	Box	4000x4000	no			
32	80	yes	68+954	Pipe	1000	yes			deleted
176e	81	yes	69+427	Box	3(3000x4000)	yes			Full water
33	82	yes	69+600	Pipe	800	no			
177e	83	yes	70+250	Box	2000x1000	no			
178e	84	yes	70+361	Box	2500x2500	no			
179e	85	yes	71+562	Pipe	800	no			
180n	86	yes	71+641	Box	2000x2000	no			
181e	87	yes	71+851	Box	2000x2000	yes			Full water
					culvert blocked	no			

### B.2.3.3.1.2. Progress on Bridges

The Contractor has been instructed (April 7<sup>th</sup>2004) to start with preparation of the shop drawings for Bridge 45 (cross over the existing railway at km 60+101) since is not affected by the required correction to longitudinal road profile. Design have been received on July 30<sup>th</sup>2004 and is under consideration.

**Table 8**

Bridge No	Chainage	Description of the existing structure	Existing length (meter)	Carriage way	Action	Description according to the project (meter)	Size according to the project	Carriage way
43	44+808	4.4*5.0 B	9.1	8.7	Box culvert	5.0*2.5 B	23.5	9
45	60+101	10.2+16.1+ 10.2	46	7	Replace/New	12+15+12	48.5	11.5
46	66+144	1*13.70	19.7	7	Replace/New	1*15	27	11.5
47	70+940	(3*22)+(3*21)	145	7	Replace/New	(3*22)+(3*21)	14.5	11.5

### B.2.3.3.2. Problems which might effect onto completion date

**Table 9**

<b>Problems associated with completing the Contract in time</b>	<b>Actions taken</b>
Early warnings – clause 32, Conditions of Contract – existing buildings along the road, narrow road within the urban locations and our proposal to original pavement urban design	Comprehensive study done by us and sent for Client consideration and instructions
For overlay sections - Existing road width measured across the Road is highly variable	Client inform/advise – our letter 58, dated May 14 <sup>th</sup> 2004
First 10km of longitudinal redesign has been submitted; however there are other 23km of road to be redesign. Further have been urged to forward the bridges design for consideration review and approval	The Contractor is warn to speed up with road redesign and bridge redesign

- **Expropriations and compensation claims - Sketch plans for possible public claims**

**Figure 4**

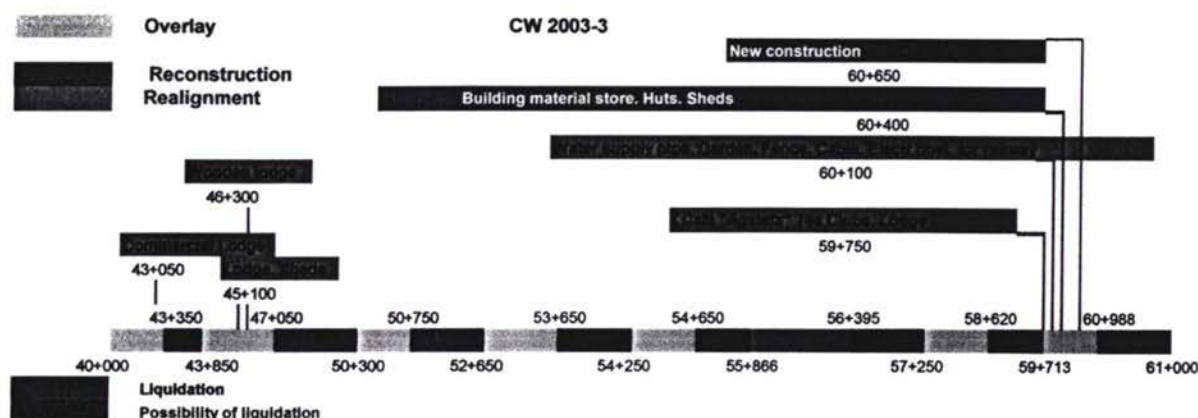
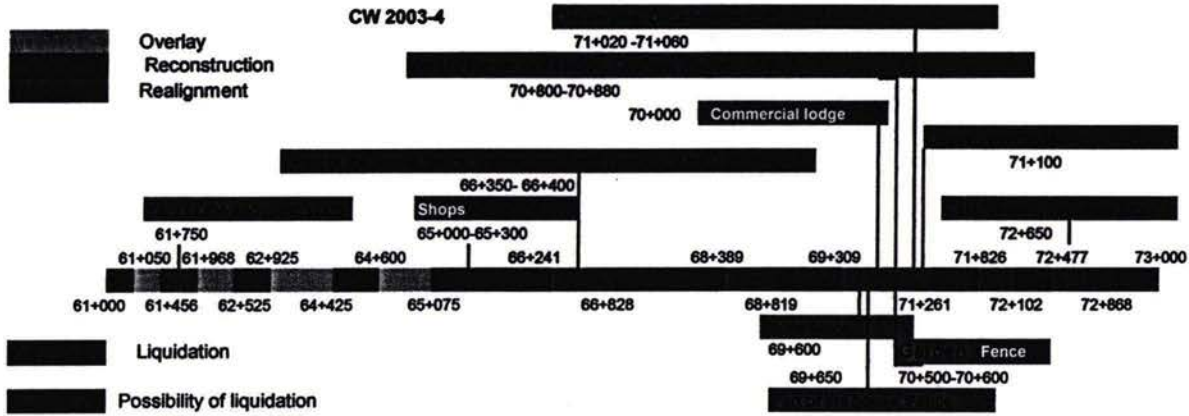


Figure 5



- For overlay sections - Existing road width measured across the Road is highly variable

Figure 6

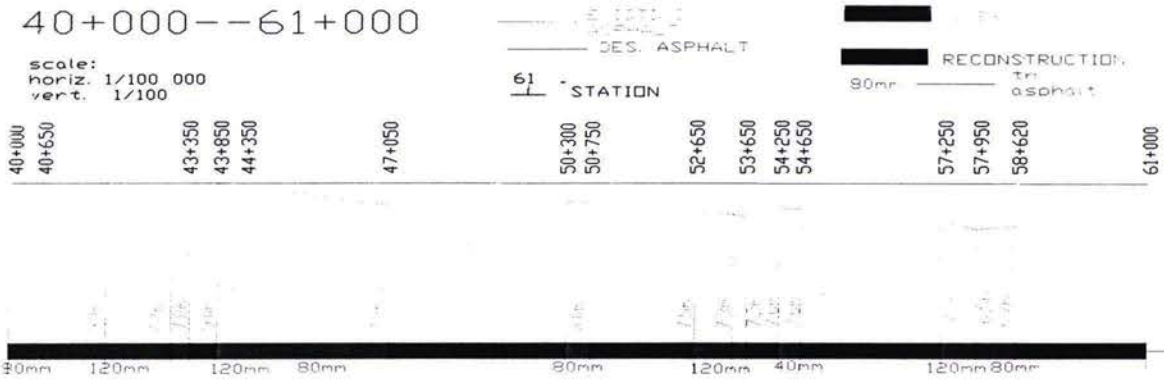
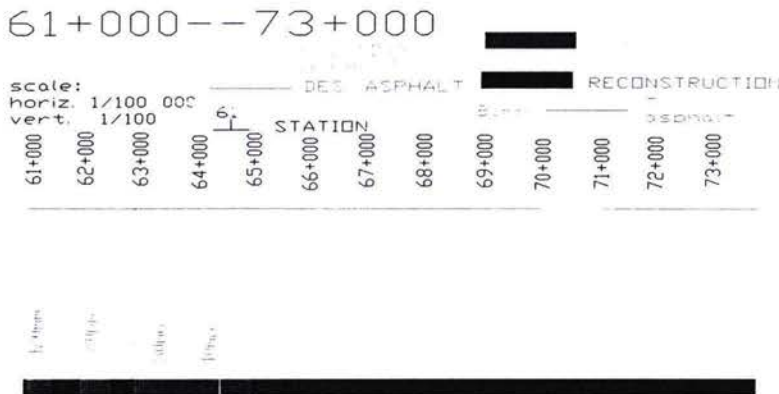


Figure 7



- For longitudinal redesign – Explanatory notes (please see item 3.8 section III)



#### B.2.3.4. Variations and claims

##### B.2.3.4.1. Claims

###### B.2.3.4.1.1. Claim №1

First Contractor's claim has been received - Requested Advance payment of 20% has not been paid yet and Contractor is claiming (see Contractor's letter MM-37/04 dated May 6<sup>th</sup>, 2004 and Consultant letter P167 of 10 May 2004) in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments.

###### B.2.3.4.1.2. Claim №2

Second Contractor's claim has been received - Requested Advance payment of 20% has not been paid partially and Contractor is claiming in accordance to the Conditions of Contract, clause 44, sub-clause 44.1(i) the delay of advance payment is a compensation event. This includes compensation on both additional cost (clause 44.2) and extension of time due to a compensation event (clause 28.1). Further the Contractor refers to Clause 43 (Payment), sub-clause 43.1, and claiming interest rate on late payments.

##### B.2.3.4.2. Variations

###### B.2.3.4.2.1. Variation order №1

Under preparation – On Client instruction, Works on Contract CW2003-3 since km 40+000 to km 42+000 are to be stopped temporary due to potential planned construction of Tovuz bypass.  
This VO would be finalized after agreement with the Employer and WB if Tovuz bypass would be constructed and Employer decision on Works to be done between km 40+000 – km 42+000.

##### B.2.3.5. Financial

###### B.2.3.5.1. Interim Payment Certificates to dates

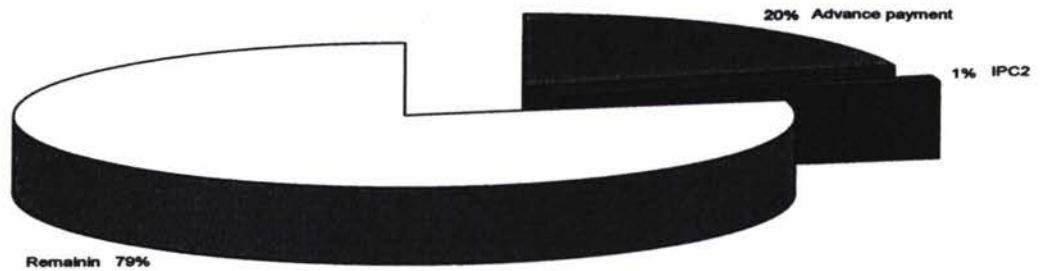
Table 10

Item	Date	IPC	Value AZM	%	Status
1	30/05/04	IPC (Adv.Pay.)	9,187,476,881.42	20.00%	paid
2	15/07/04	IPC 1	582,606,720.00	1.27%	paid
		To date	9,770,083,601.42	21.27%	Not yet
		Available	36,167,300,805.72	78.73%	Remained
		Contract price	45,937,384,407.14	100.00%	

The IPC2 has been forwarded for Client consideration and payment

Figure 8

Contracts CW2003-3 & 4, Payments to date and the remaining value of Works

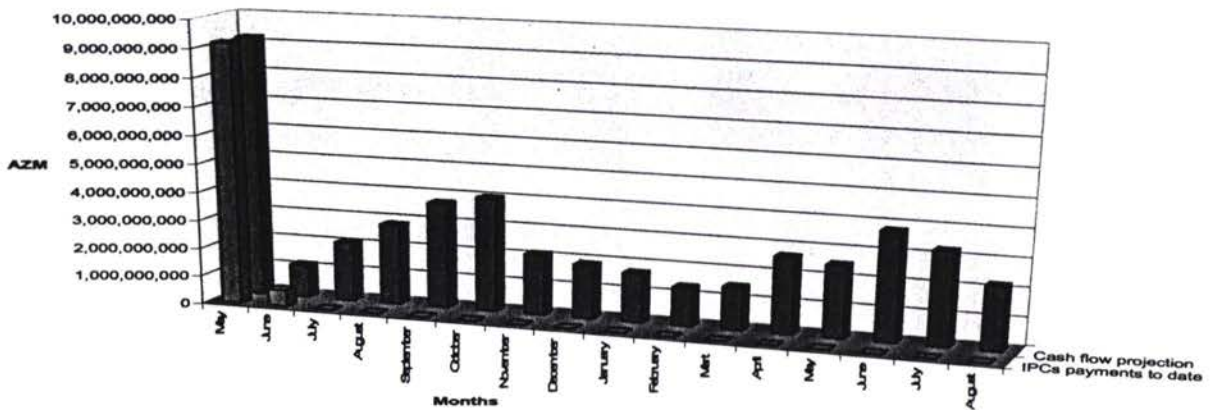


**B.2.3.5.2. Cash Flow projection**

The Contractor submitted his updated cash flow Projection on July 8<sup>th</sup>2004.

Figure 9

Contracts CW2003-3 & 4, Comparison between the Contractor's updated cash flow projection (July 8th2004) and the actual IPCs payments



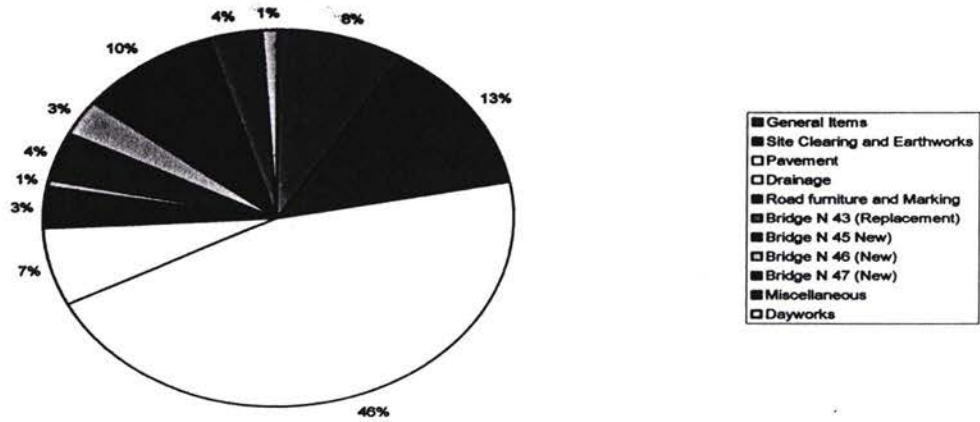
**B.2.3.5.3. Contract assessment**

**B.2.3.5.3.1. Contract time**

In view of forwarded and approved by us revised/updated Works Programme (July 2004) the Contractor are running this Project in time.

Comparison of the Bill of Quantities items as shown on the graph under

Contracts 2003-3 & 4 (km 40+000 to km 73+000), Comparison of the original Bill Items



**B.2.3.5.3.2. Contract price- (budget expecting preliminary estimates)**

**Table 11**

<b>Item</b>	<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Cost</b>
<b>A</b>				<b>AZM</b>
1	Due to overestimated volumes of Works at the Project B&Q for granular sub base	m3	12164	510,888,000.00
2	Due to overestimated volumes of Works at the Project B&Q for bituminous base	m2	5307	195,600,842.86
3	Due to overestimated volumes of Works at the Project B&Q for bituminous surface	m2	4177	57,433,750.00
4	Due to MoT letter 01/581 dated Apr 26 <sup>th</sup> 2004 temp. stop work at km 40+000 to km 42+000	AZM	estimate	1,338,689,941.00
	<b>Estimated savings cost to the Contract</b>	<b>AZM</b>		<b>2,102,612,533.86</b>
		<b>US\$</b>		<b>428,056.30</b>
<b>B</b>				<b>AZM</b>
1	Due to underestimated volumes of Works at the Project B&Q for capping layer	m3	1503	22,995,900.00
2	Due to underestimated volumes of Works at the Project B&Q for sub base to shoulders	m3	8526	323,988,000.00
3	Due to underestimated volumes of Works at the Project B&Q for overlay of 80mm	m	1901	50,186,400.00
4	Due to underestimated volumes of Works at the Project B&Q for overlay of 120mm	m	1604	51,648,800.00
5	Due to extra existing culverts on site but not included into the B&Q - 12 numbers	AZM	estimate	779,671,764.00
6	If longitudinal redesign might require completely change from Overlay to Reconstruction	AZM	estimate	6,410,121,472.06
7	Due to review of existing structure at July2004 for Pipes (Km 40+000 to Km 73+000)	num	17	552,796,564.00
8	Extra over for unexpected miscellaneous during construction period	AZM	estimate	2,456,000,000.00
9	Extra over for Bridge 45 - yet to be profi	AZM	estimate	1,518,622,052.00
	<b>Estimated extra cost to Contract Budget</b>	<b>AZM</b>		<b>12,166,030,952.06</b>
		<b>US\$</b>		<b>2,476,797.83</b>
<b>C</b>	<b>Contract Price at present</b>	<b>AZM</b>		<b>45,937,384,407.14</b>
		<b>US\$</b>		<b>9,352,073.37</b>
<b>D</b>	<b>Estimated extra cost to Contract price</b>	<b>AZM</b>	<b>21.91%</b>	<b>10,063,418,418.20</b>
		<b>US\$</b>		<b>2,048,741.53</b>
<b>F</b>	<b>Estimated revised contract price (pre-profi)</b>	<b>AZM</b>		<b>56,000,802,825.34</b>
		<b>US\$</b>	<b>4912</b>	<b>11,400,814.91</b>

Note: The estimates are not final and might be altered as the Works progress;

Item 6 Please in order to safe on extra cost during the longitudinal redesign supervision shall be exercised and wherever overlay must be substitute then Composite overlay shall be introduced;

Item 7 estimate has been done to July 15th2004 and might be chance as the Works progress;

Item 8 estimate have not been calculated because at present is not clear the expected volumes of Works;

We have to expect some extras due to underestimated Works for Bus stops, Petrol stations





Access roads, service ducts and etc.

The extra cost of 21.91% is an estimate and would be finalized after Employer decision about Works to be done between km 40+000 – km 42+000.

### B.2.3.6. Testing results

Table 12

## SUMMARY OF LABORATORY TESTING DURING JULY

Description of Work		Test Performed				Remarks
		Total	Passed	Retested	% Passed	
<b>Road Embankment</b>						
1	FDT/Nuclear Density	0	0	0	0	
2	PI	7	7	0	100	
3	MDD/Proctor	7	7	0	100	
4	CBR	0	0	0	0	
5	Moisture Content	7	7	0	100	
<b>Granular capping layer or selected sub grade fill- 1 (175mm Of 350mm)</b>						
1	Gradation	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	PI	0	0	0	0	
5	CBR	0	0	0	0	
6	Moisture Content	0	0	0	0	
<b>Granular capping layer or selected sub grade fill- 2 (175mm Of 350mm)</b>						
1	Gradation	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	PI	0	0	0	0	
5	CBR	0	0	0	0	
6	Moisture Content	0	0	0	0	
<b>Granular sub base layer (from recycled asphalt concrete and recycled sub base material) 225mm</b>						
1	Gradation (Combined)	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	LAA	0	0	0	0	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	0	0	0	0	
8	CBR	0	0	0	0	
9	PI	0	0	0	0	
<b>Granular Shoulder (sub base material) 225mm</b>						
1	Gradation (Combined)	0	0	0	0	
2	FDT/Nuclear Density	0	0	0	0	
3	MDD/Proctor	0	0	0	0	
4	LAA	0	0	0	0	
5	Sp. Gravity	0	0	0	0	
6	Water Absorption	0	0	0	0	
7	Moisture Content	0	0	0	0	
8	CBR	0	0	0	0	
9	PI	0	0	0	0	
<b>Concrete Works</b>						
1	Compression Test	0	0	0	0	
2	Slump	0	0	0	0	
3	Gradation	0	0	0	0	
4	LAA	0	0	0	0	
5	Soundness	0	0	0	0	
6	Sp. Gravity	0	0	0	0	
7	Flakiness Index	0	0	0	0	
8	Sand equivalent	0	0	0	0	
9	Unit Weight	0	0	0	0	
<b>Bituminous road base 2 (90mm)</b>						
1	Gradation	0	0	0	0	



2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0
<b>Bituminous road base 2 (85mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0
<b>Flexible bituminous surface (50mm)</b>					
1	Gradation	0	0	0	0
2	LAA	0	0	0	0
3	Stripping Test	0	0	0	0
4	Fractured face	0	0	0	0
5	Core-cutting (thickness)	0	0	0	0
6	Extraction test	0	0	0	0
7	Stability	0	0	0	0
8	Flow	0	0	0	0
9	Air Voids	0	0	0	0
10	VMA/VFA	0	0	0	0

### B.2.3.7. Project photographs – taken out in order to transfer over the Internet

### B.2.3.8. Correspondence records

#### B.2.3.8.1. Incoming Letters

Table 13

	Date Received	Author from	Sender's ref	Date on the Letter	In response to	Subject	Attachments	Replay status		
								Required Yes/No	Date Sent	Our Ref:
1	03/07/2004	F.N	KA/F-68/04	02/07/2004	N/A	Table and card of account for machines	yes	yes	05/07/2004	68
2	07/07/2004	F.N	KA/F-70/04	07/07/2004	N/A	Data of polygonometry and elevation	yes	yes	14/07/2004	77
3	08/07/2004	F.N	KA/F-71/04	08/07/2004	N/A	Results of price analyses for asph works	yes	yes	14/07/2004	75
4	08/07/2004	F.N	KA/F-72/04	08/07/2004	N/A	Changed scope of work and CFP	yes	yes	14/07/2004	78
5	09/07/2004	F.N	KA/F-73/04	09/07/2004	N/A	Construction of pavement	yes	yes	14/07/2004	76
6	12/07/2004	F.N	KA/F-74/04	12/07/2004	N/A	Derawings from the length profile	yes	yes	14/07/2004	73
7	21/07/2004	F.N	KA/F-75/04	21/07/2004	N/A	IPC	yes	yes	21/07/2004	79
8	22/07/2004	F.N	KA/F-76/04	22/07/2004	N/A	Polygonometry CH 56+000 - CH 73+000	yes	yes		
9	22/07/2004	F.N	KA/F-77/04	22/07/2004	N/A	Price analysis for asphalt and concrete work	yes	yes	28/07/2004	80
10	16/07/2004	F.N	KA/F-78/04	16/07/2004	N/A	Borrow pit	no	yes		
11	26/07/2004	F.N	KA/F-79/04	23/07/2004	N/A	Existing cross section	yes	yes	28/07/2004	82
12	26/07/2004	F.N	KA/F-80/04	26/07/2004	N/A	Revised project of section	yes	yes	28/07/2004	81
13	28/07/2004	F.N	KA/F-81/04	28/07/2004	N/A	Work table and account of building work	yes	yes		
14	28/07/2004	F.N	KA/F-82/04	28/07/2004	N/A	Sieve analysis of foundation ground	yes	no		

### B.2.3.8.2. Outgoing letters

Table 14

Item	Date Posted	Author Initials	Our ref.	Date Written	In response to	Subject	Attachments	Required Yes/No	Reply status	
									Date Sent	Sender's Ref.
1	03/07/2004	S.D	64	02/07/2004	N/A	Monthly progress meeting	yes	no		
2	05/07/2004	S.D	65	03/07/2004	N/A	Longitudinal redesign	no	yes		
3	05/07/2004	S.D	66	03/07/2004	N/A	Degree of compaction for Sub base Layer work	no	no		
4	05/07/2004	S.D	67	04/07/2004	N/A	Overlay detail	yes	no		
5	05/07/2004	S.D	68	04/07/2004	KA/F-68/04 02.07.04	Monthly list of staff and machinery	no	no		
6	05/07/2004	S.D	69	04/07/2004	KA/F-65/04 21.06.04	Start rehabilitation works on existing culverts	no	no		
7	05/07/2004	S.D	70	04/07/2004	KA/F-67/04 24.06.04	Revised work programme and CFP	no	yes		
8	06/07/2004	S.D	71	06/07/2004	N/A	Traffic safety management plan	no	yes		
9	06/07/2004	S.D	72	06/07/2004	N/A	Culverts to be rehabilitated	no	no		
10	14/07/2004	S.D	73	13/07/2004	KA/F-74/04 12.07.04	Longitudinal redesign	no	yes		
11	14/07/2004	S.D	74	14/07/2004	N/A	Existing ground elevation Item 124	no	no		
12	14/07/2004	S.D	75	14/07/2004	KA/F-71/04 08.07.04	Price analyze for seph works	no	no		
13	14/07/2004	S.D	76	14/07/2004	KA/F-73/04 09.07.04	Typical cross sections used during redesign	no	no		
14	14/07/2004	S.D	77	14/07/2004	KA/F-70/04 07.07.04	Ground survey and vertical elevations	no	no		
15	14/07/2004	S.D	78	14/07/2004	KA/F-72/04 08.07.04	Revised work programme and CFP	no	no		
16	21/07/2004	S.D	79	22/07/2004	KA/F-75/04 21.07.04	IPC 2&3	no	yes		
17	27/07/2004		80	26/07/2004	KA/F-77/04 22.07.04	Price analyze for asphalt concrete works	no	yes		
18	27/07/2004		81	26/07/2004	KA/F-80/04 26.07.04	Longitudinal redesign for road section	no	no		
19	27/07/2004		82	26/07/2004	KA/F-72/04 23.07.04	Existing ground elevation	no	no		

# **Rehabilitation of Caucasian Highways Azerbaijan Monthly Technical report**

Segment 2 for the Project Component II:

Segment 4 for the Project Component II:

## **General**



- All attachments to be accompany with cover letter;
- Incoming letters to be numbered and dated;
- Received letter to be signed and dated by the person who receive it;
- Fax/Email are acceptable as a early bird document, however the original letters are to be submitted and signature obtain as soon as possible.

Proper filing system of incoming and outgoing letters has been created for each Project separately in order to avoid misunderstanding and confusion. To date the following numbers of letters has been issued:

**Table 2**

**Incoming letters from Contractors**

Contracts	Total to date	Total this month
Contract CW 2001-1	156	17
Contract CW 2003-1 & CW 2003-2	78	16
Contract CW 2003-3 & CW 2003-4	60	14
Contract for bridges	84	1
Summary	378	48

**Incoming letters from Client**

Contracts	Total to date	Total this month
Contract CW 2001-1	33	2
Contract CW 2003-1 & CW 2003-2	6	1
Contract CW 2003-3 & CW 2003-4	6	1
Contract for bridges	19	0
Summary	64	4

**Outgoing letters to Contractors**

Contracts	Total to date	Total this month
Contract CW 2001-1	208	27
Contract CW 2003-1 & CW 2003-2	101	37
Contract CW 2003-3 & CW 2003-4	82	19
Contract for bridges	142	2
Summary	533	85

**Outgoing letters to Client**

Contracts	Total to date	Total this month
Contract CW 2001-1	107	9
Contract CW 2003-1 & CW 2003-2	11	8
Contract CW 2003-3 & CW 2003-4	12	3
Contract for bridges	40	0
Summary	190	20

**3.3. Daily Weather Records**

**Table 6**

Month: **June**

Year: **2004**

Day	Date	Temp	Weather Condition	Working Condition	Remarks
Fri	25	33°C	Sunny	Work in progress	



Sat	26	31°C	Sunny	Work in progress	
Sun	27	32°C	Sunny	Work in progress	
Mon	28	32°C	Sunny	Work in progress	
Tue	29	18°C	Rainy	No Work	
Wed	30	25°C	Sunny	Work is limited	
Thu	1	28°C	Sunny	Work in progress	

**Month: July**  
**Year 2004**

Day	Date	Temp	Weather Condition	Working Condition	Remarks
Thu	1	28°C	Sunny	Work in progress	
Fri	2	24°C	Partly rainy sunny	Work is limited	
Sat	3	29°C	Partly rainy sunny	Work in progress	
Sun	4	33°C	Partly rainy sunny	Work in progress	
Mon	5	32°C	Sunny	Work in progress	
Tue	6	33°C	Sunny	Work in progress	
Wed	7	28°C	Sunny	Work in progress	
Thu	8	31°C	Sunny	Work in progress	
Fri	9	29°C	Sunny	Work in progress	
Sat	10	29°C	Sunny	Work in progress	
Sun	11	30°C	Sunny	Work in progress	
Mon	12	28°C	Sunny	Work in progress	
Tue	13	30°C	Sunny	Work in progress	
Wed	14	31°C	Sunny	Work in progress	
Thu	15	30°C	Sunny	Work in progress	
Fri	16	33°C	Sunny	Work in progress	
Sat	17	29°C	Sunny	Work in progress	
Sun	18	30°C	Sunny	Work in progress	
Mon	19	33°C	Sunny	Work in progress	
Tue	20	28°C	Sunny	Work in progress	
Wed	21	30°C	Sunny	Work in progress	
Thu	22	33°C	Sunny	Work in progress	
Fri	23	26°C	Sunny	Work in progress	
Sat	24	27°C	Sunny	Work in progress	
Sun	25	24°C	Sunny	Work in progress	

### 3.4. Environmental impact

This report deals with the environmental consideration during the Construction phase for all three projects to date - Road rehabilitation Project Contracts: CW2002-1, CW2003-1&2 and CW2003-3&4. Its covers the period from commencement of the first Project Contract CW2002-1 – March 2003 to date and take into account the environmental requirements detailed in Project documents.

#### 3.4.1. Environmental impact – around the Project construction site (Vegetation and Land used)

In order to minimize the environmental impact around the project construction site, the Contractors have been limited working close to their Project site as follows:

- **For contract CW2002-1** – Letter 62 dated October 22nd, 2003 has been issued with instruction to the Contractor: "...to proceed with cleaning and grubbing as specify with in the Contract documents both

embankment sides along the Road for a width starting from shoulder break point all the way to but not more than one meter from the toe of the design rehabilitated embankment..."

- **For Contracts CW2003 -1 to Cw2003-4** – The Earth Works are not started yet, however similar instruction as above shall follow.

### 3.4.2. Environmental Impact – Borrow pits

- **For Contract CW2002-1.** Prior approval the following Borrow pits have been sampled and tested:

**Table 7**

Name	Chainage	Site	Km to C/L	Material to be use for	Remark
1	Km 0+200	RHS	0.5	Embankment fill	Approved
2	Km 2+300	RHS	1.2	Sub grade and embankment fill	Approved
3	Km 3+240	LHS	0.7	Sub grade and embankment fill	Approved
4	Km 12+712	RHS	1.5	Sub grade and embankment fill	Approved
5	Km 8+500	LHS	1.5	Sub grade and embankment fill	Approved
6	Km 12+000	LHS	1.5	Sub grade and embankment fill	Approved
7	Km 24+680	LHS	2.0	Sub base	Approved
8	Km 26+680	RHS	1.0	Sub base	Approved

- **For Contracts CW2003-1&2.** The Contractor requested to develop the following Borrow pits and material samples have been taken for testing and approval:

**Table 8**

Name	Chainage	Site	To C/L	Material to be use for	Remark
(1)Dallier	Km 1+500	LHS		Embankment fill	To be consider
(2)Wine plant	Km 8+000	RHS		Sub grade and embankment fill	To be consider
(3)Zayam-Chay	Km 19+000	RHS		Sub grade and embankment fill	To be consider
(4)Asrik-Chay	Km 35+000	RHS		Sub grade and embankment fill	To be consider
(5)Tovuz-Chay	Km 40+000	RHS		Sub grade and embankment fill	To be consider

- **For Contracts CW2003-3&4.** The Contractor requested to develop the following Borrow pits and material samples have been taken for testing and approval:

**Table 9**

Name	Chainage	Site	To C/L	Material to be use for	Remark
(1)Channel	Km 45+000	LHS		Embankment fill	To be consider
(2)Gasau Su	Km 56+000	RHS		Sub grade and embankment fill	To be consider
(3)Agstafa-Chay	Km 73+000	LHS		Sub grade and embankment fill	To be consider

Please note that however for Contracts CW2003-1&2 and CW2003-3&4 sampling and testing has been done but the Contractor did not forwarded those Borrow pits for our approval yet.

### 3.5. Safety on Projects

#### 3.5.1. Traffic Management Plan – Detours/Deviations

Safety is prime concern and Traffic Management plan has been required by each of the Contractors. After the approval has been obtained the Contractor (Turan) installed the warning signs and traffic warning lights wherever required. Azerkorpu – Azwirt Consortium and Autobahn Bau – Traffic Management plans are to be submitted any time soon.

##### 3.5.1.1. Access to properties

The Contractors maintained at all times accesses to the private properties.

##### 3.5.1.2. Traffic Controllers

During short term Works operation Contractors have utilized flagman, with personnel on each end of the restricted controlling section of the Road. For longer sections have been utilized warning lights in combination with flagmen.



### 3.5.1.3. Detour/Deviation

When the progress of Works demanded removing the traffic from the section of the Road detours/deviations has been utilised. Contractor prior opening of deviation has agreed the trace and the required traffic road signs with the local and traffic authorities and obtain the necessary approvals. For Contracts CW2002-1 and CW2003-3 the deviations have been choose to run on the existing old road Ganja- Shemkir running parallel to the Project rehabilitated

Table 11

Projects	Contracts	Contract Length	Detour Length	%	Maintenance this month		
					Satisfactory	Good	Excellent
Ganja-Shemkir	CW2002-1	20,680.00	21.00	100	Yes	-	-
Shemkir to Km 430.8	CW2003-1	19,000.00	0.00	0	-	-	-
	CW2003-2	21,000.00	5.00	25	Yes	-	-
Km 430.8 to Gazakh	CW2003-3	21,000.00	0.00	0	-	-	-
	CW2003-4	12,000.00	0.00	0	-	-	-

### 3.5.2. Work related accidents

Table 12

Projects	Contracts	Contractor	Work accidents	
			This month	To date
Ganja-Shemkir	CW2002-1	Turan Hazinedaroglu &Oztash	0	0
Shemkir to Km 430.8	CW2003-1	Azerkorpu and Azwirt	0	0
	CW2003-2	Consortium	0	0
Km 430.8 to Gazakh	CW2003-3	Autobahn Bau GMBH	0	0
	CW2003-4		0	0

### 3.5.3. Traffic related accidents

Table 13

Projects	Contracts	Contractor	Traffic accidents	
			This month	To date
Ganja-Shemkir	CW2002-1	Turan Hazinedaroglu &Oztash	0	0
Shemkir to Km 430.8	CW2003-1	Azerkorpu and Azwirt	0	0
	CW2003-2	Consortium	0	0
Km 430.8 to Gazakh	CW2003-3	Autobahn Bau GMBH	0	0
	CW2003-4		0	0

### 3.6. Guest visiting the Projects

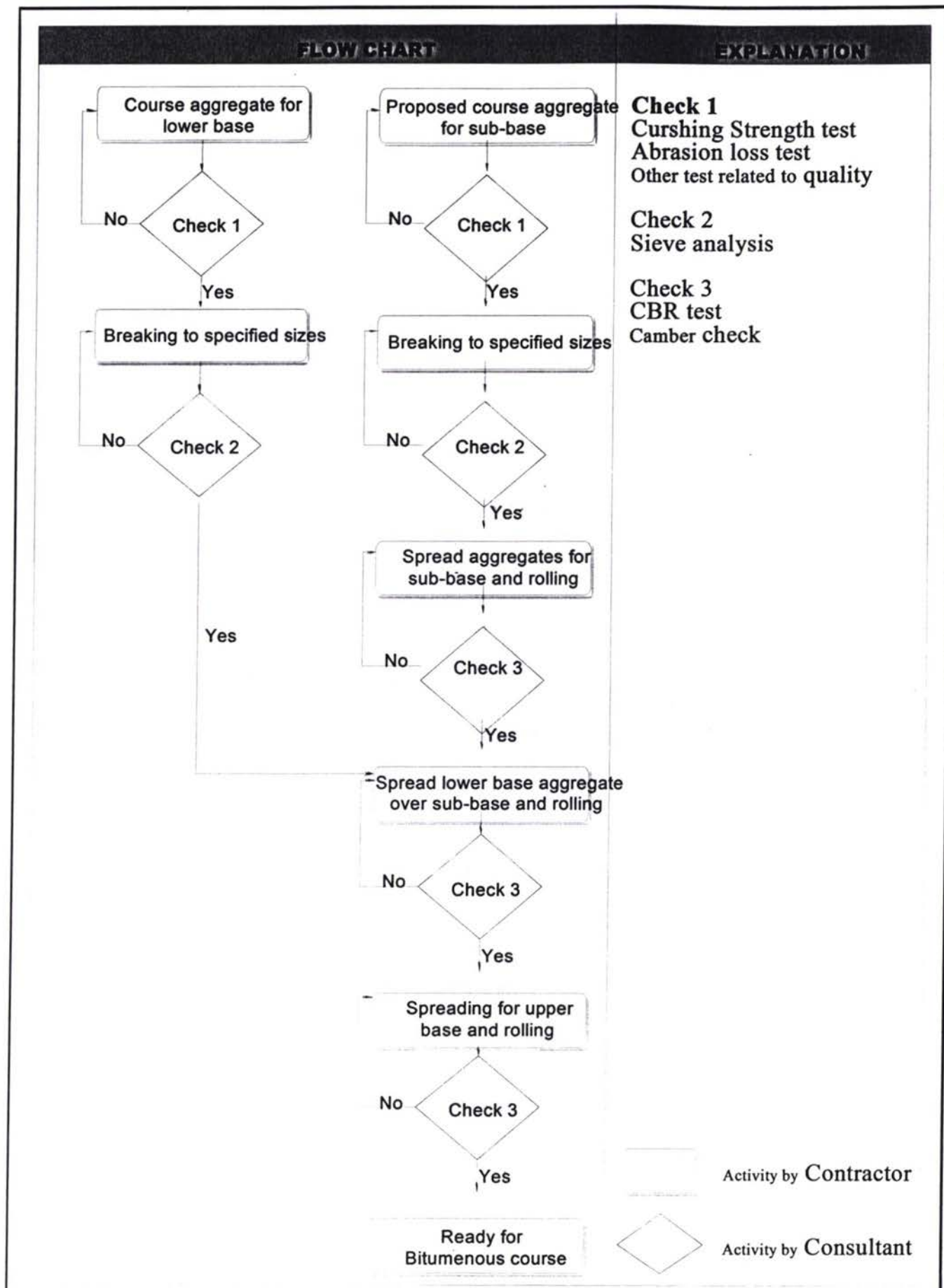
Table 14

Name	Position	Date of Visit
Adil Gojayev	PIU Director	26-27 of July 2004
Gazanfar Safarov	PIU Procurement Specialist	26-27 of July 2004

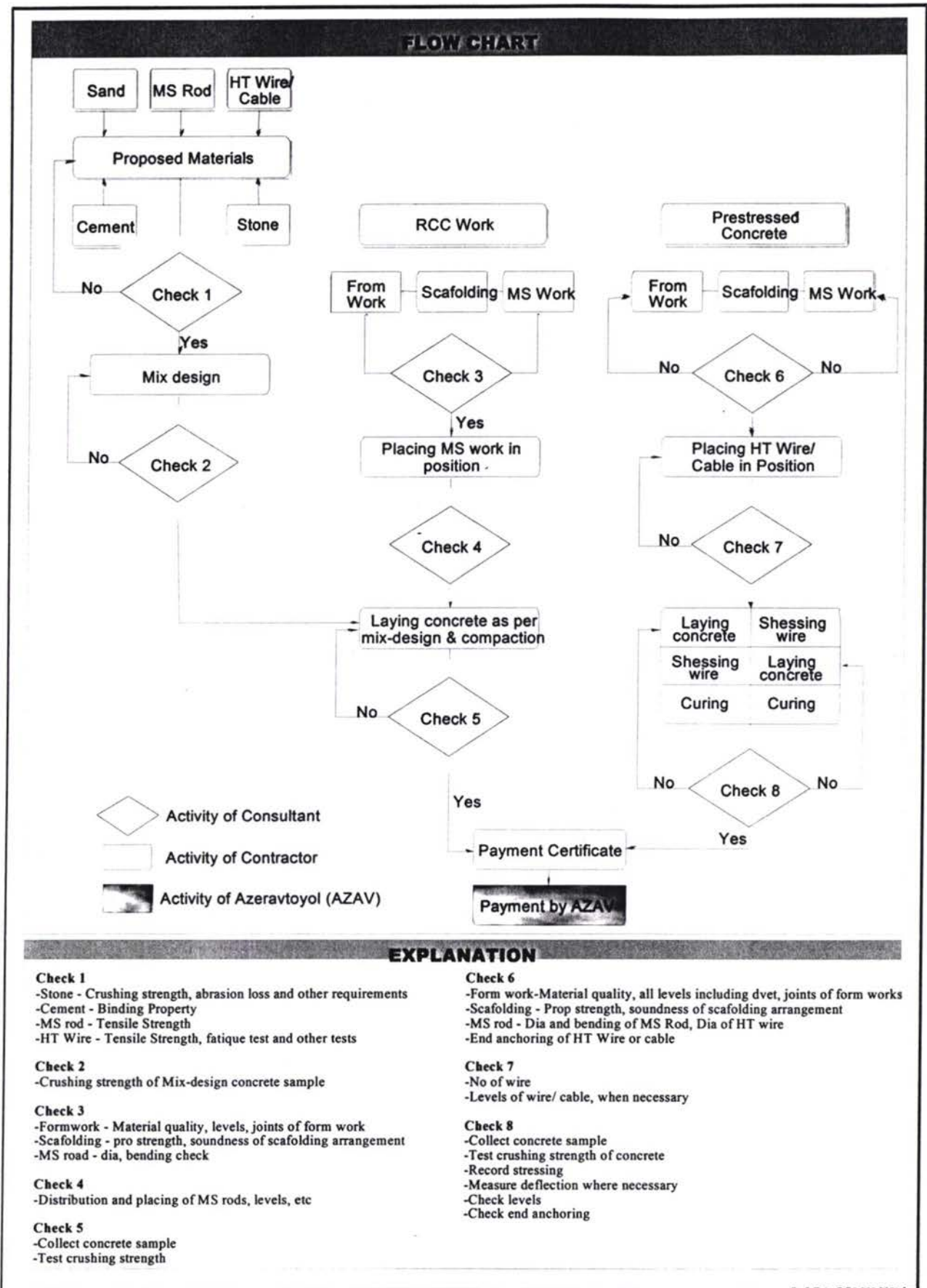
### 3.7. Quality control procedure

Quality control procedure have been described in TOR and been follow strictly during the execution of Works. Our supervisory staffs has been issue with task schedule where the detail appropriate description has been allocated to any one of the supervisory staff and Contractors have been timely inform for the power of duty given to each individual supervisory staff member.

#### 3.7.1. For Base and Sub base



# INSPECTION AND APPROVAL OF CONCRETE WORK



### 3.7.2. For concrete Work

### 3.7.3. For Asphalt Works

## Inspection & Approval of Bituminous Works

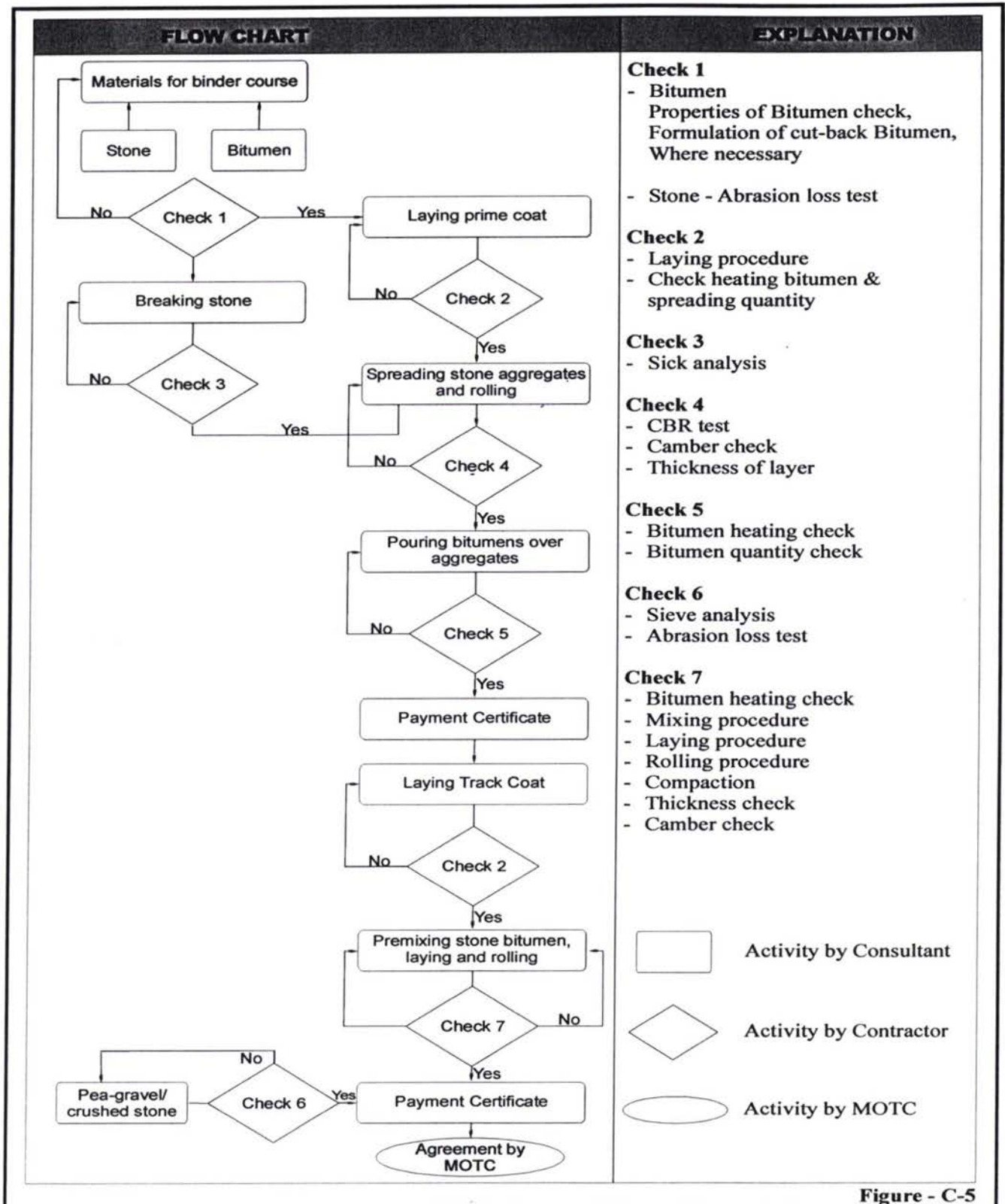
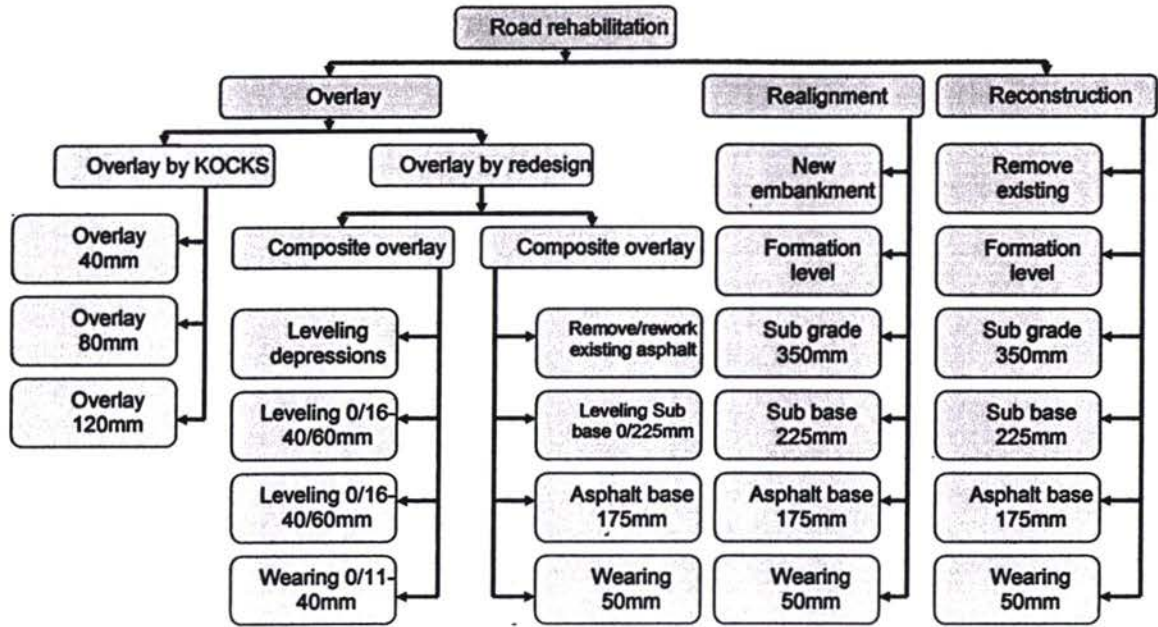


Figure - C-5

### 3.8. Redesign notes applicable for Contracts CW2003-1 to 4

1. Original design calls for Overlay (40,80 and 120mm) and Reconstruction where ever indicated in the Contract drawings
2. Redesign conditions set by June 29, 2004 meeting are as follows:
  - The redesign must be prepared with diligent consideration and based on the conditions of Contract
  - The redesign volumes of Earth Works must be as close as possible and should not be more of the volumes of Works shown in the Project B&Q;
  - The redesign must provided quality Road with technical characteristic for the II type of Road and prime concern is to focus on the smooth riding quality surface;
  - The redesign is to incorporate the Project deflection analysis's done by KOKCS (Reconstructions section are to remain reconstruction and the Overlay sections are to be upgraded only after checking the possibilities to remain overlay);
  - Base on comparing the existing ground undulation and prescribed longitudinal gradient and cross fall (slope) from the Project documents for particular overlay section, designers are to propose upgrading (if required) suitable with the existing conditions and design technical parameters;
  - The redesign might keep where ever overlay is recommended by the project only when should be possible for Contractor to do the necessary corrections/leveling courses to the existing surface and should not in any way require the Contractor to copy the existing surface, the way the original design do.
3. The way the redesign has been done
  - a) First step is checking the possibilities for Overlay sections to remain as in the original design. Checking includes comparison between the existing ground elevation and Proposed by KOCKS longitudinal gradient for a particular overlay section. If the results show that min required thickness of Overlay (measured at the end of carriage way - 3.75 from the center line) been prescribed is obtainable and at the same time the proposed longitudinal gradient is the one prescribed into the Project document then this section is to remain Overlay. However for practical reasons wherever the length of such road section is less than 100m' and Contractor shall have technical difficulties to produced good quality of road then the section is to be upgraded simultaneously with the proposed by the redesign adjacent sections;
  - b) Then the second step - If particular section did not respond to the Conditions above the design is to recommend a solution;
  - c) Redesign introduced a Composite Overlay. The Composite Overlay represent two different types of modification on Overlay where the deflection test done are taken as fact non questionable and fundamental base and then designers concentrate on the improving the riding comfort and the way of not to copy existing surface but rather provide the Contractor with tools and means to leveled and improve the existing surface, which is not provided by the original design;
  - d) The fist type of Composite Overlay introduced - provide and incorporate the Contractor with tools originally prescribed and described only with in the original Project for 80mm Overlay, which is leveling course - 0/16 thickness 40/60mm (please note that such an option is not available for 40 and 120mm overlay). The redesign checked the longitudinally and cross falls options whether the Contractor might with one leveling course fix up and compensate for the longitudinal undulation in plan and profile and whether the required cross fall can be achieved. If that is not possible then the redesign provide the Contractor with option to lay down second leveling course in order to get to required longitudinal and cross fall slopes. Then the remained wearing course 0/11 thickness of 50mm is to add strain to pavement and provide riding comfort and seal and waterproof the road surface;
  - e) The second type of Composite Overlay - is base on the fact that deflection test done by KOCKS shown that the road base is good and acceptable and then concentrates on getting good riding surface. For that purpose calls the Contractor to remove the existing asphalt, recycle the removed material and placed back as a Sub base layer in order to provide good smooth riding surface. Then follows by asphaltting base (binder 175mm and wearing course 50mm). This type is very similar to the reconstruction, but since there is not a need for capping layer (Sub grade) and work on formation level is considerably cheaper.

**Summary organogramme on Rehabilitation Works applicable for Contracts CW2003-1 to 4**



**3.9. Summary estimate extra cost to Contracts CW2002-1 and CW2003-1 to 4**

Item	Contracts	Original Contract Price (AZM)	Revised at date Price (AZM)	Expected to date Savings (AZM)	Expected to date Extra (AZM)	Discount 5%	%	Expected Extra (US)
1	CW2002-1	29,903,403,179.00	29,755,540,898.94	0.00				1\$=4891
1.1					3,134,143,195.61		10.53%	\$640,798.04
1.2								
1.2.1					440,190.00		1.46%	\$90,000.00
1.2.2					293,460,000.00		0.99%	\$60,000.00
1.2.3					122,275,000.00		0.41%	\$25,000.00
1.2.4					293,460,000.00		0.99%	\$60,000.00
					<b>4,283,628,195.61</b>		<b>14.40%</b>	<b>\$875,798.04</b>
2	CW2003-1&2	60,082,264,241.00	60,214,171,978.85	3,009,034,085.10				1\$=4912
2.1					4,143,089,493.00	4,039,512,255.68	6.88%	\$843,462.84
2.2					1,115,376,855.00	1,087,492,238.63	1.85%	\$227,071.79
2.3					10,940,986,361.70	10,867,461,702.66	18.17%	\$2,227,399.50
2.4					4,676,215,995.00	4,442,405,195.25	7.76%	\$951,098.37
2.5					2,701,600,000.00	2,566,520,000.00	4.49%	\$550,000.00
2.6					2,456,000,000.00	2,456,000,000.00	4.08%	\$500,000.00
2.a					26,033,268,504.70	25,259,391,392.21	43.22%	\$5,299,932.51
2.b						22,250,357,307.11	38.23%	\$4,687,344.14
3	CW2003-3&4	45,937,384,407.14	45,937,384,407.14	2,102,612,533.86				1\$=4912
3.1					448,819,100.00	N/A	0.98%	\$91,371.97
3.2					1,332,468,328.00	N/A	2.90%	\$271,267.96
3.3					6,410,121,472.06	N/A	13.95%	\$1,304,992.16
3.4					3,974,622,052.00	N/A	8.65%	\$809,165.73
3.a					12,168,030,952.06	N/A	26.48%	\$2,476,797.83
3.b						N/A	21.91%	\$2,046,741.53
4	Total	135,923,051,827.14	135,907,097,283.93	5,111,646,618.96	42,482,627,652.37	41,708,950,539.83	31.26%	\$8,648,764.13
4.1	Total as final				37,371,181,033.41	36,597,303,920.92	27.49%	\$8,857,829.11



**Notes:**

**Notes:**





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