



Road Update

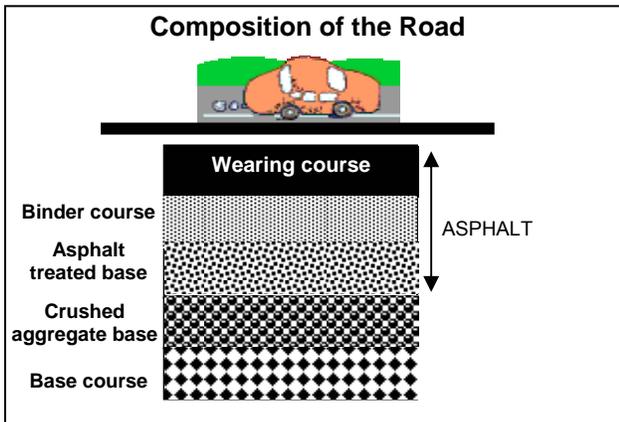
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KANDAHAR-HERAT HIGHWAY

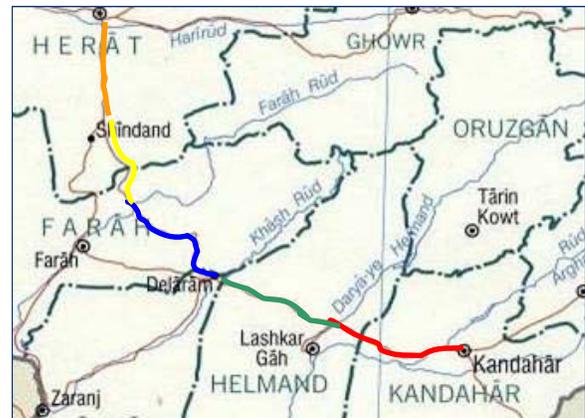
The Kandahar-Herat Highway is a 557 km stretch of road that links southern and western Afghanistan. This portion of the “Ring Road” connects the Afghan cities of Kandahar and Herat boosting trade opportunities. USAID funds 326 km of the highway, while Saudi Arabia and Japan contribute to 115 km and 116 km sections. Saudi Arabia is constructing Section 2, and Japan is responsible for Section 1. USAID also funds the security, de-mining, design, and construction management of the Saudi section.

PROGRESS TO DATE

In **Section 2** (km 116-231), rubblizing is 9% complete. Asphalt work is in progress. The first and second layers are 9% complete, and the third layer is closely following. A final inspection for **Section 3** (km 231-356), took place on March 5-6th. As the shoulder undergoes a second treatment, only minor works remain. In **Section 4** (4A km 356-406, 4B km 406-456), contractors completed all major works, with the exception of Bridge 1 in Section 4A which is 62% complete. Construction crews began Phase 2 of the bridge work and expect it to be completed by the end of May. Minor finishing work remains for 4A and 4B.



Kandahar-Herat Highway Sections



- Japanese Section
- Saudi Section (2)
- US Section 3
- US Section 4
- US Section 5

Did you know that engineers are using an innovative new process called rubblizing to crush the old Afghan highway in order to create the foundation material for the Ring Road?

In **Section 5** (km 456-557), contractors completed more than 75% of asphalt on the first and second layers and 20% on the wearing course. Crushed aggregate base placement is at 87%. Three of seven bridges are finished and work continues on the remaining four. Drainage, shoulder, and rubblizing work continue.

USAID involves Afghans in road reconstruction efforts to increase local participation and commitment to development. Training of Afghans is a principal component of development and reconstruction assistance. During this period, 74% of the project’s employees were nationals.

Guide for the Non-Road Engineers: Construction Flow





Road Update (continued)

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Focus on Urban Roads: Bibi Mahro

Phase 1: North and south-bound lanes are open to two-way traffic on the binder course. All side drains are complete. Both previously closed side roads are now open to public. Builders completed Phase 2 work including street light foundations, cable installation and light standard placements. The lights will be commissioned this month.

Construction crews are installing sidewalks and the asphalt wearing course will be completed in the spring when the weather warms.

PROVINCIAL ROADS HIGHLIGHTS

Security conditions continue to threaten work.

Kabul-Gardez Road (125 km) – Section 1 (km 3 to 45) and Section 2 (km 45 - 87) were completed, and only Section 3 (38 km) continues. Construction is ongoing on culverts and stone masonry work between km 92-98 and design continues from km 106-125.

Pul-e Alam to Ring Road (35 km) – Contractors have completed about 50% excavation of rock between km 27-28.3, and nearly all of the drainage. Road works are now 77% complete. The projected completion date for project is set for the end of May.

Jalalabad-Asmar Road (124 km) – The crusher at km 37 operates 16 hours a day producing subbase and base material. Between km 5-33, 22 culverts are in progress. Production of culvert sections and side drain slab covers continue. Crews completed 6.1 km of double bituminous surface treatment (DBST) with 19 mm seal. Road crews finished 62 culverts between km 57-62.



Road crews apply DBST sealant on Farah Road.

Kandahar-Tirin Kot Road (148 km) – All scheduled work is complete and being prepared for turnover to the Ministry of Public Works.

Panjshir Road (70 km) – Section 1: Works on culvert and retaining wall continue between km 4-15. Subgrade and survey works proceed between km 1-3. Section 2: Builders placed sub-base between km 14-15.

Farah-Ring Road (70 km) – Screening and crushing of double bituminous surface treatment (DBST) aggregate continue. Construction crews finished the causeway between km 60+720 - 61+085. Stone masonry proceeds at a causeway between km 55+375 and 55+500. Culvert, subgrade, subbase, and base course work continues at various locations. Contractors are applying DBST 19mm seal coat at various locations.

Lashkar Gah-Ring Road (49 km) – Section 1 (km 0 to 43): The embankment, sub-base and base course works continue. Road crews placed 5 km of DBST. Section 2 (km 43 to 49): Excavation and embankment works began with 1 km now complete. Crews completed subgrade work between km 43-45.

Ghazni-Sharan Road (57.5 km) – The mild winter allowed road construction to stay mostly on schedule. Culvert work continues between km 46-59. Road crews completed the embankment to km 60, and nearly completed the demining of borrow pits. These borrow pits are sites identified as sources of road material such as rock and embankment. Base course paving began near the work camp (km 38 and km 36). The work camp functions as a base for management, labor, equipment and material.

Road-Related Security Incidents

During this reporting period, three improvised explosive devices (IED) were discovered and one hostile attack took place near road projects.

On March 13th, a remote controlled IED exploded along the north side of the Kandahar-Herat Road at approximately km 63 targeting the Maiwand chief of police. The explosion damaged the vehicle, but did not seriously injure anyone.

The main purpose of the security information is to provide a general update on security incidents as they relate to reconstruction in Afghanistan. The information is simply a mechanism for tracking security incidents and does not analyze incidents or attempt to discern the motives or affiliation of the perpetrators. The focus is the frequency of incidents and their impact on USAID's work and also that of the development community writ large. It does not attempt to track all incidents regularly faced in Afghanistan.