



Road Update

March 30–April 19, 2006 · Issue 62

KANDAHAR-HERAT HIGHWAY

The Kandahar-Herat Highway stretches 557 km linking southern and western Afghanistan. This highway is part of a larger road network, the “Ring Road,” that is critical to developing Afghanistan’s economy. Japan and Saudi Arabia contribute to 116km and 115 km sections respectively. Japan is constructing in Section 1, and Saudi Arabia in Section 2. USAID funds construction on 326 km of the highway for Sections 3 and 4 and the security, de-mining, design, and construction management of the Saudi section.

PROGRESS TO DATE

In **Section 2** (km 116-231), rubblizing, or grinding the old road to create foundation material for the new road, is nearly a quarter complete. Asphalt work continues with the first layer 20 percent complete, and the second and third layers eight percent complete. Crews demolished the superstructure of an old bridge and are now rehabilitating the existing piers. Culvert works are also in progress. In **Section 3** (km 231-356), work on the second layer of double bituminous surface treatment (DBST) at the shoulders continues. Only minor works remain. In **Section 4** (4A km 356-406, 4B km 406-456), contractors have completed all major works, with the exception of Bridge 1 in Section 4A, which is over 90% complete and expected to be complete by the end of May. Minor work remains for sections 4A and 4B.

Kandahar-Herat Highway Sections



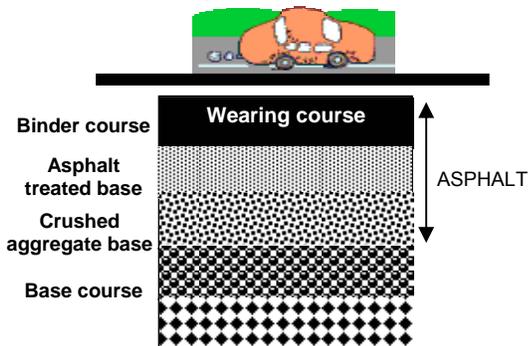
- Japanese Section
- Saudi Section (2)
- US Section 3
- US Section 4
- US Section 5

Did you know that drainage is a major part of a good road design, even in arid environments such as Afghanistan? Bridges, culverts and side drains are all important parts of the K-H Highway.

Builders finished all of the rubblizing for **Section 5** (km 456-557). The first layer of asphalt is nearly finished. The second layer is at 86 percent and the third layer is at 20 percent. Three of seven bridges are finished and work continues on the remaining four, including the new bridge in Herat, that marks the end of the project.

USAID involves Afghans in road reconstruction efforts to develop technical skills. Training of Afghans is a principal component of development and reconstruction assistance. During this period, over 80 percent of the project’s employees were Afghan nationals.

Composition of the Road



Guide for the Non-Road Engineers: Construction Flow





Road Update (continued)

March 30–April 19, 2006 · Issue 62

Urban Road Completion: Bibi Mahro

Phase 1: The asphalt wearing course was completed in early April. A final inspection and handover ceremony with the Kabul municipality took place in mid-April. The project is now in the warranty phase and maintenance has been turned over to the municipality.

PROVINCIAL ROADS HIGHLIGHTS

Security conditions continue to threaten work.

Kabul-Gardez Road (125 km)—Builders completed Sections 1 and 2, and only Section 3 (38 km) remains. Construction continues on culverts and stone masonry work between km 94-106 and design continues from km 106-125. Crews completed the asphalt wearing course from km 86 to km 92.

Pul-e Alam to Ring Road (35 km)—Contractors completed side drain excavation between km 27 to 28, and nearly the entire 19 mm 1st layer of DBST. Road works are now 85 percent complete. The projected completion date for the project is May 2006.

Jalalabad-Asmar Road (124 km)—Road crushers at km 37 and km 66 operate ten to 18 hours daily producing subbase and base material. The construction of stone masonry side drains continues at 11 locations. Work on two causeways at km 27+450 and 27+850 continues. Placement of the first layer of the DBST seal coat is progressing.



Bibi Mahro Road, facing north toward the airport from Massoud Circle near the U.S. Embassy, is now complete. The road was turned over to the municipality in mid-April 2006.

Panjshir Road (70 km) – Section 1: 100 meters of the asphalt wearing course test section was constructed and accepted near km 1. Section 2: Design from km 0 to km 48 is completed and approved. A hydraulic analysis of the river was completed to ensure that the road grade is above the level of a projected 100 year flood.

Farah-Ring Road (70 km)—Construction crews at several locations are accelerating project completion. Culvert, subgrade, subbase, and base course works continue. Prime coat has been placed in preparation for DBST. Over the last two weeks, 13 km of the first layer DBST, and over 5 km of the second layer was placed.

Lashkar Gah-Ring Road (49 km)—In Section 1 (km 0 to 43), the embankment, sub-base and base course works continue at various locations. Base course production is improving, but some DBST materials need modification. In Section 2 (km 43 to 49), excavation and embankment works at various locations continues. The contractor focused mainly on crusher production of base course material.

Ghazni-Sharan Road (57.5 km) – Screening and crushing of subbase materials continue at km 46. Production is at approximately 900 cubic meters per day. The subbase is completed from km 36 to km 53. Culvert work continues. Construction crews completed the embankment to km 64.

Road-Related Security Incidents

On April 9th, two remote controlled improvised explosive devices (RCIED's) exploded in the vicinity of Highway 1 on the east side of Kandahar City, near the US Protection & Investigations (USPI) office. As people gathered around the scene of the first explosion, a second RCIED was remotely detonated. The distance between explosions was approximately 40 meters. The first explosion destroyed the center of the median and the second occurred on the south side of the east bound lane. One USPI guard incurred injuries when a few pieces of shrapnel lodged in his legs. A number of other people were injured, but no fatalities were reported. USPI provides security for USAID road activities.

The security information provides a general update on security incidents as they relate to reconstruction in Afghanistan. It is not a comprehensive tracking of security incidents, but focuses on the impact for USAID work and the development community.