



Road Update

April 20–May 10, 2006 · Issue 63

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 is contributing to 116km of Section 1, and Saudi Arabia is responsible for 115 km of Section 2. USAID funds construction on 326 km of the highway for Sections 3, 4, and 5 and the security, de-mining, design, and construction management of the Saudi section.

PROGRESS TO DATE

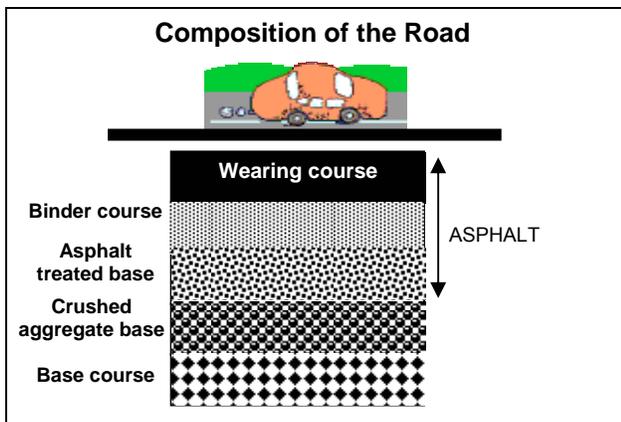
In **Section 2** (km 116-231), rubblizing, or grinding the old road to create foundation material for the new road, is more than half complete. Asphalt work continues. Fifty-four percent of the first layer, 13 percent of the second layer, and eight percent of the third layer are complete. Sub-structure work continues on five of six bridges. 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 and should be complete by the end of May. In **Section 4** (4A km 356-406, 4B km 406-456), bridge 1 in Section 4A is complete. Minor work remains for sections 4A and 4B.

Kandahar-Herat Highway Sections



- Japanese Section(1)
- Saudi Section (2)
- US Section 3
- US Section 4
- US Section 5

Did you know that the foundations for the Herat Bridge utilize caissons? These large concrete rings are sunk into the ground, sealed at the bottom with concrete, drained of water, and then filled with suitable material. A similar method was used for the foundation of the Brooklyn Bridge.



The first layer of asphalt is complete for **Section 5** (km 456-557). The second layer is at 86 percent and will be completed by the end of May. The third layer is at 20 percent. Three of seven bridges are finished and work continues on the remaining four. The foundations for the new bridge in Herat, which marks the end of the project, are on-going and ahead of schedule.

USAID employs Afghans in road reconstruction to develop their 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.

Guide for the Non-Road Engineers: Construction Flow





Road Update (continued)

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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. Slope work and base course continues in the mountain pass.

Pul-e Alam to Ring Road (35 km)—Construction crews nearly completed the entire base course with the 19 mm 1st layer of DBST. Road works are now over 90 percent complete. The project is expected to be complete at the end of May.

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 four locations. Placement of the base course and first layer of the DBST seal coat is progressing.



Construction crews place caissons for the foundation of the Herat Bridge in Section 5 of the Kandahar-Herat Highway.

Panjshir Road (70 km)—Section 1: Laying the asphalt wearing course continues near the start of the road with 2 km complete. Section 2: Design from km 0 to km 48 is completed and approved. Work on culverts, sub-base, base course, and slope protection is progressing.

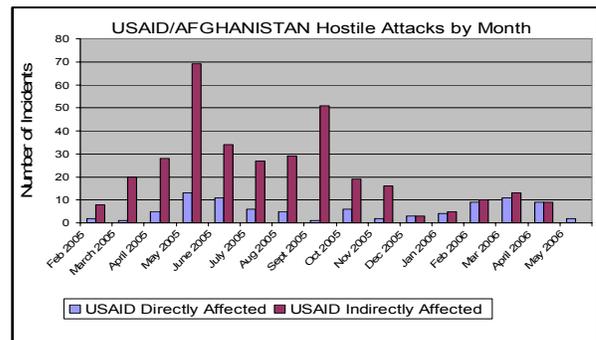
Farah-Ring Road (70 km)—Construction crews at several locations are accelerating project completion. Culvert, subgrade, subbase, and base course works continue. The first layer of DBST is nearly finished and the second layer is over 35 percent complete.

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. Crews laid over 23 km of DBST. In Section 2 (km 43 to 49), excavation and embankment works at various locations continue. Work on lined edge drains continues.

Ghazni-Sharan Road (57.5 km)—Screening and crushing of subbase materials continue at km 46 producing approximately 900 cubic meters per day. The subbase is completed from km 36 to km 53. Culvert work and base course placement is progressing.

Road-Related Security Incidents

Lashkar Gah: On April 29th, a convoy of U.S. Protection and Investigations (USPI) vehicles was ambushed en-route from Kandahar to Lashkar Gah. Assailants armed with assault rifles fired upon the vehicles. The attack caused one of the vehicles to lose control and strike an oncoming vehicle. No USPI drivers were injured but there were fatalities and injuries from the vehicle that was struck during the attack. USPI provides



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.