Ministry of Highways, Ports and Shipping

Road Development Authority

ANNUAL REPORT

2014





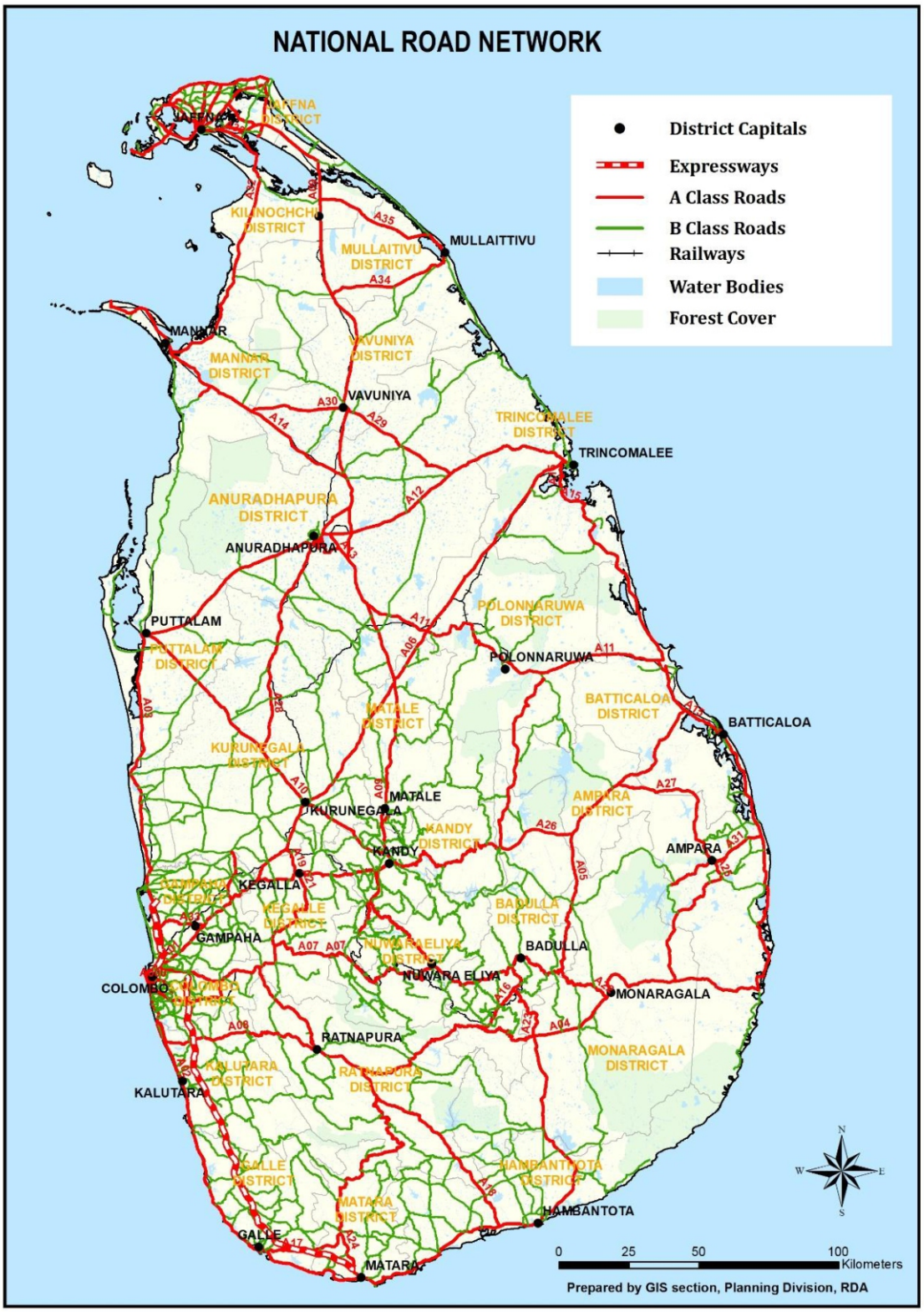




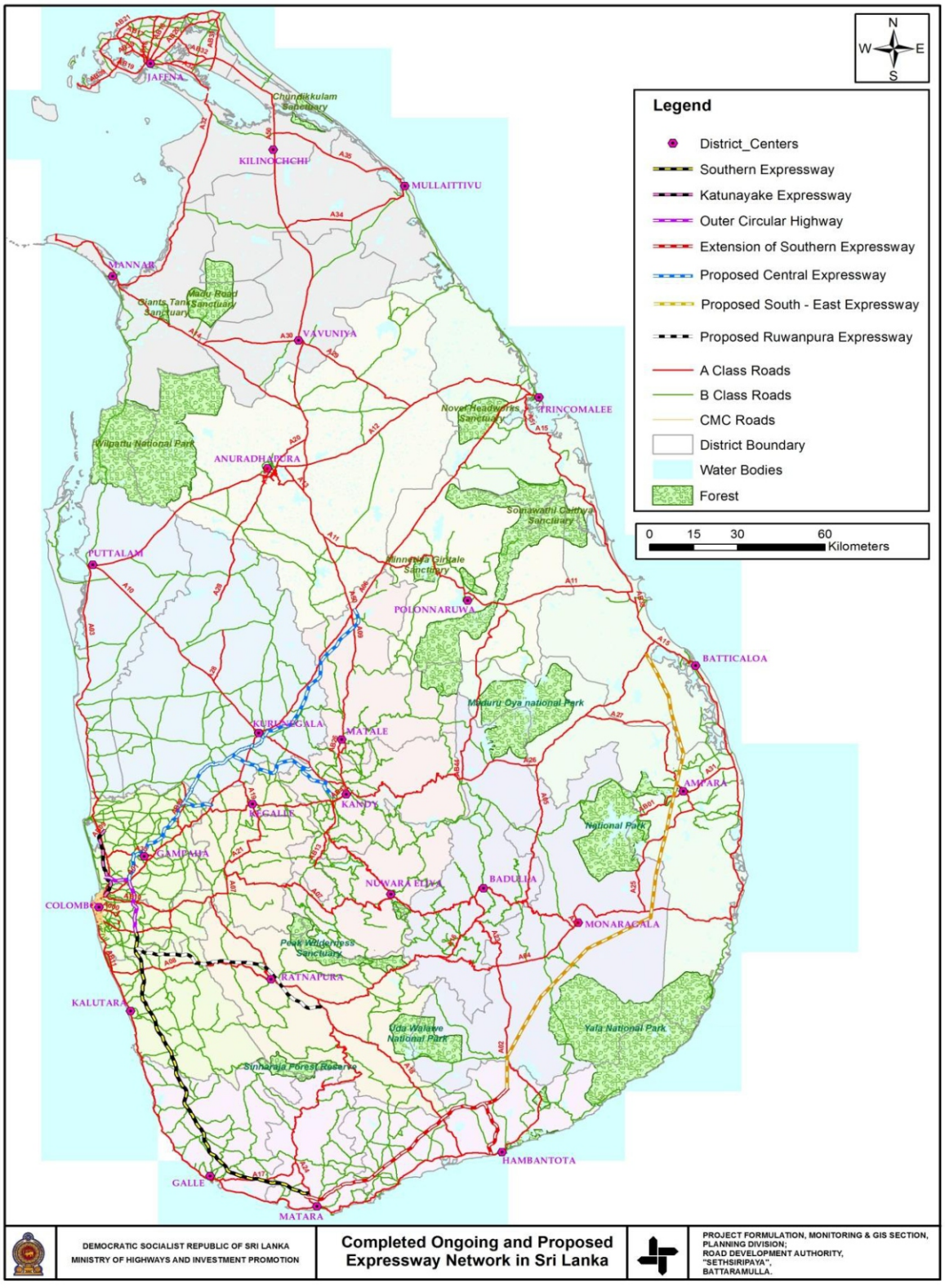


Cover by MIS Unit

Map 1: National Road Network in Sri Lanka



Map 2: Map of Expressways/Highways under Construction and proposed



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Road Development Authority
வீதி அபிவிருத்தி அதிகாரசபை
SRI LANKA

Corporate Management Structure

Acting Chairman

Mr. R.W.R.Pemasiri

Director General

Mr. W.A.S. Weerasinghe

Additional Director General Assets Operation & Management

Mr. M.P.K.L Gunarathne

Additional Director General Construction Design

Mr. B.V.D.N Chandrasiri

Additional Director General Network Planning

Mr. S. Yogendra

Acting Additional Director General Projects

Mr. R.M. Amarasekara

Road Development Authority,
1st Floor,
"Sethsiripaya",
Battaramulla.

Directors of Functional Divisions

Director Maintenance Management	Mr. P.K.D. Tissera
Director Construction	Mr. B.D.K. Bandara
Director Rural Bridge Construction	Mr. Kamal Amaraweera
Director Highway Designs	Mr. D.Ganesan
Director Engineering Service	Mr.D.K.Rohitha Swarna
Director Research and Development	Dr. (Mrs.) H.L.D.M.A. Judith
Director Land	Mr. S.Opanayake
Director Environment and Social Development Division	Mr. S.H.U. De Silva
Director Planning	Mr. H.M.K.G.G Bandara
Director Expressway Operation, Maintenance and Management	Mr.T.K.Ranathunga
Acting Director Mechanical	Mr. D.G Nandasiri
Director Training	Mr. W.E.S.K.Fernando
Director Legal	Mr. J. Waidyadasa
Director Procurement	Mr. D.M.P.R.K.Bandara
Director Administration	Mr. A.A.Ariyarahne
Director Finance	Mr. C.K.Sedara
Director Internal Audit	Mr. K.Damboragama
Director Quality Assurance	Mr. D.M Dayarathne

Directors of Project Management Units

Project Director (Southern Transport Development Project)	Mr. B.V.D.N.Chandrasiri
Project Director (Colombo Katunayake Expressway Project)	Mr. M.P.K.L.Gunaratne
Project Director (Outer Circular Highway – Phase I)	Mr. M.P.K.L.Gunaratne
Project Director (Outer Circular Highway – Phase II)	Mrs. T.S.H.Abewickrema
Project Director (Outer Circular Highway – Phase III)	Mr. N.K.L.Netthikumara
Project Director (Northern Expressway Project)	Mr. L.V.S.Weerakoon
Project Director (Special Project Management)	Mrs. T.D.Wijewardena
Project Director (Miscellaneous Foreign Aided Project)	Mr. M.M.M.Senarath
Project Director (World Bank funded Road Sector Assistant Project)	Mrs. M.R.D.A.D.Mudannayake
Project Director (National Highway Sector Project)	Mr. W.K.Kodituwakku
Project Director (Road Network Improvement Project)	Mr. R.M.Gamini
Project Director (Priority Roads Projects 1)	Mrs. W.T.I.N.Tissera
Project Director (Priority Roads Projects 2 North)	Mr. V.Tharmakulasingham
Project Director (Priority Roads Projects 2 South)	Mr. G.D. Thilakasiri
Project Director (Northern Road Connectivity Project)	Mr. S.Chandrapalan
Project Director (Road Project Preparatory Facility)	Mr. S.Chandrapalan
Project Director (UK Steel Bridge Project)	Mr. R.M.Amarasekara
Project Director (Conflict Affected Region Emergency Project)	Mr. L.S.Prematthilake
Project Director (New Kelani Bridge Construction Project)	Mrs. D.A.S.Jayasekara
Project Director (Landslide Disaster Protection Project of The National Road Network)	Mr. K.P Kodithuwakku
PMU of the Southern Highways Investment Programme (SHIP) & Southern Highway Extension towards Colombo (SHETC)	Mr. V. Mohan

Introduction

Annual Report of the Road Development Authority (RDA) for the year 2014 discusses the organizational and operational aspects of RDA in brief and provides rather detailed information on its performance and achievements during the year.

A brief overview on operational aspects and performance of the RDA has been given at the beginning and the organizational aspects of the RDA have been discussed in Chapter 2 of the report. The functions, responsibilities of each operational division and performance of each area of work/ service of the RDA during the year have been enumerated in Chapter 3.

Constraints encountered by RDA in the implementation of its functions and responsibilities and the measures taken to mitigate such problems have been presented in Chapter 4 of the report.

The detaiedl information on each foreign funded project, the management of which was directly handled by the Ministry of Highways, Ports and Shipping has been included in Chapter 5.

The overall financial performance of RDA has been presented in Chapter 6 and the achievement of its goals and objectives have been presented in Chapter 7.

While the Financial Performance of RDA and Financial Statement have been given in Annexure – I, the Auditor General's Report has been given in Annexure – II to the report.

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Abbreviations

AADT	Annual Average Daily Traffic
ADB	Asian Development Bank
ADG	Additional Director General
AFD	Agence Française de Développement
AO&M	Asset Operation & Management
ATC	Area Traffic Control
BIQ	Basic Information Questionnaire
BMS	Bridge Maintenance System
BOQ	Bill Of Quantity
CARE	Conflict Affected Region Emergency
CBR	California Bearing Ratio
CE	Chief Engineer
CEA	Central Environmental Authority
CEB	Ceylon Electricity Board
CETRAC	Construction Equipment Training Center
CHOGM	Commonwealth Heads of Government Meeting
CILT	Chartered Institute of Logistics and Transport
CKE	Colombo – Katunayake Expressway
DCC	Department of Coastal Conservation
DCP	Dynamic Cone Penetration
DF	Domestic Funds
DG	Director General
DHQ	Defense Head Quarters
DMS	Distance Measuring Device
DPU	Data Processing Unit
ECIP	Expressway Connectivity Improvement Plan
ECRU	Electronic and Computer Repair Unit
EDCF	Economic Development Corporation Fund
EE	Executive Engineer
EOM&M	Expressway Operation, Maintenance and Management
EOT	Extension Of Time
EPF	Employees' Provident Fund
ESD	Environmental and Social Development
ETF	Employees' Trust Fund
FAG	Foreign Aid Grants
FAL	Foreign Aid Loans

FARDF	Foreign Aid related Domestic Funds
FWD	Falling Weight Deflectometer
GIC	Government Information Center
GIS	Geographic Information System
GOSL	Government of Sri Lanka
GPRS	General Packet Radio Service
GPS	Global Positioning System
HDM – 4	Highway Development & Management – 4
HIMS	Highways Information Management System
ICAHETS	International Conference on Advances in Highway Engineering and Transportation Systems
ICTAD	Institute for Construction Training and Development
ITS	Intelligent Transport System
JBIC	Japan Bank for International Cooperation
JICA	Japanese International Cooperation Agency
KFAED	Kuwait Fund for Arab Economic Development
Km	Kilometer
KOICA	Korea International Cooperation Agency
LAIS	Land Acquisition Information System
LBF	Local Bank Funded Project
LED	Light Emitting Diode
LOA	Letter Of Acceptance
MCC	Manual Classification Counts
MFAP	Miscellaneous Foreign Aided Project
MFNSV	Multi Function Network Survey Vehicle
MIS	Management Information System
MM	Maintenance Management
Mn	Million
MOFP	Ministry of Finance and Planning
MOHP&S	Ministry of Highways, Ports & Shipping
MPC	Ministry Procurement Committee
NAITA	National Apprentice and Industrial Training Authority
NBT	Nation Building Tax
NDF	Non Deliverable Forward
NFC	Near Field Communication
NHSP	National Highway Sector Project
NIBM	National Institute of Business Management
NP	Northern Province
NPD	National Planning Department
NRCP	Northern Road Connectivity Project
NRRP	Northern Road Rehabilitation Project
NWP	North Western Province
OCH	Outer Circular Highway
OFID	OPEC Fund for International Development Korea Eximbank
PCU	Passanger Car Unit
PD	Project Director

PIP	Project Implementation Plan
PM&R	Property Management and Revenue
PMU	Project Management Unit
POS	Point of Sales
PPMS	Project Performance Management System
PPP	Public Private Partnership
PRP	Priority Roads Project
PSC	Pre Stressed Concrete
R&D	Rsearch and Development
RBCU	Rural Bridge Construction Unit
RDA	Road Development Authority
RFAL	Reimbursable Foreign Aid Loans
RIS	Road Information System
RNIP	Road Network Improvement Project
RP	Resettlement Plan
RPPF	Road Project Preparatory Facility
Rs.	Sri Lankan Ruppes
RSAP	Road Sector Assistant Project
SabP	Sabaragamuwa Province
SCAPC	Standing Cabinet Appointed Procurement Committee
SCARC	Standing Cabinet Appointed Review Committee
SFD	Saudi Fund for Development
SHETC	Southern Highway Extension Towards Colombo
SHIP	Southern Highway Investment Project
SIDA	Swedish International Development Cooperation Agency
SLTB	Sri Lanka Transport Board
SOR	Scheme Of Recruitment
SP	Southern Province
SPM	Special Projects Management
SRCP	Southern Road Connectivity Project
STDP	Southern Transport Development Project
TAARP	Tsunami Affected Areas Rebuilding Project
TIIP	Trincomalee Integrated Infrastructure Project
TOR	Terms Of Reference
UDA	Urban Development Authority
UOK	University of Kelaniya
UOM	University of Moratuwa
UOP	University of Peradeniya
UP	Uva Province
VAT	Value Added Tax
VOC	Vehicle Operating Cost
WB	World Bank
WLAN	Wireless Local Area Network
WPP	Western Provincial Project office

Overview

Chapter 1 – Overview

The socio – economic development and subsequent economic growth of any nation is strongly linked to its transport infrastructure. Moreover, the level and quality of transportation systems in any country are of crucial significance in influencing political, economic and social progress, and these must be considered at every stage of local, national and regional development planning. Recently, most of the significant development programmes have been implemented under Infrasructure development whilst remarkable portion of the budget allocation was intended to highway sector.

The current road density of Sri Lanka of 1.6 km of roads per square kilometer is very high when compared to its regional peers. Sri Lanka's road network is dense and well laid out to provide accessibility to the country's entire population across the provinces. However, with the steady growth of vehicular traffic since 1978, the capacity of the road transport system still has become inadequate which resulting the reduced efficiency in mobility especially in city areas. However, the RDA has been working on a sustainable programme to rehabilitate and improve the National Road Network to reach the required level of service.

Table 1: Spread of Sri Lanka's National Road Network (km) by Type and by Province as at the end of December 2014

Province	*National Roads*		
	A Class	*B Class*	*Total*
Western	374.48	1,222.20	1,596.68
Central	408.57	1,338.41	1,746.98
Southern	346.88	1,154.36	1,501.24
Northern	734.49	524.97	1,259.46
Eastern	619.55	551.13	1,170.68
North Western	352.43	1,002.75	1,355.18
North Central	492.04	701.74	1,193.78
Uva	471.04	693.19	1,164.23
Sabaragamuwa	415.57	804.18	1,219.75
Total	***4,215.05***	***7,992.93***	***12,207.98***

Road network of Sri Lanka is divided into three categories as National Roads, Provincial Roads and roads governed by Local Authorities. The RDA also takes over roads that belong to the Provincial Councils and Local Authorities and enlist them into the National Road Network. The National Road Network consists of 12,207.98 km of Trunk (A class) and Main (B class) roads 160.5 km of Expressways and 4,456 bridges (span of more than 3m) as at end of 2014. Road Development Authority is respobnsible for maintenance and development of the National Road Network and planning, design and construction of new highways, bridges and expressways to augment the existing road network.

Maintenance of National Highways

The roads have to be maintained regularly to prevent from deterioration and to keep their service quality at satisfactory level throughout the year. The RDA gives topmost priority for the maintenance activities and work is carried out through direct labour, or through private contractors registered with ICTAD in the regions. The total funds required for the road maintenance allocated under the Road Maintenance Trust Fund are released to the regions according to the road condition assessments.

In addition to the routine maintenance, the RDA has a system to carry out periodic maintenance such as sand sealing. About 601.06 km of roads were sand sealed during the year 2014.

Road Rehabilitation and Improvement

Rehabilitation of roads is equally important to keep the road network in serviceable condition. The rehabilitation helps to extend the useful life of a road preventing imminent fall of service quality and transportation brealdowns.



Mear routine maintenance and rehabilitation of the age old highways do not contribute much to achieve desired mobility without improving them to add extra capacity. Capacity, riding quality, road safety and traffic management are the prime factors that need to be addressed to achieve the desired mobility on the road network. The

total rehabilitated and improved length of roads during the year 2014 is 1,940 km.

Rehabilitation and Reconstruction of Bridges on National Highways

The bridges, as part of our road system, need maintenance, rehabilitation and reconstruction. The weak and narrow bridges create bottlenecks, cause load restrictions and traffic congestions. Many road improvement programmes include repairs and reconstruction of bridges and culverts.



Expressway Constructions

Several studies done in the past including National Road Master Plan, prepared in December-2007 for (2007 – 2017) have identified the necessity of having an expressway network to augment the National Highway Network and to cater to the future traffic demand and development activities in Sri Lanka. Based on these studies, road planners have identified about 800 km of expressway network for Sri Lanka considering the Land area, population and the demography of the country. Therefore, measures have been taken to develop the high mobility network with several expressways covering all important corridors and cities of the country. As of December 2014, two expressway projects have been completed whilst some other expressway projects were under different stages of development.

The Southern Expressway is Sri Lanka's first access controlled Highway, connecting Kottawa in Colombo suburbs to Matara in the Southern Province. Construction of the phase 1 of the Southern Expressway from Kottawa to Pinnaduwa in Galle was completed in November 2011.



Construction of the Phase 2 of the Southern Expressway (STDP) from Galle to Matara (34.54 km) and Phase 1 of the Outer Circular Highway (OCH) from Kottawa to Kaduwela (11 km) was completed and opened to public in March 2014

Construction of Colombo – Katunayake Expressway (CKE) (25.8 km) facilitating high speed link between Colombo Metropolitan Area and Bandaranaike International Airport was the 2nd Expressway project to be completed in Sri Lanka. Colombo – Katunayake Expressway (CKE) from Peliyagoda (in Colombo) to Bandaranaike International Airport at Katunayake has been in operation since October 2013.

Construction work of the phase 2 of the Southern Expressway from Pinnaduwa to Godagama (34.54 km) in Matara was next to be completed and was opened to public in March 2014.

The Outer Circular Highway (OCH) which connects Southern Expressway and Colombo – Katunayake Expressway by-passing the Colombo Metropolitan Area has been identified as a key Expressway component in the construction of Expressway Network in Sri Lanka. The Outer Circular Highway from Kottawa on Southern Expressway to Kerawalapitiya on CKE consists of three sections viz., from Kottawa to Kaduwela (11 km), from Kaduwela to Kadawatha (8.9 km) and from Kadawatha to Kerawalapitiya (9.3 km). Construction of Section 1 of the OCH from Kottawa to Kaduwela has been completed and in operation since March 2014. Construction work of the Section 2 of OCH from Kaduwela to Kadawatha was in progress as of the end of December 2014 whereas lnad acquisition was in progress for the section 3 of OCH as of the end of year 2014.

The Southern Highway extension from Matara to Hambantota with links to Hambantota Sea Port and Mattala International Airport has been identified for implementation as a key component in the development of the Southern Province. The Feasibility Study has been carried out for the project and consequently, the Environmental Impact assessment has also been completed, necessary environmental approvals have been obtained. Land acquisition was in progress during 2014 for construction of the Southern Highway extension from Matara to Hambantota with links to Hambantota Sea Port and Mattala International Airport.

The need to extend the high mobility link to cover the Northern region of the country has been identified as vital to reap the full benefits of the Development of Expressway Network in Sri Lanka. To Fullfill this need Northern Expressway has been planned to

start from Kadawatha on the OCH and to extend towads the northern region via Dambulla, thus providing expressway links to both Central and Eastern provinces.

Planning & Programming

The overall operation of the RDA starts with planning in line with it's goals and objectives. The annual programme for maintenance and rehabilitation is prepared based on the information collected from the regions and the programme for road improvement work is based on the NRMP. From the road maintenance to large scale project works have to be planned prior to their implementation. Project Proposals were prepared for 5 projects and Concept papers were prepared for 11 projects during 2014.

Traffic Management and Road Safety



The RDA drives all of its efforts to see the road network is free of safety hazards and continually takes steps to improve the safety of road users. The road safety aspects are integrated into all improvement and new construction works. Safety Audit for two road projects were carried out during the year 2014.

Design of Roads and Bridges

The RDA is a major Civil Engineering organization with specialized skills in Highway and Bridge designs. The RDA also provides consultancy services to other government agencies and private sector institutions on highway designs and bridge designs. Bridge design for 98 bridges and Highway design for 442.74 km length of roads were completed in 2014.

Collection of Income

The RDA makes income as consultancy fees for providing advisory services, designs and carrying out field and laboratory tests. It also earn income and revenue from its assets as rent from shopping complexes, gantries, resting parks and income from bus shelters, TV cable poles, hoardings, lottery stalls and fines from unauthorized hoardings etc.

Financial Performance

The total funding allocation for RDA including domestic and foreign funds for the year 2014 was Rs. 135,706.40 million and expenditure for the year 2014 was Rs. 126,997.07 million. The foreign funds contributed to nearly 69% of the total funding allocation for 2014.

Table 2: Financial Performance based on source of funds

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	33,080.60	31, 766.84
Foreign Aid Loan (FAL)	90,487.71	85, 833.74
Foreign Aid Grant (FAG)	1, 980.00	1, 388.00
Reimbursable Foreign Aid –Loan (RFAL)	117.30	105.46
Reimbursable Foreign Aid –Grant (RFAG)	14.00	0
Counterpart Fund (CF)	0	0
Foreign Aid related Domestic Funds (FARDF)	10,026.80	7,903.03
Total	***135,706.40***	***126, 997.07***

An Introduction to the Organization

Chapter 2 – The Road Development Authority – An Introduction to the Organization

Road Development Authority is one of the Institutions under the Ministry of Highways, Ports & Shipping which is the apex organization in Sri Lanka for highways, ports and shipping sector. The Ministry is responsible for the formulation of policies and programmes covering the subjects of ports and Highways.

The Road Development Authority (RDA), incorporated as a statutory body under the Ministry of Highways by the RDA Act No.73 of 1981, became successor to the Department of Highways in 1986. Since then, the RDA has become responsible for the maintenance and upgrading the National Highway Network.

2.1 Role of the Organization

The RDA is the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network, comprising the Trunk (A Class) roads, Main (B Class) roads and Expressways and the planning, design and construction of new highways, bridges and expressways to augment the existing road network.

The National Highway Network consisted of 12,368.48 km of roads and 4,456 bridges (span of more than 3 m) as of the end of 2014.

2.2 Management of the RDA

The management of the RDA is effected by a Board of Management appointed by the Hon. Minister Incharge of highways. The Board of Management is responsible to the Hon. Minister for the implementation of Government Policy for the development of the National Highway Network in the country.

Twelve board meetings were held during the year 2014, and the Board of Management comprised the following members;

Board of Management of RDA for the Period of January to December 2014

Mr. R.W.R. Pemasiri (Secretary, Ministry of Highways, Ports & Shipping and Acting Chairman, Road Development Authority)	Chairman
Mr. O.Ratnaweera (Working Director, Road Development Authority)	Member
Mrs. W. Wijerathne	Member
Mr. K.A Gamini	Member
Mr. R.A.D.A.M Rupasinghe	Member
Mr. T.M Wijith Mallahava	Member
Mrs M. Gangadaran (Director, Department of National Planning)	Member
Mr.A.M.W Sarhchandra (Director (Project Technical), Ministry of Transport)	Member
Mr. L.B.S.B Dayarathne *(Snr Asst. Secretary, Ministry of Land & Land Dev)*	Member
Mr. J.M.K Jayasekara (Addl Secretary, Ministry of Power & Energy)	Member
Mr. Nimal Perera (Chairmen, Urban Development Authority)	Member
Mr. G.J.C.Gunatillake (Additional Secretary – Engineering, Ministry of Highways, Ports & Shipping)	Member
Mr B.W.R Balasooriya (General Manager, National Water Supply & Drainage Board)	Member
By Invitation	
Mr. W.A.S.Weerasinghe (Director General, Road Development Authority)	Member

2.3 The Vision, Mission, Goals and Objectives

Vision

****

To be valued as the premier national institution of multi-disciplinary excellence in highway engineering, which meets the community's expectations by providing an excellent national highway network.

Mission

****

As the premier national organization of the road sector, to provide an adequate and efficient network of national highways, to ensure mobility and accessibility at an acceptable level of safety and comfort, in an environment friendly manner, for the movement of people and goods paving way for the socio-economic development of the nation.

Goals and Objectives

****

- Achieve an adequate national highway network;
- Achieve an acceptable level of mobility in the national highway network through; maintaining the roads at an acceptable condition;
- Provide a high mobility expressway network;
- Take measures to reduce road user cost;
- Improve road safety in the national highway network;
- Ensure protection of the environment in all its activities;
- Ensure efficient utilization of assets and investments;
- Promote organizational development to enhance overall performance of RDA;
- Assist in the development of the local road construction industry.

2.4 Organizational Structure of RDA

The RDA is a major Civil Engineering Organization with specialized skills in Highway and Bridge Planning, Design, Construction, Maintenance and Highway Safety. The organizational structure is designed to carry out the functions assigned to the RDA and to achieve its goals and objectives.

The RDA organization under the Board of management has the Director General as the Chief Executive Officer. Under the newly approved organizational structure the Director General is assisted by 5 Additional Director Generals and 17 Directors to carry out various functions.

In addition there are 22 Project Directors of Project Management Units under the Ministry of Highways, Ports & Shipping, and are appended to the RDA through the Director General. The organizational chart of the RDA is given in Figure 2.

2.5 Employees of the RDA

The RDA has a workforce of 6,305 employees on permanent and 572 employees on contract basis comprising of Engineering, Technical, Administrative, Accounting and other support staff. In addition it has 4,736 permanent labuorers employed for routine maintenance work as at end of 2014. The Total approved carder under different service categories is given in the table below.

Table 4: Summary of the Approved Cadre of RDA

Service Category	Approved Cadre
Senior Management Service	*86*
Engineering Service	*593*
Accountant's Service	*29*
Administrative Officer's Service	*19*
Information Technology Service	*19*
Legal Officer's Service	*6*
Junior Administrative Service	*47*
Account/ Audit Assistant's Service	*70*
Associate Officer's Service	*78*
Technical Service – 1	*103*
Management Assistant Service – Technical	*952*
Management Assistant Service – Non Technical	*1,753*
Supportive Staff	*2,550*
Maintenance Labourer Permanent	*4,024*
Total	***10,329***

2.6 Functional Divisions

The organizational structure of the RDA, there are 18 functional divisions of which 17 divisions are headed by a Director except for the Property Management & Revenue Unit. The Directors of the 16 divisions are reporting to the Additional Director Generals or to the Director General as per the details given below;

The Directors of the following three Divisions are directly reporting to the Director General.

Mechanical Division
Legal Division
Expressway Operation, Maintenance & Management Division

The Directors of the following three Divisions are directly reporting to the Additional Director General **(**Asset Operation & Management)

Maintenance Management Division
Construction Division
Rural Bridge Construction Unit

In addition to these three Divisions, the ***Property Management and Revenue Unit*** also comes under the ADG**,** Asset Operation & Management. The Deputy Director, Property Management and Revenue Unit has to report to ADG (AO&M) through the Director, Maintenance Management.

The Directors of the following five Divisions are directly reporting to the Additional Director General **(**Construction Design).

Engineering Services Division
Highway Designs Division
Research & Development Division
Land Division
Environment & Social Development Division

The Director Planning (***Planning Division***) is reporting to the Additional Director General **(**Network Planning).

The following four Divisions come under the Additional Director General (Administration and Finance)

Administration Division

Finance Division

Procurement Division

Training Division

As there is no ADG (Administration and Finance) has been appointed yet these divisions report directly to DG.

The ***Internal Audit Division*** and the ***Performance Audit Unit*** have been kept directly under the control of the Chairman, RDA. The Director Internal Audit and Deputy Director Performance Audit are reporting to the Chairman.

Most of the foreign funded projects are handled by the respective Project Management Units (PMUs), and they are functioning as independent PMUs under the Ministry of Highways, Ports & Shipping. Projects Management Units are as follows;

- PMU of the Colombo Katunayake Expressway
- PMU of the Conflict Affected Region Emergency Project
- PMU of the Landslide Disaster Protection Project of The National Road Network
- PMU of the Miscellaneous Foreign Aided Projects
- PMU of the National Highway Sector Project
- PMU of the New Bridge Construction Project over Kelani River
- PMU of the Northern Expressway Project
- PMU of the Northern Road Connectivity Project
- PMU of the Northern Road Rehabilitation Project
- PMU of the Outer Circular Highway Project Phase 1
- PMU of the Outer Circular Highway Project Phase 2
- PMU of the Outer Circular Highway Project Phase 3
- PMU of the Priority Roads Projects 1
- PMU of the Priority Roads Projects 2 North
- PMU of the Priority Roads Projects 2 South
- PMU of the Road Network Improvement Project

- PMU of the Road Project Preparatory Facility
- PMU of the Southern Transport Development Project
- PMU of the Special Project Management
- PMU of the UK Steel Bridge Project
- PMU of the World Bank Funded Road Sector Assistance Project
- Integrated Road Investment Program (i-ROAD) Project
- PMU of the Southern Highways Investment Programme (SHIP) & Southern Highway Extension towards Colombo (SHETC)

These PMUs maintain independent accounting units, responsible to the Ministry of Highways, Ports & Shipping and Road Development Authority. At the RDA level, the activities of those projects are coordinated by the Additional Director General (Projects).
The organizational chart of the Project Management Units of the RDA is given in Figure 3.

2.7 Provincial Setup

Under the provincial set up of the RDA, there are 10 Provincial Directors reporting to Director Maintenance Management. As the Eastern Province has been divided into two regions, there are two Provincial Directors in that Province, one in Batticaloa and the other in Akkaraipattu. Under each Provincial Director, there is a Chief Engineer for each District and Executive Engineer for each division. The Provincial Directors, Chief Engineers and Executive Engineers are supported by a number of other Engineers and Technical staff appointed on the basis of the workload.

Organization Chart of the Road Development Authority

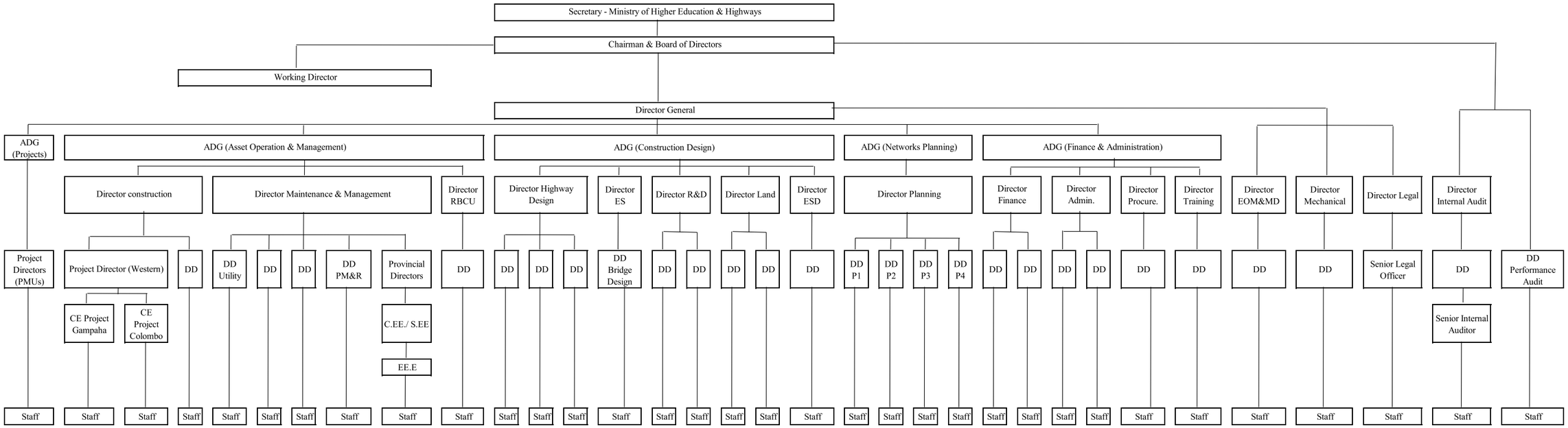
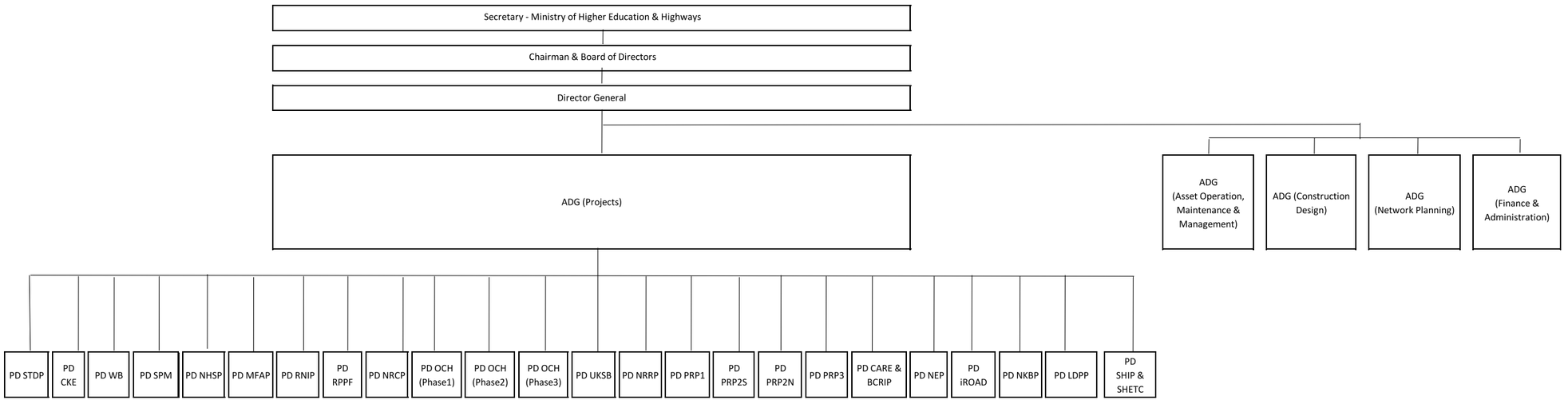

Secretary - Ministry of Higher Education & Highways
Chairman & Board of Directors
Working Director
Director General
ADG (Projects)
ADG (Asset Operation & Management)
ADG (Construction Design)
ADG (Networks Planning)
ADG (Finance & Administration)
Director construction
Director Maintenance & Management
Director RBCU
Director Highway Design
Director ES
Director R&D
Director Land
Director ESD
Director Planning
Director Finance
Director Admin.
Director Procure.
Director Training
Director EOM&MD
Director Mechanical
Director Legal
Director Internal Audit
Project Directors (PMUs)
Project Director (Western)
DD
DD Utility
DD
DD
DD PM&R
Provincial Directors
DD
DD
DD
DD
DD Bridge Design
DD
DD
DD
DD
DD
DD P1
DD P2
DD P3
DD P4
DD
DD
DD
DD
DD
DD
DD
DD
Senior Legal Officer
DD
DD Performance Audit
CE Project Gampaha
CE Project Colombo
C.EE./ S.EE
EE.E
Senior Internal Auditor
Staff
Staff
Staff

Figure 4

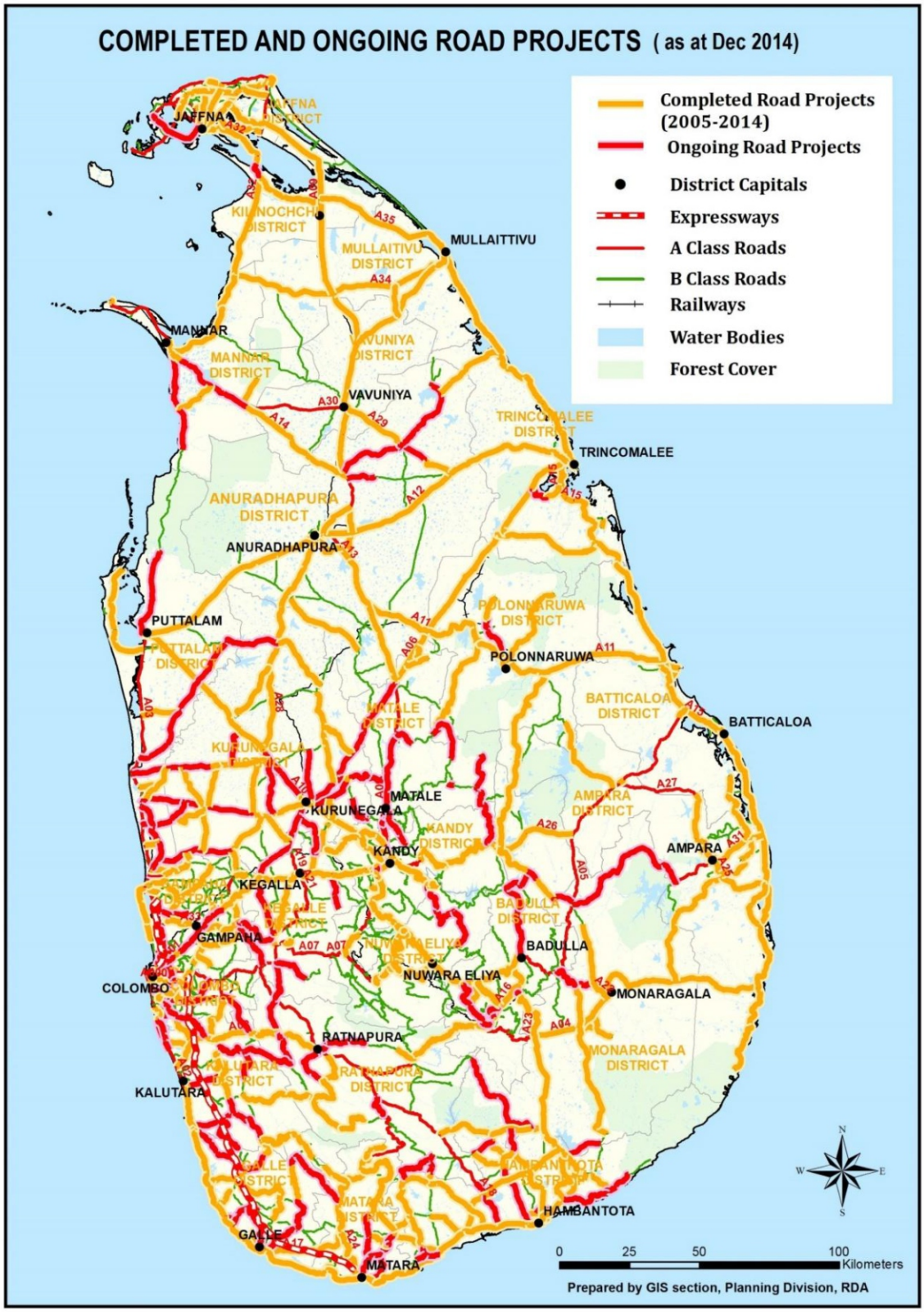
Organization Chart of the Project Management Units of RDA - 2014



ABBREVIATION

ADG	Additional Director General
PD	Project Directors
DD	Deputy Directors
STDP	Southern Transport Development Project
CKE	Colombo Katunayake Expressway
OCH	Outer Circular Highway
WB	World Bank Funded Road Sector Assistance Project
RNIP	Road Network Improvement Project
NRRP	Northern Road Rehabilitation Project
PRP	Priority Roads Projects
PRP2S	Priority Roads Projects 2 Southern
PRP2N	Priority Roads Projects 2 Northern
SPM	Special Project Management
UKSB	UK Steel Bridge
MFAP	Miscellaneous Foreign Aided Project
NEP	Northern Expressway Project
CARE & BCRIP	Conflict Affected Region Emergency Project and Badulla Chenkaladi Road Improvement Project
NRCP	Northern Road Connectivity Project
RPPF	Road Project Preparatory Facility
NHSP	National Highway Sector Project
iROAD	Integrated Road Investment Programme
NKBP	New Bridge Construction Project Over Kelani River
LDPP	Landslide Disaster Protection Project
SHIP & SHETC	Southern Highways Investment Programme (SHIP) & Southern Highway Extension towards Colombo (SHETC)

Map 3: Completed, Ongoing & Committed Road Project



Performance of the RDA during 2014

Chapter 3 – Performance of the RDA during 2014

3.1 Implementation of Road Maintenance

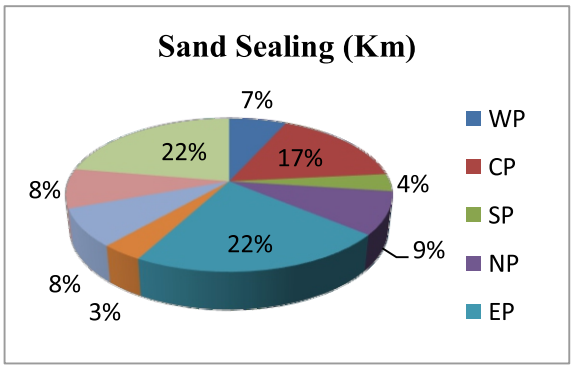
Road Maintenance is implemented through the Maintenance Management (MM) Division. The Additional Director General (Asset Operation & Management) and the Director (Maintenance Management) provide professional support to the Director General and also direct and coordinate the works of the Provincial Directors with the assistance of the Deputy Director. There are ten Provincial Directors and each Provincial Director has two or three Chief Engineers who are in charge of each of administrative district. Each Chief Engineer is assisted by two or three Executive Engineers depending on the number of kilometers of roads in the Division.

Particularly, in the year 2014, perpetual road maintenance were carried out in ways of Routine Recurrent Maintenance, Periodic Maintenance, Structure Improvement, Maintenance of Road Furniture, and Maintenance of Ferries to improve the quality, condition and mobility of the national road. For the year 2014, Province wise progress of Sand Sealing was as follows.

Table 5: Sand sealing kms in 2014

Province	*Sand Sealing (km)*
Western Province	40.58
Central province	100.22
Southern Province	21.94
Northern Province	53.94
Eastern Province	131.37
North Western Province	21.26
North Central Province	47.76
Uva Province	49.82
Sabaragamuwa Province	134.17
Total	***601.06***

Figure 4: Sand sealing kms in 2014



In order to maintain and improve the quality of the national road network MM Division implement the following maintenance activities.

Routine Maintenance

- Pothole patching
- Weeding
- General upkeep
- Clearing and re – cutting Drains
- Cutting Scupper Drains
- Clearing and de – silting Culverts
- Cleaning and painting of road Furniture
- Painting of bridges and culverts

Urgent Maintenance/ Emergency Work

- Restoration of Flood damages including Earth slips and diversions

Periodic Maintenance

- Base and surface corrections
- Surface applications
- Grading and re – gravelling of Road shoulders

Recurrent Maintenance

- Repairing ruts, depressions, cracks, pot holes & surface irregularities
- Corrections to the road edges; shoulder edges

Other Major Activities

- Maintenance of National Roads (A&B Classes)
- Contract Administration, Preparation of Tender documents, Procurement work
- Preparation, assessment and approval of E.O.T and Variations
- Preparation of annual progress report for Road and Weak Bridges construction
- Preparation of annual Project Report, Monthly progress reports, Weekly progress Reports of the work handle by the division.
- Sand Sealing of Roads
- Maintenance of ferries

- Maintenance of RDA Buildings and Circuit Bungalows
- Management and operation of asphalt mix plants





Table 6: Progress of Road Maintenance Trust Fund in year 2014

Description	*Allocation for the year 2014 (Rs. Mn)*	*Expenditure at December 2014 (Rs. Mn)*
Project 01 : Routine Recurrent Maintenance - Maintain of roads, rehabilitation under foreign funds (Kuwait, JBIC, ADB & EDCF)	2, 604.00	3, 280.47
Project 02 : Periodic Maintenance - Surface application/ Minor improvement	2, 679.50	1, 906.49
Project 03 : Structure Improvement - Improvements of Bridges, Culverts and Drainages	638.00	610.23
Project 04 : Maintenance of Lights, Signal Lights, Road Markings & installation of Road Furniture	611.50	575.66
Project 05 : Emergency Work/ Disaster work	1,457.00	1,421.71
Project 06 : Operation and Maintenance of Ferries	10.00	7.43
Total	***8, 000.00***	***7, 801.99***

Figure 5: Distribution of Capital Expenditure of Road Maintenance Trust Fund

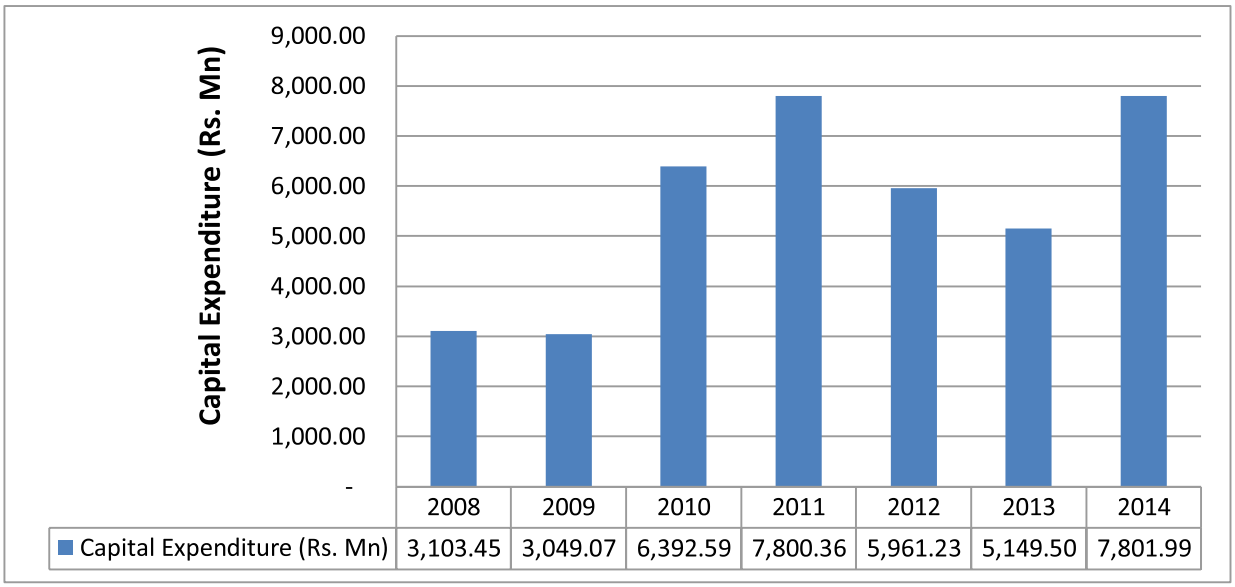


Table 7: Financial Progress of Government of Sri Lanka funded Road Maintenance work in year 2014

Description	*Allocation for the year 2014 (Rs. Mn)*	*Expenditure at December 2014 (Rs. Mn)*
Surveys Investigation and Feasibility Studies	30.00	21.75
Reconstruction of Damaged/Week Bridges on National Highways	700.00	538.21
Badulla-Kandy Alternate Road(Raja Mawatha) 0-4.2km	-	29.07
Rehabilitation and Improvement to Building Structure	10.00	10.02
Plant, Machinery and Equipment (Purchasing of Cutters 56 Nos.)	14.23	1.60
Total	***754.23***	***600.66***

3.2 Highways Development under Local funds

Development of National Highways under Local funds has been implemented through the Construction Division which was established in RDA in 2004 under the name of Work Division and its name was changed to Construction Division in 2013. The Additional Director General (Asset Operation & Management) and the Director (Construction) provide professional support to the Director General with the assistance of the Deputy Directors, Engineers and supporting staff. The Construction Division handles all Road Widening and Improvements works, some JICA funded Projects and Local Bank Funded Projects on National Highways. The Asphalt and Metal Plants which were under Maintenance Management (MM) Division in 2012 also managed by the Construction Division from 2013 onwards.

In addition to the widening and improvement works to National Highways under the allocation of Local Funds, the Construction Division carried out the projects under World Bank co-funding for which allocations are made under Road Maintenance Trust Fund, Local Bank funded Projects and JICA funded Emergency Natural Disaster Rehabilitation Project.

Construction Division also manage the operation of 10 Asphalt plants and 03 metal crusher plants in island wide that provide construction materials to CE and EE for enabling them to carry out road construction to a lesser cost.

The Construction Division holds the major part of the Annual budget in the RDA and attempt are being taken to contribute the maximum support to complete the activities on time to achieve the development targets of road improvements.

At the pre – construction stage, preparation of Tender documents, placing paper notices for inviting bids, issue of Bidding Documents, opening of Bids and issuing of Letter Of Acceptance (LOA) are implemented and at the post – construction stage, Director Construction facilitates, the employer (Director General RDA) by Monitoring the Financial and Physical Progress, by inspecting, checking and advising the site work, by evaluating and recommending approval for Payment Certificates, variation to the Contracts, Extension Of Time (EOT), Price Escalations, Termination (In case of lack of progress) etc.

3.2.1 Local Funded Project

During 2014, 323 widening and improvement projects were awarded, while, 372 projects were completed and 398 projects were in progress as at 31.12.2014 under funds provided from Government of Sri Lanka.

Figure 7: Financial Performance of the District wise Widening and Improvement

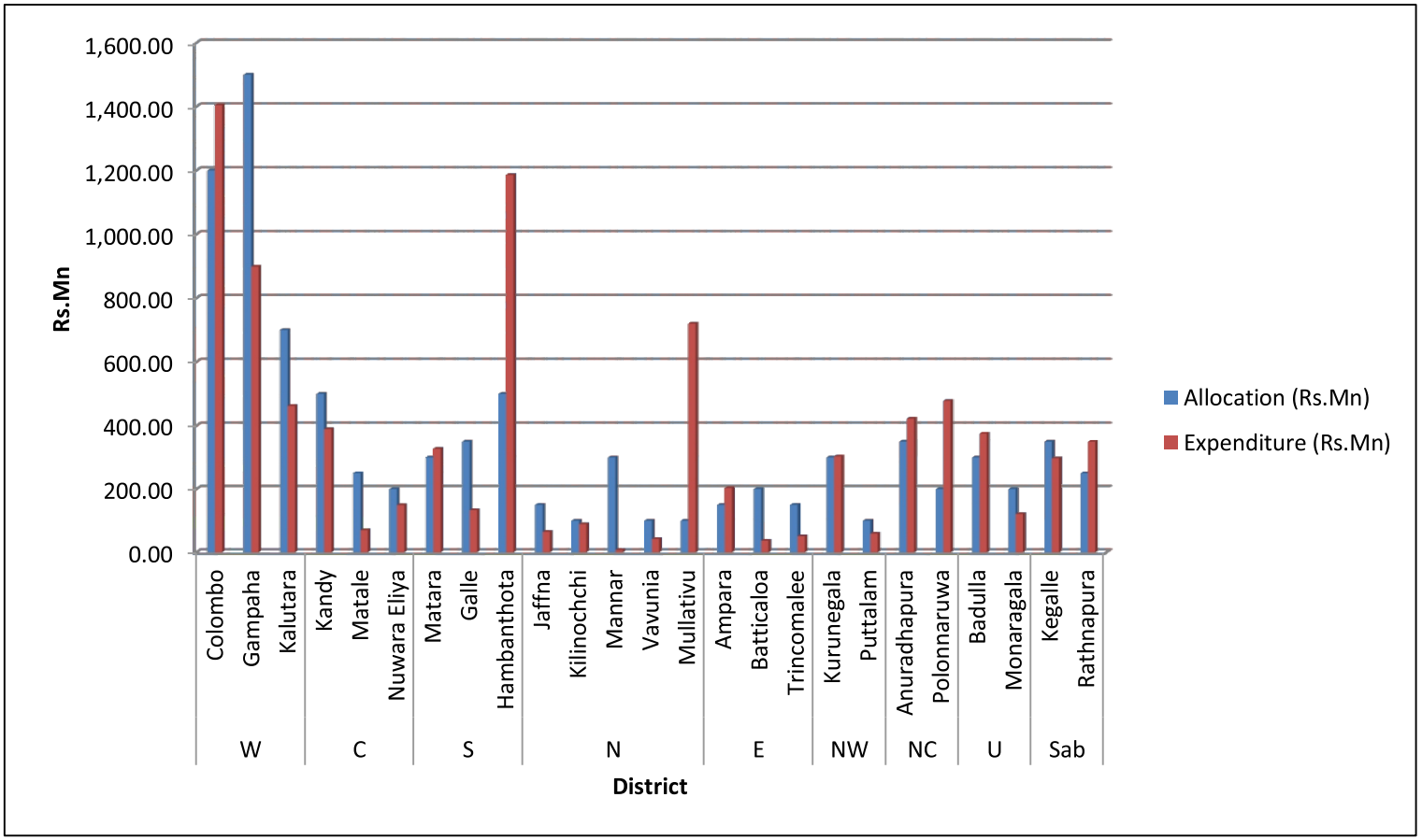


Table 9: Detail of Projects carried out under Widening and Improvement

Province/ District	Awarded in 2014		Complete during 2014		On-going as at end of 2014		Allocation for the year 2014 (Rs. Mn)	Expenditure for the year 2014 (Rs.)
	No of Projects	Length	No of Projects	Length	No of Projects	Length		
Western Province								
Colombo	10	6.69	10	3.31	13	12.98	1,200.00	1,404,598,865.00
Gampaha	36	73.67	41	111.18	41	124.24	1,500.00	898,503,286.22
Kalutara	8	0	3	5	10	4.29	700.00	462,156,123.01
Central Province								
Kandy	14	26.95	23	74.04	18	44.7	500.00	389,448,175.35
Matale	0	0	4	8.14	2	12.75	250.00	69,912,307.49
Nuwara Eliya	0	0	3	8.78	3	29.44	200.00	149,251,364.54
Southern Province								
Matara	53	79.75	38	64.84	50	78.94	300.00	327,252,309.54
Galle	7	28.25	13	45.45	11	23.13	350.00	133,331,004.68
Hambanthota	73	141.98	54	109.08	50	108.51	500.00	1,185,838,552.66
Northern Province								
Jaffna	1	0	0	0	1	0	150.00	64,610,422.25
Kilinochchi	0	0	14	28.9	16	43.5	100.00	89,059,730.19
Mannar	0	0	0	0	2	5	300.00	7,059,956.80
Vavunia	0	0	1	10	0	0	100.00	42,011,867.83
Mullativu	0	0	0	0	6	25.45	100.00	719,885,816.62
Eastern Province								
Ampara	10	12.29	19	22.19	6	4.75	150.00	203,200,585.88
Batticaloa	2	1.2	3	5.4	3	12.25	200.00	36,751,642.89
Trincomalee	5	7.33	0	0	7	10.27	150.00	50,712,947.21
North Western Province								
Kurunegala	5	10.36	28	71.8	9	15.8	300.00	303,273,446.63
Puttalam	1	5	2	3.8	1	0	100.00	58,883,065.55

Province/ District	Awarded in 2014		Complete during 2014		On-going as at end of 2014		Allocation for the year 2014 (Rs. Mn)	Expenditure for the year 2014 (Rs.)
	No of Projects	Length	No of Projects	Length	No of Projects	Length		
North Central Province								
Anuradhapura	13	71.75	4	22.7	38	123.9	350.00	422,404,296.90
Polonnaruwa	4	7.4	9	67.35	11	38.3	200.00	478,111,387.89
Uva Province								
Badulla	29	56.13	12	24.75	25	51.7	300.00	375,115,910.86
Monaragala	21	51	7	10.6	23	55.9	200.00	121,011,901.58
Sabaragamuwa Province								
Kegalle	5	0.72	11	12.75	7	5.4	350.00	297,277,248.82
Rathnapura	18	29.25	23	56.25	23	41.96	250.00	349,570,631.25
Deyata Kirula 2014								
Kurunegala	6	9	26	44.9	1	1	6,000.00	4,782,555,609.78
Puttalam	0	0	7	22.3	0	0		
Hub Development								
Hub Development	2	2.31	17	24.27	21	31.41	2,500.00	706,519,899.85
Total	**323**	**621.03**	**372**	**857.78**	**398**	**905.57**	**17,300.00**	**14,128,308,357.27**

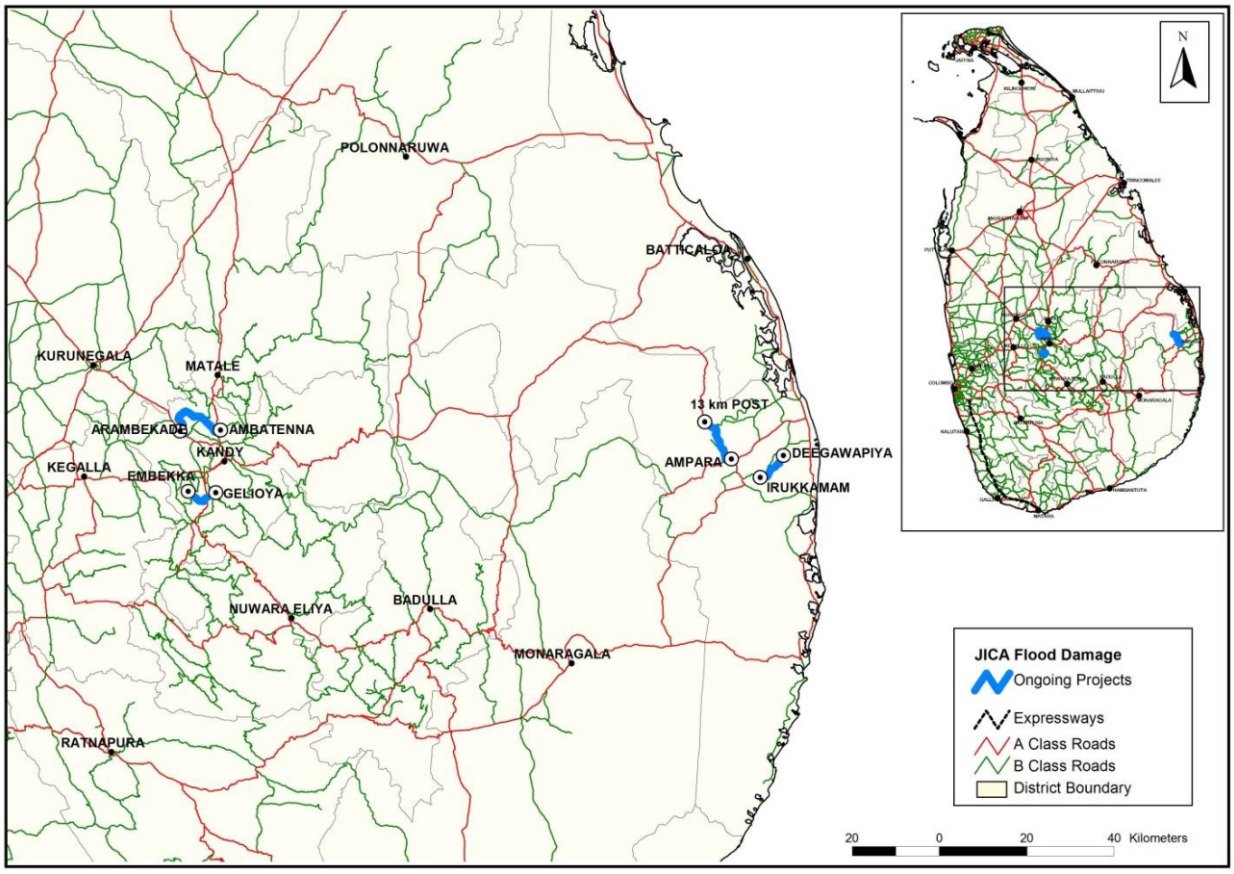
3.2.2 Emergency Natural Disaster Rehabilitation Project – JICA

Table 10: JICA Funded Flood Damage Road Projects

No.	Name of the Project	Length of Road (Km)	Total Estimate cost Rs	Physical progress up to end of Dec 2013	Expenditure up to Dec 2013 Rs Mn	Physical progress up to Dec 2014	Expenditure during 2014 Rs Mn
	CENTRAL PROVINCE						
1	Ambatanne - Bokkawela - Arambakke Road (0-1 km)	1.0	44,739,365.00	99%	23.23	100%	15.66
2	Ambatanne - Bokkawela - Arambakke Road (18-19 km)	1.0	49,891,889.43	100%	42.29	100%	4.18
3	Ambatanne - Bokkawela - Arambakke Road (19-20.5 km)	1.5	44,322,777.40	100%	44.12	100%	-
4	Ambatanne - Bokkawela - Arambakke Road (1-7 km)	6.0	452,061,170.65	90%	271.17	100%	180.91
5	Ambatanne - Bokkawela - Arambakke Road (12-18 km)	6.0	446,951,785.96	87%	233.94	100%	213.01
6	Gelioya - Embekka Road (0-4.3 km)	4.3	179,575,856.37	98%	139.77	100%	39.80
7	Ambatanne - Bokkawela - Arambakke Road (7-12 km)	5.0	347,777,298.62	84%	202.27	100%	145.51
	NORTH CENTRAL PROVINCE						-
8	Andarawewe - Balaluwewe Road (36.5-38.5 km)	2.0	37,129,950.00	100%	31.90	100%	2.44
9	Andarawewe - Balaluwewe Road (38.5-40.5 km)	2.0	37,124,450.00	100%	30.25	100%	6.41

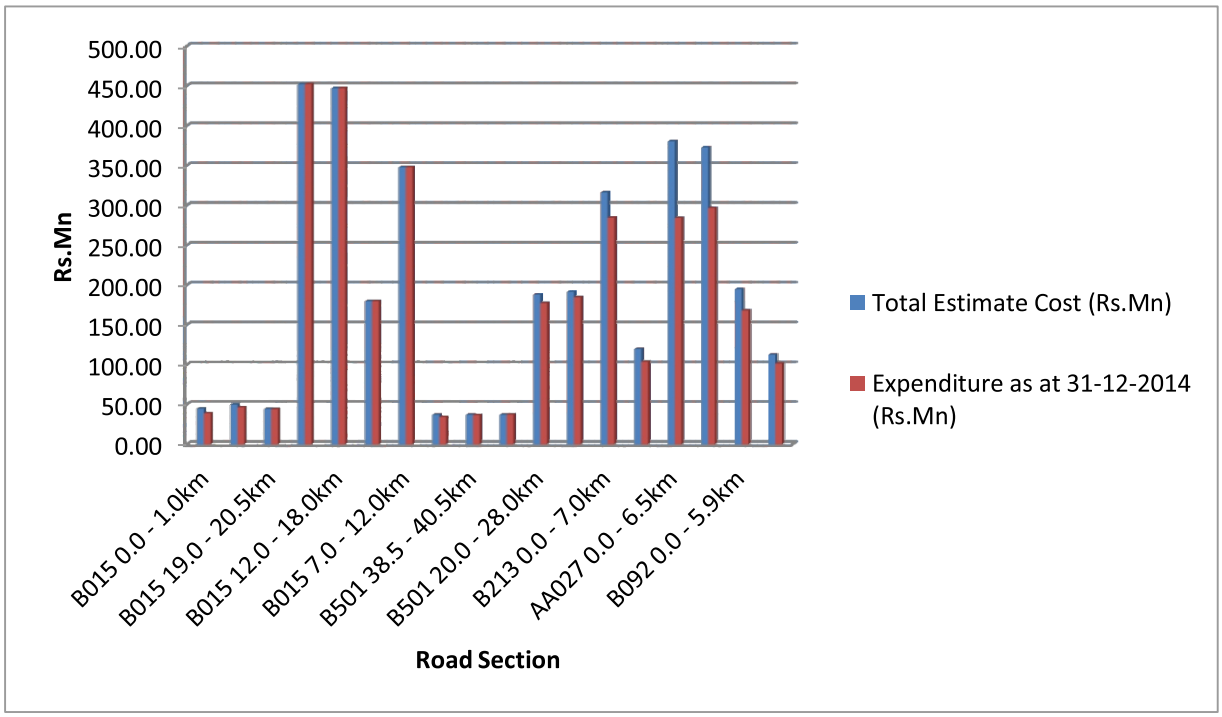
No.	Name of the Project	Length of Road (Km)	Total Estimate cost Rs	Physical progress up to end of Dec 2013	Expenditure up to Dec 2013 Rs Mn	Physical progress up to Dec 2014	Expenditure during 2014 Rs Mn
10	Andarawewe - Balaluwewe Road (40.5-42.5 km)	2.0	37,129,950.00	100%	32.65	100%	4.64
11	Andarawewe - Balaluwewe Road (20-28km)	8.0	187,926,752.50	100%	166.79	100%	10.45
12	Andarawewe - Balaluwewe Road (28-36.5 km)	8.5	191,422,664.55	100%	178.12	100%	6.44
13	Improvements to Kekirawa Thalawa Road (0-7km)	7.0	316,231,888.43	85%	172.67	100%	111.69
14	Improvements to Kekirawa Thalawa Road (7-9.5km)	2.5	119,573,189.93	99%	64.74	100%	38.84
	EASTERN PROVINCE						
15	Ampara - Uhana - Maha Oya Road (0-6.5 km)	6.5	380,320,821.27	93%	264.75	100%	19.41
16	Ampara - Uhana - Maha Oya Road (6.5-13 km)	6.5	372,610,685.10	77%	174.32	98%	122.41
17	Deegavapi Temple Road(0-5.9 km)	5.9	194,790,511.00	100%	159.11	100%	8.94
18	Varapatanjeni Deegavapi road	2.5	112,467,080.61	100%	95.70	100%	5.71

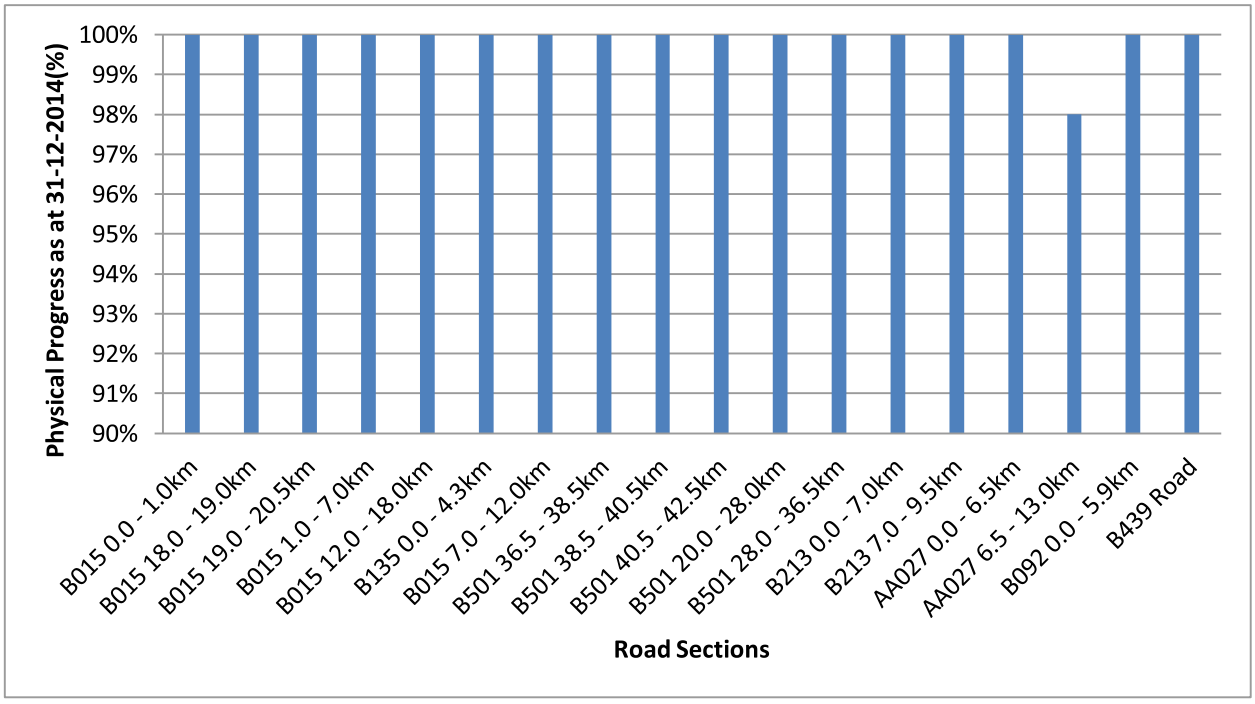
Map 4: Emergency Natural Disaster Rehabilitation Project – JICA



Emergency Natural Disaster Rehabilitation Project is funded by JICA and it is being implemented in Central, North Central and Eastern Provinces. Flood damaged roads such as Ambatenne–Bokkawela –Arambekade Road (B015) and GeliOya–Embekke Road (B135) in Central Province, Andarawewa–Balaluwewa Road (JeyaMawatha) (B501) and Kekirawa–Talawa Road (B213) in North Central Province and Ampara–Uhana –MahaOya Road (A027), Deegawapi Temple Road (B092) and Varapathanchenai–Deegawapi Road (B439) in Eastern Provinces are being rehabilitated under this project.

Figure 8: Financial Performance of the JICA Funded Flood Damage Road Projects





3.2.3 Local Bank Funded Road Projects

Construction Division invites Technical and Financial proposal from the eligible domestic contractors for rehabilitation of National Roads. Once the proposals are evaluated, it will be negotiated by the Standing Cabinet Appointed Procurement Committee (SCAPC) and forwarded their recommendations to the Cabinet for approval. Once the approval is granted, External Resource Department of the Ministry of Finance and Planning negotiates the Term and Condition of the Loan with respective banks and RDA borrows the loan on Treasury Guarantee to implement the project.

Completed Road Projects



A006 Road



B308 Road

Ongoing Road Projects



B247 Road



A012 Road

Table 11: Local Bank Funded Road Projects

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
1	Improvements to Ambepussa-Kurunegala-Trincomalee Road from Dambulla to Habarana (91+420-112+920km)Road	21.5	1,534.93	09.05.2011	19.07.2013	100.0%	1,481.83
2	Rehabilitation of Galigamuwa Ruwanwella Karawanella Road from 0+000 to 29+210km	29.21	2,472.36	14.01.2012	13.07.2014	100.0%	1,870.85
3	Rehabilitation & Improvements of Polonnaruwa Thambala Sungawila Somawathiya Road from 0+000 to 33+000km	33	2,750.00	11.03.2012	20.09.2014	100.0%	2,628.97
4	Rehabilitation & Upgrading of Katuwana Alupothdeniya Panamura Road (0+000-23+000 km)	23	2,328.36	17.04.2012	17.04.2013	92.0%	1,816.81
5	Improvement/Rehabilitation & Reconstruction of Ibbagamuwa Kumbukgete Madagalla Road from 0+000 to 34+190km	34.19	2,861.81	09.03.2012	08.03.2014	100.0%	2,637.39
6	Rehabilitation & Upgrading of Puttalam-Trincomalee Road from Anuradhapura to Trincomalee (Length 97.1 km)	97.1	7,995.68	01.05.2012	31.10.2014	99.5%	7,995.67
7	Narammala-Giriulla-Dankotuwa Road from 0+000 to 16+030km	16.03	1,400.00	01.03.2012	31.08.2013	100.0%	1,156.87
8	Tennakumbura Kandehandiya road from 0+000 to 20+400km & Kandehandiya to ragala road from 0+000 to 13+600km	34	2,647.64	14.06.2012	13.12.2014	98.0%	2,364.52
9	Improvement of Kesbewa-Kidelpitiya-Bandaragama Road from 0+000 to 11+070km Waskaduwa Bandaragama Road (B 458) from 0+000 to 12+070km	23.85	2,103.72	15.10.2012	14.10.2014	99.0%	1,769.79
10	Mahaoya-Aralaganwila Road from 0+000 to 24+000km	24	2,363.89	16.10.2012	17.04.2014	100.0%	2,335.28
11	Anamaduwa-Uswewa-Galgamuwa from 0+000 to 39+100km	39.1	2,561.64	01.11.2012	30.04.2015	98.0%	2,004.22

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
12	Galagedara-Horana Road (0+000-19+000) (B123)	19	1,363.61	15.11.2012	14.11.2014	96.5%	1,260.19
13	Bibile-Pitakumbura-Namaloya-Inginiyagala (B527) Road (0+000-60+310 km)	60.31	4,605.00	12.11.2012	12.11.2015	68.5%	2,665.08
14	Bangadeniya-Andigama -Anamaduwa Road from 0+000 to 38+290km	38.29	2,570.95	29.11.2012	28.11.2014	95.0%	1,805.44
15	Thoppuwa-Madampe-Dankotuwa Road (0+000-26+650km)	26.65	2,060.85	09.01.2013	09.01.2015	91.9%	1,535.30
16	Matara-Hakmana Road(0+000-24+140km)-B275	24.14	1,977.38	02.02.2013	31.01.2015	97.0%	1,675.06
17	Pannala-Kuliyapitiya (B356) Road (5+000 to 16+280km) & Kuliyapitiya-Hettipola Road (0+000 to15+690km)	26.97	1,995.00	08.01.2013	09.01.2015	93.0%	1,642.35
18	Ampara-Uhana Road (A-027)from 13+000 to 30+000km	17	1,503.63	14.01.2013	14.01.2015	100.0%	1,417.68
19	Naula-Elahera-Pallegama-Hettipola Road (33.5-44km & 57.0-59.0km)(B-312) & Hsalaka- Handungamuwa Road (B 484) (20.0-45.0km)	37.5	3,223.31	13.05.2013	12.11.2015	12.2%	966.98
20	Naula-Elahera-Pallegama-Hettipola Road (0+000-8+400km & 19+000-33+500 km)	22.9	2,053.53	25.07.2013	24.07.2015	37.0%	872.14
21	Meepe-Ingiriya Road (0+000 -18+130)	18.13	1,802.74	25.06.2013	24.06.2015	54.0%	886.33
22	Bodagama-Hambegamuwa-Kaltota Road (0+000-48+200 km)	48.2	3,915.95	25.07.2013	24.07.2015	56.0%	2,415.26
23	Rehabilitation of Nagoda Neboda Road from 2+700 - 15+900 km Avittawa Lewwanduwa Road from 9+830 - 27+200 km	30.57	3,199.48	25.07.2013	24.07.2015	56.8%	1,586.13
24	Haputale-Boralanda-Keppettipola Road (0+000 to 27+000km)	27	2,445.44	25.07.2013	23.01.2015	30.0%	773.90

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
25	Muttettugala-Hiripitiya Road (0+000-18+500km)	18.5	1,596.53	11.10.2013	10.10.2015	20.0%	620.19
26	Chilaw-Wariyapola Road (0.0-29.0km)	29	2,614.92	25.07.2013	24.07.2015	63.0%	1,549.86
27	Rehabilitation and Upgrading of Lunugamvehera-Kataragama road from 0+000 to 13+820km	13.82	3,584.99	17.10.2013	16.04.2016	37.0%	1,629.64
28	Rehabilitation & Improvements to Kalugamuwa - Wilakatupotha road from 0+000 to 21+180km	21.18	2,132.63	17.10.2013	16.10.2015	55.0%	1,223.75
29	Construction of Bypass road to Kegalle Town -stage III (2.34km)	2.34	1,689.49	15.08.2013	17.04.2014	100.0%	1,605.02
30	Widening & Improvements to Jaffna -Ponnalai -Point Pedro road 29+000km to 30+500km	1.5	477.70	12.08.2013	12.11.2013	100.0%	406.93
31	Rehabilitation and Improvements to Kurunegala - Narammala -Madampe road from 22+260 to 40+870km	18.61	1,716.08	17.10.2013	16.04.2015	98.4%	1,526.75
32	Rehabilitation & Upgrading of Hasalaka - Hadungamuwa Hettipola road from 0+000 to 20+000km	20	1,664.08	17.10.2013	16.10.2015	16.6%	528.50
33	Rehabilitation & Improvements to seeduwa-Katunayake from 0+000 to 3+900km and Seeduwa - Udugampola road from 0+000 to 11+700km	15.6	1,548.51	17.10.2013	16.04.2015	50.0%	686.23
34	Colombo - Kandy from kadawatha to Nittambuwa (17+000 to 39+000km)	27	6,956.05	07.09.2013	07.03.2015	13.0%	1,380.19
35	Roads Under Akuregoda Defence Headquarters Development	10.98	3,638.39	22.11.2013	21.11.2015	27.0%	1,205.45
36	Rehabilitation &Extension of Ambepussa Kurunegala Trincomalee road from Ambepussa to Galewela (0+000 to 75+110km)	75.11	10,414.22	26.12.2013	26.12.2016	14.0%	2,877.79

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
37	Construction of two lane bridge acros Deduru oya at Kadigawa (length 175m, width 8.4m)		1,383.49	02.10.2013	01.04.2016	65.0%	644.44
38	Widening & Improvements to Kelanimulla Mullariyawa Koswatta road as access to kelanisiri bridge(0+000 to 0+600km) Phase I	5.2	1,330.99	26.11.2013	26.05.2015	61.0%	745.01
39	Kadawalagedara Withikuliya from 0+000 to 14+000km	14	1,212.15	26.11.2013	24.02.2015	64.0%	727.47
40	Narammala Dankotuwa road (16.03-45.25km)	29.22	2,551.49	27.11.2013	26.11.2015	56.0%	1,394.63
41	Rehabilitation of Hambantota Hub Development roads Mirijjawila Sooriyawewa road (HR16) 23.3km & outer Circular road (HR 01) 6.6km	29.9	7,745.74	10.12.2013	19.12.2015	65.0%	4,592.00
42	Polonnaruwa Hingurakgoda road from 2+000 to 13+650km	11.65	1,033.51	17.02.2014	16.08.2015	28.0%	280.09
43	Rehabilitation & Upgrading of Thalduwa - Meevitigammana road (B408) from 0+000 to 17+300km	17.3	1,884.93	17.02.2014	16.02.2016	8.5%	693.36
44	Rehabilitation of Kirinda-palatupana-Yala road from 0+000 to 12+500km	12.5	1,265.23	23.04.2014	23.07.2016	16.0%	381.58
45	Improvements to Passara -Monaragala road fom 0+000 to 27+000km	27	2,717.28	17.02.2014	16.08.2017	16.0%	653.11
46	Thalgodapitiya -Yatawatta-Dombawela from 0+000 to 26+400km	26.4	3,197.86	17.02.2014	17.02.2016	15.0%	1,075.20
47	Kurunegala -Narammala -Madampe road from Kuliyapitiya Dadangamuwa jn to Madampe (40+870 to 64+770km)	23.75	2,346.99	20.03.2014	19.09.2015	78.5%	1,489.09
48	Improvements to Wattala -Mahara road from 0+000 to 7+240km	7.24	757.81	04.04.2014	03.07.2015	12.5%	176.65

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
49	Ambalangoda - Elpitiya - Pitigala road from 16+230 to 29+360km	13.13	1,484.26	14.04.2014	14.07.2015	14.0%	362.66
50	Madawachchiya - Horowpathana road from 0+000 to 10+000km	10.00	903.01	10.04.2014	09.10.2015	23.6%	330.89
51	Rehabilitation & improvements to Hendala - Hunupitiya road (B151) road from 0+000 to 4+020km	4.02	490.29	07.07.2014	07.07.2015	1.0%	62.65
52	Rehabilitation & Improvements to AKT road (A006) from Dambulla to Galewela (75+000 to 90+100km)	14	2,124.39	16.04.2014	16.10.2015	9.5%	445.39
53	Rehabilitation of warakapola -Anguruwella - Karawanella road (0+000 to 22+000km)	22.00	2,125.95	07.07.2014	07.07.2016	4.0%	353.06
54	rehabilitation & upgrading of Kotte -Bope (B240) from 0+000 to 3+700km & Battaramulla Pannipitiya road(B047) from 0+000 to 3+500km roads	7.2	1,553.20	07.07.2014	07.10.2015	7.2%	303.18
55	Pelmadulla -Embilipitiya-Nonagama from Padalangala to Nonagama (66+260 to 87+690km)	21.43	2,171.71	07.07.2014	07.07.2016	15.0%	596.24
56	Rehabilitation of Matale wattegama road from 0+000 to 13+000km	13.00	1,833.66	07.07.2014	07.01.2016	5.0%	437.70
57	Rehabilitation & Improvements to Mallawapitiya - Rambadagalle -keeppetigala road (B264)from 10+000 to 15+750KM, 20+250 – 30+500KM, 30+500 – 37+810KM	30.00	2,267.65	26.09.2014	25.09.2016	1.5%	92.55
58	Rehabilitation & Improvements to Mallawapitiya - Rambadagalle -keeppetigala road (B264)from 0+000 to 10+000km	10.00	940.90	07.07.2014	07.10.2015	10.7%	219.74
59	Rehabilitation of Bibile Uraniya Mahiyangana road (0+000 to 10+000km)	10.00	995.77	07.07.2014	07.10.2015	12.0%	216.72
60	Rehabilitation of Bibile Uraniya Mahiyangana road(18+000 to 22+000km)	4.00	405.06	07.07.2014	07.10.2015	8.0%	93.66

No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at 31.12.2014 (%)	Expenditure as at 31.12.2014 (RS. Mn)
61	Embilipitiya -Moraketiya -Kiriibbanara -Uda mauara road From 6+120 to 14+840km	8.72	909.17	07.07.2014	07.07.2015	13.0%	244.38
62	Rehabilitation & Improvements to Weligatta Bundala Kirinda from 0+000 to 19+200km	19.20	1,348.03	04.07.2014	04.01.2016	7.0%	186.77
63	Rehabilitation of C.G.H.W road (FROM 17+200 TO 25+200KM)	6.00	1,615.81	07.07.2014	07.01.2016	9.0%	382.85
64	Widening & Improvements to Tangalle - Kadurupokuna -Beliatta & Kadurupokuna Dedduwawala road from 0+000 to 12+760km	12.76	1,401.39	07.07.2014	07.01.2016	5.0%	258.33
	TOTAL		**151,768.21**				**80,243.74**

Figure 10: Financial Performance of the Local Bank Funded Road Projects

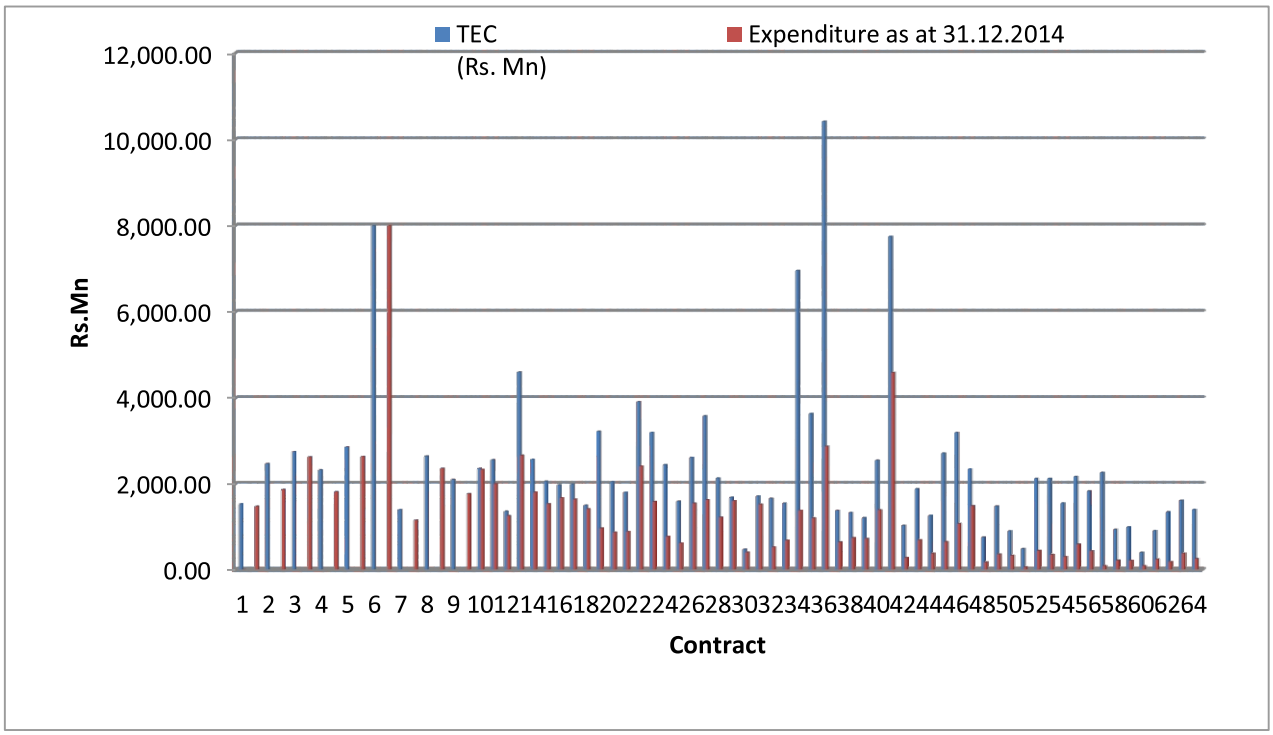
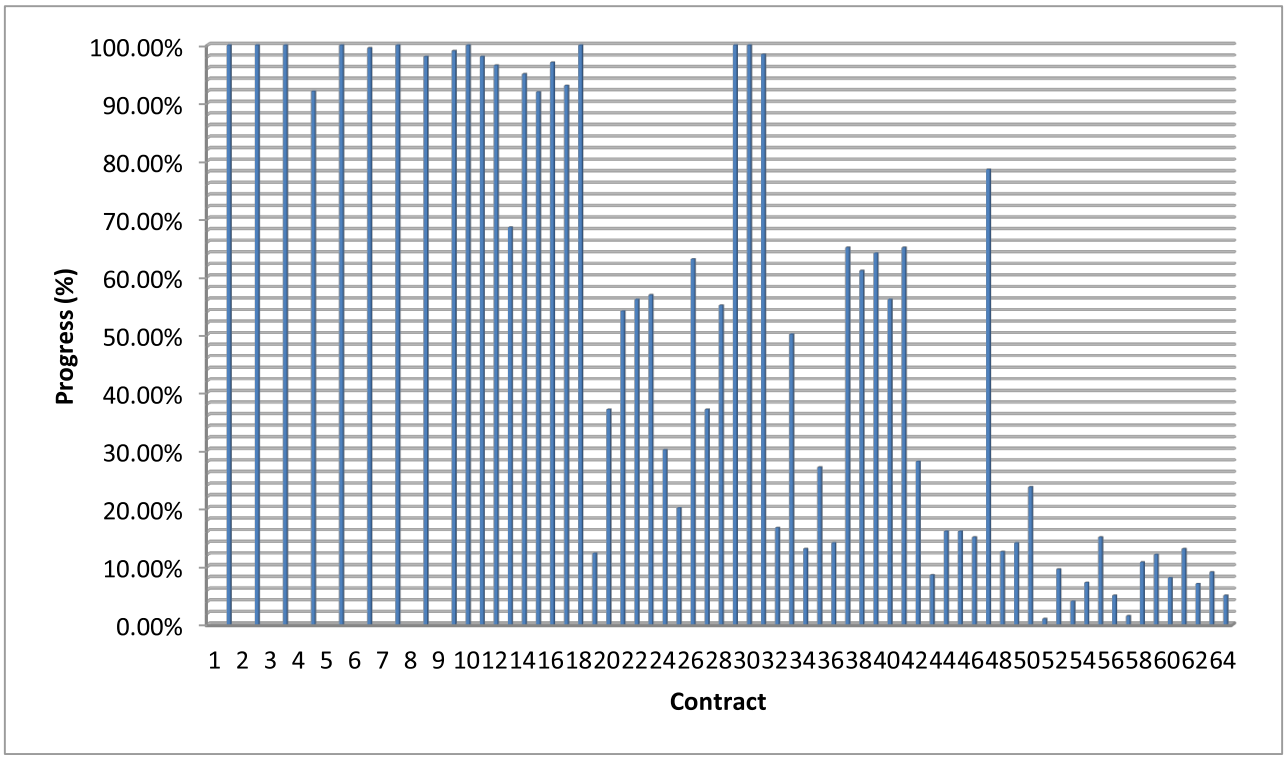


Figure 11: Physical Progress of the Local Bank Funded Road Projects



3.2.4 World Bank Funded Road Projects

Table 12: Progress of World Bank Funded Road Projects for the year 2014

No.	*Project Name*	*Road Length (km)*	*Total Estimated Cost (Rs.)*	*Physical Progress as at 31.12.2014 (%)*	*Expenditure as at 31.12.2014(Rs.)*
01	Overlaying & Maintenance of Veyangoda-Ruwanwella (0+000-04+300 km)	4.3	181,890,297.00	100%	122,311,816.45
02	Overlaying & Maintenance of Edmond Mawatha (00+000 -03+500) & Bandaranayaka Mawatha (0+000-1+107 km)	4.6	264,096,694.40	100%	175,723,886.62
03	Overlaying & Maintenance of Kandy-Mahiyangana-Padiyathalawa Road (15+000- 20+000 km)	5.0	365,120,000.00	100%	151,601,881.85
04	Overlaying & Maintenance of Kandy-Mahiyangana-Padiyathalawa Road (20+000- 23+000 km)	3.0	224,000,000.00	100%	138,442,165.32
05	Overlaying & Maintenance of Kandy-Mahiyangana-Padiyathalawa Road (23+000- 26+000 km)	3.0	235,200,000.00	100%	266,176,498.93
06	Overlaying & Maintenance of Katugastota-Kurunegala-Puttalam Road (38+400- 45+500 km)	7.1	440,600,751.40	100%	288,377,658.78
07	Overlaying & Maintenance of Katugastota-Kurunegala-Puttalam Road (45+500- 54+000 km)	8.5	435,595,886.90	100%	335,805,438.61
08	Overlaying & Maintenance of Katugastota-Kurunegala-Puttalam Road (54+000- 62+330 km)	8.3	463,086,802.60	100%	448,111,755.80
09	Asphalt overlaying on Peradeniya-Badulla-Chenkalady road (3+100 - 9+000 km)	5.9	312,946,248.90	38.00%	54,852,597.58
10	Asphalt overlaying on Peradeniya-Badulla-Chenkalady road (9+000 - 13+700 km)	4.7	232,960,000.00	13.00%	17,472,000.00
	Total	***54.40***	***3,155,496,681.20***		***1,998,875,699.94***

3.2.5 Asphalt Plant Unit

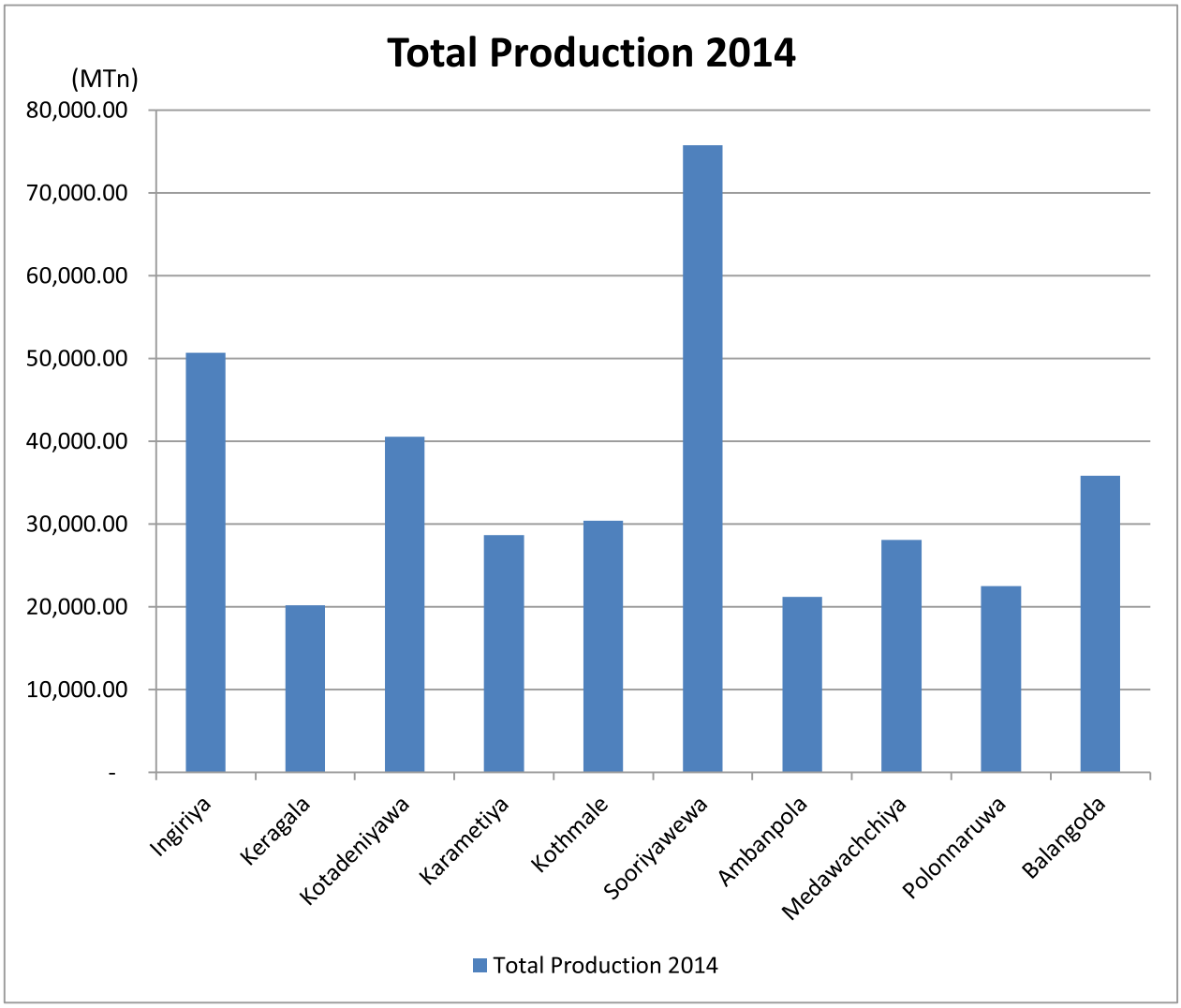
There are 10 asphalt plants and 03 crusher plants functioned under the Construction Division such as the asphalt plants of Kotadeniyawa, Keragala, Karamatiya, Ambanpola, Ingiriya, Balangoda, Sooriyawewa, Kothmale, Polonnaruwa, Medawachchiya and crusher plants of Ambanpola, Sooriyawewa and Ramboda. In addition, there are 04 decanting plants located in Ingiriya, Sooriyawewa, Ambanpola and MadawachchiyaPreparation of Tender documents for the supply of metal for asphalt plants and boulders for crusher plants, placing paper notices for inviting bids, issue of Bidding Documents, opening of Bids and issuing of Letter Of Acceptance (LOA) and fund allocations are carrying out by the Construction Division and the maintenance of each plants and monitoring the progress of production are handled by the Plant Unit in the Construction Division.

Total production during 2014 is 383,740 Metric tons. The Figure 09 shows that the production varies in plant to plant with the demand of Asphalt for road improvement works.

Table 13: Plant Production for 2014

Plant	*Total Production 2014*
Ingiriya	50,702.88
Keragala	20,176.41
Kotadeniyawa	40,503.62
Karametiya	28,649.77
Kothmale	30,375.66
Sooriyawewa	75,774.09
Ambanpola	21,185.48
Medawachchiya	28,061.52
Polonnaruwa	22,488.17
Balangoda	35,822.24

Figure 12: Total Production of Plants in 2014



3.3 Reconstruction of Damaged/ Weak Bridges on National Highways

Reconstruction of Damaged/ Weak Bridges on National Highways is executed through the Maintenance Management (MM) Division under the supervision of Deputy Director who direct and coordinate the works of the Provincial Directors, Chief Engineers and Executive Engineers. The Additional Director General (Asset Operation & Management) and the Director (Maintenance Management) provide professional support to the Director General with the assistance of the Deputy Directors.

Total of 4,456 bridges are located on the National Road Network and the condition of the bridges is significant factor to the mobility of the system. Moreover, bridges, the link that connect the road network over waterways across the country facilitate the people to append the society safely, economically and apace. However, there exist certain numbers of bridges with the poor condition due to several reasons. Some of them are structurally weak or damaged and therefore they were restricted for the movement of vehicles and passengers. Thus, the reconstruction of damaged or weak bridges on national highway is important in considering the traffic flow of the road network as well as the economy and development of the country.

Improvements of weak bridges were attended through force account and ICTAD registered contractors. In total, 97 numbers of bridges were attended under the above program including work continued from 2013.



Bridge No. 5/1 on Handala – Uswetakeiyawa Road



Arambe Bridge on Muthuwadiya – Maduwawala Road

Table 14: Improvements of Weak Bridges in year 2014

Province	*In Progress*	*Completed*	*Expenditure (Rs. Mn)*
Western Province	05	01	58.20
Central Province	10	-	53.60
Southern Province	05	01	31.20
Northern Province	01	07	24.90
Eastern – (Batticalo) Province	05	01	35.20
Eastern – (Akkaraipattu) Province	01	03	5.30
North Western Province	13	12	150.0
North Central Province	04	2	8.50
Uva Province	05	06	67.70
Sabaragamuwa Province	07	08	95.0
Total	**56**	**41**	**529.60**



Bridge No.5/1 on Mudungoda – Gampaha (Orutota Road) B570



Siyabalape – Galahitiyawa Steel Bridge (Non RDA)



Bridge No.4/2 on Ekala – Kotadeniyawa Road (B111)



Gonahena – Ihala Biyanwila Steel Bridge (Non RDA)

3.4 Rural Bridge Construction

Rural Bridge Construction is implemented through the Rural Bridge Construction Unit (RBCU). The Additional Director General (Asset Operation & Management) and the Director (Rural Bridge Construction) provide professional support to the Director General with the assistance of the Deputy Directors, Engineers and supporting staff. The Rural Bridge Construction unit was established to undertake urgent and emergency repairs of bridges and provide low cost bridges which were constructed using the salvaged steel components of the abandoned steel bridges to the rural areas to enable the rural community to access economic centers.

Mainly RBCU is responsible for construction of rural bridges using steel components from dismantle old bridges or new steel items whenever required and construction of Bailey Bridges under emergency situation. In both the above cases bridge substructure is done by the contractor through contracts awarded by RBCU or by Provincial Directors (PDD) in the region depending on the value of the estimate.

Table 15: Financial Status of Rural Bridge construction in Year 2014

DESCRIPTION	YEAR 2011	YEAR 2012	YEAR 2013	YEAR 2014
Allocation	50	150	150	300
Expenditure	25.5	75.82	75.66	306.58
Percentage expenditure	51.00%	50.55%	50.44%	102.19%

Table 16: Districwise Rural Bridge Construction Programme – 2011-2014

NO	PROVEINCE	DESTRICT	NUMBERS OF BRIDGES	LENGTH(m)
1	CENTRAL	Kandy	14	212
2		Matele	-	-
3		Nuwera -Eliya	3	60
4	EAST	Baticallo	-	-
5		Trincomalee	2	124
6		Ampara	20	291
7	NORTH	Jaffna	-	-
8		Manner	-	-
9		Vavunia	-	-
10		Kilinochchi	-	-
11		Maltuve	-	-
12	NCP	Anuradhapura	1	60
13		Polonnaruwa	-	-
14	NWP	Kurunegala	8	133.6
15		Puttalam	-	-
16	SAB	Kegalle	21	325.35
17		Ratnapura	6	91
18	SUTHERN	Galle	24	341
19		Matara	4	38
20		Hambantota	5	71
21	UVA	Badulla	17	285.7
22		Monaragala	15	354
23	WESTERN	Colombo	3	34
24		Gampaha	1	14
25		Kalutara	15	275
Total			**159**	**2709.65**

Table 17: Rural Bridges Construction progress summery: year 2011-2014

a) Rural bridges

NO	DESCRIPTION	NO OF BRIDGE		
		UP TO 2013	**DURING 2014**	**TOTAL**
1	Program	130	29	159
2	Completed	25	23	48
3	Under construction		61	61
4	Tender stage		24	24
5	Design stage			26

TOTAL LENGTH OF BRIDGES PROGRAMED (m) = 2709.65

COMPLETED LENGTH UP TO 31/12/2014 (m) = 1032

PROGRESS (%) = 38%

b) Baily bridge launching

NO	DESCRIPTION	NO OF BAILY BRIDGES		
		UP TO 2013	**DURING 2014**	**TOTAL**
1	No of bridge launching	18 (285m)	7 (156m)	25 (441m)

TOTAL LENGTH OF LAUNCHING (m) = 441

c) Baily bridge repair

NO	DESCRIPTION	NO OF BAILY BRIDGES		
		UP TO 2013	**DURING 2014**	**TOTAL**
1	No of bridge	3	3	6

BAILY BRIDGE CONSTRUCTION PROGRESS

a) Installation-completed Baily Bridges during the year 2014

NO	DATE OF COMPLETION	LOCATION	RDA / NON RDA	TYPE	INSTALLATION (m)
1	05/09/2015	Kirindiweta-Aswanawatta	RDA	C-200EW	39
2	12/10/2015	Kakirawe-Talawa	RDA	C-200EW	12
3	15/11/2015	Nigambo-Giriulla	RDA	C-200EW	36
4	27/12/2015	Trincomalie-kinya	RDA	C-100EW	21
5	29/10/2015	Galle -komala maykaduwa	RDA	C-100EW	12
6	23/12/2015	Namunukula	RDA	C-200EW	12
7	13/09/2015	Waduramba	RDA	C-200EW	24
		Total			**156**

b) Baily bridge construction progress during the year 2014

NO	BAILY NAME	INSTALLE/DESMENTAL
1	Pugoda baily	Desmentled
2	Palapathwela-Galewela baily	Desmentled
3	Kirindiweta-Aswanawatta baily	Installed
4	Agalawatta baily	Desmentled
5	Nawala baily	Desmentled
6	Makola baily	Desmentled
7	Waduramba baily	Installed
8	Kakieawe-Talawa baily	Installed
9	Nigambo-Giriulla baily	Installed
10	Kinya baily	Installed
11	Galle -komala maykaduwa baily	Installed
12	Namunukula baily	Installed

a) Baily bridge construction progress before Year 2014

NO	BAILY NAME	INSTALLE/DESMENTAL
1	Makandura baily	Installed
2	Bibila baily	Installed
3	Malwela baily	Installed
4	Katupiligolla baily	Desmentled
5	Delgoda baily	Installed
6	Lankapatuna baily	Desmentled
7	Oddusudan baily	Installed
8	Ransegoda baily	Installed
9	Thalagala baily	Installed
10	Kundasale baily	Installed
11	Neboda baily	Installed
12	Athitidiya baily	Installed
13	Baddagama baily	Installed
14	Dehiowita baily	Installed
15	Amritigala baily	Installed
16	Pannala baily	Installed
17	Pugoda baily	Installed
18	Palapathwela-Galewela baily	Installed
19	Agalawatta baily	Installed
20	Makola baily	Installed

All the launching and desmentled baileys are included in the list.

Some completed bridges



STREAM	: - KAHA HENA ELA
DISTRICT	: - GALLE
ELECTORATE	: - HINIDUMA
LENGTH	: - 12 m, single span
ESTIMATED COST	: - 6.42 M
DATE OF COMPLETED	:- 2014-10-31



STREAM	: - WEE OYA
DISTRICT	: -KE GALLE
ELECTORATE	: - YATIYANTOTA
LENGTH	: - 19 m, two span
ESTIMATED COST	: -7.00 Mn
DATE OF COMPLETED	:- 2014-6-20



STREAM	: - KAHA HENA ELA
DISTRICT	: - GALLE
ELECTORATE	: - HINIDUMA
LENGTH SINGLESPAN	: - 12 m,
ESTIMATED COST	: - 6.42 Mn
DATE OF COMPLETED	:- 2014-10-31

Some construction on-ging bridges



PATHNA YAYA BRIDGE

STREAM	:- KIRINDI OYA
DISTRICT	: -MONARAGALA,
ELECTORATE	:- MONARAGALA
LENGTH	: - 4 8M, FOUR SPAN
ESTIMATED COST	: -15.35M
DATE OF COMPLETION	:- 2015-4-30



WEHERA YAYA BRIDGE

STREAM	:- KIRINDI OYA
DISTRICT	: -MONARAGALA,
ELECTORATE	:- MONARAGALA
LENGTH	: - 48M, FOUR SPAN
ESTIMATED COST	: -16.06M
DATE OF COMPLETION	:- 2015-04-25



GREEN WOOD BRIDGE

STREAM	:- NAWALAPITIYA OYA
DISTRICT	: -KANDY
ELECTORATE	:- NAWELAPITIYA
LENGTH	: - 52M, SIX SPAN
ESTIMATED COST	: -14.36M
DATE OF COMPLETION	:- 2015-4-10

Some completed baily bridges



WANDURAMBA BAILY

DISTRICT : - GALLE
ELECTORATE :- GALLE
LENGTH : - 24 m
MODEL :- C100EW



KIRINDIWITA BAILY

DISTRICT : - GAMPAHA
ELECTORATE :- GAMPAHA
LENGTH : - 39 m,
MODEL :- C200EW



NIGAMBO-GIRIULLA BAILY

DISTRICT : - NIGAMBO
ELECTORATE :- GIRIULLA
LENGTH : - 36 m,
MODEL :- C200EW

3.5 Design of Roads

In RDA road designs are mainly carried out by the Highway Designs Division. The Highway Designs Division is one of the specialized divisions of the RDA which operates from the inception of RDA in 1986. It is one of the divisions coming under the purview of Additional Director General (Construction Design). The Highway Designs Division is headed by a Director who is assisted by two Deputy Directors, 10 Design Engineers and supporting staff. In addition, Design Offices located at Kandy, Rathnapura and Kurunegala also engaged in the designing of roads as they are required.

As a premier highway authority in the country, RDA involves in designing of roads, drainages, intersections etc. to obtain maximum usage of the designs. Providing detail designs for national road network, carrying out surveys for highway designs and setting out works, facilitating in design consultancy, providing assistance to coordinate projects, inspecting the construction works compliance with designs and reviewing the Designs are major activities carried out by the design units.

3.5.1 Highway Designs Division

3.5.1.1 Work Completed during the year

Table 19: Completed work of Highway Division in 2014

No.	*Description*	*Route No*	*Length (km)*	*Project*
	Roads			
1	Botale - Meerigama Road (0-6km)	B063	6.00	
2	Pasyala - Giriulla Road (10-19km)	AB029	9.00	
3	Jaffna-Ponnalai-pointpedro Road (28+500 - 30+500)	AB021	2.00	
4	Kandy Jaffna Road (section from Dambulla Temple To Dambull Junction)	A09	2.26	
5	Ella - Passara Road (0+000 - 27+000km)	B113	27.00	
6	Mankulam-Vellankulam Road	B269	1.10	
7	Navatkuli Kerativu (A32)& Kandy Jaffna Road(A009) at Navatkuli	A009	0.50	
8	Navatkuli Kerativu (A32)& Kandy Jaffna Road(A009) at Navatkuli	A009	0.50	
9	Kelanisiri bridge approach to koswatta	Non RDA	2.00	
10	Kandy Jaffna Road	A009	0.35	
11	Akuregoda road	Non RDA	1.83	
12	Seeduwa Udugampola Road	B400	4.70	LBF
13	Cotta road	B062	0.25	WPP
14	Kamburugamuwa-Lebeema Road	PRDA	2.30	Deyata Kirula

No.	Description	Route No	Length (km)	Project
15	Labeema - Gallinda Road	PRDA	2.50	Deyata Kirula
16	Mahaokanda - Kekenadura Road	PRDA	7.00	Deyata Kirula
	Intersection Design			
17	Intersection of Kurunegala Puttalama Road(A012) and Bangadeniya Galgamuwa Road (B045) at Anamaduwa Town	A012 & B045	0.4	
18	Intersection of Munamaldeniya Mahakeliya Road(B258) and Kadahapola RambewewaRoad (B166) at Katupotha Town	B458 & B166	0.4	
19	Intersection of Narammala Dankotuwa(B308),Pannala Kuliyapitiya(B356) and Pannala Maningamuwa Roads at Pannala Town	B308 & B356	0.4	
20	Intersection of Talduwa - Meewitigamana Road and Nittanbuwa - Kiridiwela Road	B408 & B146	0.5	
21	Intersection of CRWB -Akkeripattu - Sagamam Road at CRWB 347th km	A004 & B002	0.5	
22	Minimaruwa Junction	A025 & B001	0.4	
23	Maha Oya	A005 &A027	0.5	
24	Intersection of CRWB -Akkeripattu - Sagamam Road at CRWB 347th km	A004 & B002	0.5	
25	Kaluwanchkudi Intersection	A004 & B344	1.0	
26	Holly cross Junction –Kalutara	A002	0.3	
	Signalized Junction			
27	Kesbewa Intersection	B084	0.7	
28	Navinna Junction at Kurunegala	A006	1.0	
29	Intersection at 34+020km on Ambepussa - Kurunagala - Trincomalee Road	A006	1.0	
30	Yakkala Intersection	A001, A033& B479	0.64	
31	Intersection of Dehiwala - Maharagama Road and Allen Avenue at Karagampitiya	B011 & B094	0.45	
32	Maharagama- Piliyandala road (B 341)and Piliyandala by pass at Maharagama intersection	B341	0.40	
	Colombo Kandy Road Section from Peliyagoda –Kiribathgoda			
33	KiribathgodaJinadasa Nandasena mawatha and Makola road Intersection	A001	0.5	MFAP
34	4th milepost junction	A001	0.3	MFAP
35	Torana junction	A001	0.2	MFAP
36	Pattiya junction	A001	0.4	MFAP
37	Gogalegodabanda junction	A001	0.3	MFAP
38	CKE acess road junction	A001	0.2	MFAP
39	Kiribathgoda bus stand junction	A001	0.6	MFAP
40	Kiribathgoda Hunupitiya road junction	A001	0.2	MFAP
41	Tyre coperation junction	A001	0.2	MFAP
42	Kiribathgoda Eriyawetiya roadjunction	A001	0.2	MFAP
43	Colombo - Kandy RoAD AND Kiribathgoda Markola road junction	A001	0.3	MFAP

No.	Description	Route No	Length (km)	Project
44	Imbulgoda junction	A001		LBF
45	Colombo - Kandy road in Kegalle town area	A001	1.58	
46	Dehiowita Town	A007	1.30	
	Any Other Works			
47	Peliyandala Bypass Sreet lighting			
48	Plan and profile for Diyawanna Garden Road			
49	Borella-Rajagiriya (Cotta Road) Bus bay location design	B062	1.4	
50	Extension of Horizontal alignment on Navinna-Borelesgamuwa Road	B316	0.3	
51	Banking square at Hambantota (UDA)		1.1	
52	Alignment change on Pelawata - Akuregoda Road		1.8	
53	New Access To Philip Hospital at Kaluthara (Sketching)		0.7	
54	Bengamuwa Molokgamuwa Galdola Road		0.1	
55	Banking square at Hambantota (UDA)	UDA		
56	Improvement to CRW B road 45thkm	A004	1.8	
57	Link road,Parliament road and Buthgamuwa road(Colombo Project)	Western Project	0.46	
58	Link road,Parliament road and Buthgamuwa road(Colombo Project)	Western Project		
59	Improvement to intersection of Battaramulla-Pannipitiya road (B 047) and Diyawanna garden road			
60	Yakkala ducting layout	A001	0.64	
	Design Review			
61	Ambalangoda - Elpitiya - Pitigala Road (16+000 - 29+338km)	B014	13.34	LBF
62	Seeduwa Ktunayake Road (0+000 - 3+900km)	B958	3.9	LBF
63	Seeduwa Udugampola Road (0+000 - 11+700km)	B400	11.7	LBF
64	Mirijjawila -Sooriyawewa Road	B562		LBF
65	Approach road from Kelanisiri Bridge to Kelanimulla Mulleriyawa and Koswatta Road			LBF
66	Bodagama - Hambegamuwa - Kaltota Road (review of intersections from 0+000 - 48+200km)	B528	48.2	LBF
67	Thiruwanketoya Agalawatta road (0+000 - 33+450km)	B421	33.45	RNIP-PRP1
68	Galgedara - Rambukkana Road (0+000 - 18+500km)	B122	18.5	RNIP-PRP2
69	Ambepussa Kurunegala Trincomalee Road (0+000 - 75+000km)	A006	75.0	RNIP-PRP2
70	Galle - Udugama Road (0 - 25km)	B129	25.0	RNIP-PRP2
71	Design review of main bridge apporoaches. Kathaluwa Bridge Polathumodara Bridge Goviyapana Bridge Polwatta Bridge.	A002	1.2	Special Pro
72	Meepe Ingiriya Road (0+000 - 18+130km)	B285	18.13	WP Project
73	Narahenpita - Nawala - Nugeoda Road (topographic survey)	B307	3.5	MFAP
74	Ethukotte Mirihana Kohuwala Road (0+000 - 5+950km)	B120	5.95	MFAP
75	Dehiowita - Deraniyagala - Noori Road (0+000 - 14+000km)	B093	14.0	MFAP
76	Review of new road alignment to avoid Kovil	RDA	1.0	NKBP
77	Internal Roads (Kotawila site)	AA002	0.4	Deyata Kirula
78	Bandaranayake International Airport Development Project Phase II Stage 2	Non RDA		

3.5.1.2 In Progress Work during the year 2014

Table 21: In Progress work of Highway Division in 2014

Serial No	Brief Description of Work			% Progress against Annual Programme
	Road	Route No	Length (km)	
	ROADS			
1	Kelaniya-Mudungoda road (6+000 - 12+000km, 4 lane)	B214	6.00	43%
2	Wetara Section of Colombo Horana Road	B084	1.70	38%
3	Godagama - Awissawella Road (27+000-57+00km)	A004	30.00	50%
4	Navinna-Boralesgamuwa Road	B316	1.00	80%
5	Mampe-Kottawa	B267	6.00	50%
6	Diyawanna Garden Road	Non RDA	1.40	74%
7	Pelawatte Akuregoda Road	Non RDA	1.80	49%
8	Veyangoda Ruwanwella Road	B445	19.77	15%
9	Talduwa-Meewitigammana road (0.0-18.9km)	B-408	18.90	15%
10	Improvement to nothern link of Mattakkuliya bridge from Hekitta to Negombo (sec. 2+020 to 2+520)	A020	0.13	10%
11	Keerthi Bandarapura - Naranthalawa Road	B511	4.42	45%
12	Valukiaru-Pungudutheevu-Kurikaduwan Road	AB039	3.40	4%
13	Kalido Beach Road – Kalutara	Non RDA	3.50	76%
14	Rambukkana Pola road	Non RDA	0.70	33%
15	Air port access road	Non RDA	1.00	47%
16	Embilipitiya - Panamure Road (0+000 -13+000 km)	B115	6.00	80%
17	Matakuliya Aluthmawaththa road	CMC	1.50	30%
18	Kelaniya Mudungoda Road (from 0+000 to 6+000km, 2 Lane)	B214	6.00	47%
			113.22	

	PROJECTS			
	MFAP			
19	Kottawa - Thalagala Road	B239	10.60	96%
20	Thampalagama-Kinniya Road	B-441	8.00	83%
21	Piliyandala-Maharagama Road	B367	5.50	50%
22	Eheliyagoda-Dehiowita road	B-110	16.50	48%
23	Palatuwa - Nadugala Road	PRDA	5.00	30%
24	Walgama - Diyagama road (Section Walgama to Homagama)	B452	3.20	78%
25	Walgama Diyagama Road (section Homagama to Diyagama)	B452	3.8	75%
26	Etulkotte Mirihana Road	B120	5.7	85%
27	Walgama Athurugiriya Road	B451	1.12	80%
28	Talagala to Moragahene Road	B239	5.00	93%
29	Kaduwela-Athurugiriya Road	B174	9.50	77%
30	Kolonnawa-Yakbedda Road	B232	2..6	75%
31	AluthMawaththa Road	Non RDA	1.20	79%
32	Nawala Bridge Approach	B-307	0.30	67%
33	Moragolla -Bellana Road	B-544	9.80	49%
34	Colombo Kandy Road - Section from Peliyagoda - Kiribathgoda	A-001	6.80	98%
35	Robert Gunawardana Mawatha	Non RDA	1.86	97%
36	Pothuarawa Road	Non RDA	2.22	83%
37	Walikada - Kohilawatta Road	B469	6.00	76%
38	Wadduwa Morontuduwa Road	B-449	5.30	50%
			96.50	
	DEFENCE HEAD QUARTERS			
39	Diyawanna Garden Road	Non RDA	1.40	90%
40	Ceremonial access	Non RDA	0.90	50%
	NRCP			
41	Tricomalee Outer Circular Project		40.00	52%
	LOCAL BANK FUNDED PROJECTS (LBF)			
42	Colombo-Kandy road from kadawatha to Nitambuwa	A001	23.00	65%
			65.30	

	WESTERN PROVINCE PROJECT			
43	Marine Drive		2.30	17%
44	HSBC Intersection	A000	0.30	50%
45	Denzil Kobbekaduwa Mawatha	Non RDA	1.56	30%
46	Nawinna-Borelesgamuwa road	B316	0.30	75%
			4.46	
	OCH			
47	Outer Circular Highway-NS II	E-03	9.00	90%
48	Gunasekara mawatha	PRDA	1.80	50%
49	Kotalawala intersection ramp (LHS) design	E-03	0.50	50%
	DAYATA KIRULA			
50	Gallinda -Akurugoda Road	PRDA	2.25	33%
51	CGHW Road -Dondra Junction to Matara Bus stand	A002	3.50	33%
52	Magalgoda-Welewatta Road	PRDA	4.00	33%
53	Hunnadeniya-Ratmalee-Walasgala Road	PRDA	1.70	34%
54	Banddaththara-Mahokanda Road	PRDA	0.40	65%
55	From Rahula Junction to Gabadaweediya Junction	MC	1.25	33%
56	Nupe to Kamburugamuwa	A02	4.00	34%
57	Akurugoda Hatharaman Handiya Kirimattimulla Road	PRDA	2.40	33%
58	Maddewatta Kekkanadura Yatiyana Road	B284	5.40	33%
	Total		**36.20**	
	BYPASS ROAD			
59	Ratnapura bypass		3.10	92%
60	Imaduwa Town Improvement with Proposed By Pass		3.00	98%
61	Hikkaduwa Bypass		6.00	40%
62	Hanwella By pass		0.60	96%
63	Welimada Bypass		0.40	61%
64	Kurunegala Bypass		3.40	18%
65	Warakapola Bypass		3.50	63%
	Total		**20.00**	
	INTERSECTION DESIGN			
66	Dole Kanaththa Intersection	B367 & PRDA	0.5	63%
67	Kelanisiri Bridge Junction	PRDA Roads	0.35	18%

68	Kurunduwatta Intersection, Galle	B129	1.0	56%
69	Intersection of Kandy Jaffna Road(A009) and Talawa Kekirawa Road (B213) at Kekirawa Town	A009 & B213	1.6	33%
70	Galagedara Junction with Kandy Kurunegala Road	B384 & B195	0.4	31%
71	Malimbada Junction	A-24	1.2	50%
72	Hambantota OCH Intersection1	HR-01	0.3	67%
73	Intersection of Dockyard Road and Trincomalee - Pulmudei Road	B140 & B424	0.8	24%
74	Mihinthale intersection	A009, A012 & Pradeshiyasaba	1.3	81%
75	Sandilpai Intersection at Jaffna - - Manipai - Karainagar , Sandilipai - Keerimaei Road & Uduvil Road	A017, B296 7 Non RDA	0.6	6%
76	Kantale Intersection of Ambepussa-kurunegala-trincomalee road and Kantale -Perathuweli road	A006 & B198	0.6	14%
77	Kulathavil intersection at Akkareipattu - Varipathanchenai Road	B001 & Non RDA	0.8	31%
78	Intersection of Panagoda-Henpita Road	B354	0.4	37%
	Total		**9.80**	
	DAYATA KIRULA			
79	Intersection of Kamburugamuwa-Labeema road and CGHW road	A002	0.60	35%
80	Intersection of Kamburugamuwa-Labeema road and labeema-Galinda road	PRDA	0.60	4%
81	Intersection of Labeema -Gallinda road and Galinda - Akurugoda road	PRDA	0.60	4%
82	Rahula junction	PRDA	1.20	33%
83	Welewatta junction	A002	0.30	33%
84	CGHW-Beach Road Junction	A002	0.30	33%
85	Hunnadeniya junction	A002	0.30	33%
86	Meddawatta Junction	A002	0.30	33%
87	Gallinda junction	PRDA	0.90	33%
	Total		**5.10**	
	MFAP			
	Etulkotte Mirihana Road	B120		
88	EMK-Etulkotte intersection		0.60	47%
89	EMK-Pitakotte intersection		0.50	30%
90	EMK-Pagoda intersection		0.30	63%
91	EMK-Supermarket intersection		0.30	30%

92	EMK-Nugegoda intersection		0.40	30%
	Total		**2.10**	
	LOCAL BANK FUNDED PROJECTS (LBF)			
	Colombo-Kandy road from kadawatha to Nitambuwa	A001		
93	intersection of A001 and kadawatha bypass-amended design-2		0.30	50%
94	Mudungoda junction		0.30	50%
95	Orutota road junction		0.20	50%
	Total		**0.80**	
	WESTERN PROVINCE PROJECT			
96	Improvement to intersection of four lane access road to Densil Kobbekaduwa mawatha and Akuregoda road	Non RDA	0.24	70%
	NHSP			
97	Kottawa Round about	A-004, B-239 & PRDA	0.50	34%
	SIGNALIZED JUNCTIONS			
98	Arangala Intersection	B240	1.20	34%
99	Intersection of Dehiwala - Maharagama Road and Allen Avenue at Karagampitiya	B011 & B094	0.45	96%
100	Bellapitiya Junction	B-157	0.30	33%
101	Thanipolgaha Junction	B-128	0.45	32%
102	Raththanapitiya Junction	B084	0.40	52%
103	Jaliyagoda Junction on Piliyandala Bypass		0.53	50%
104	Vilasitha NivasaIntersection of Colombo -Horana Road & Colombo - Ratnapura - Batticaloa Road	B084 & A004	0.60	10%
105	Ebuldeniya Intersection	B291 & B530	0.50	15%
106	Kaduwela Intersection	B263 & AB010	0.60	43%
			5.77	
	TOWN IMPROVEMENT			
107	Yatiyantota Town	A-07	2.20	49%
108	Dehiowita Town	B093	0.95	67%
109	Dickwella Town	A003	1.00	51%
110	Thalduwa Town	A022	2.20	45%
111	Neboda Town (Horana-Anguruwatota-Aluthgama road) - CDB PRP2 Southern Zone	B-157	1.00	32%

112	Galigamuwa town	A-001	0.75	42%
			8.10	
	ANY OTHER WORKS			
113	Kelaniya-Mudungoda road from120m to 0+750 near Bandarawatta junction		0.64	50%
114	super elevation correaction to the bend from ch 6+050 - ch 6+182 in Anuradapura - Rambawewa road	A20	0.132	50%
115	Improvement of Colombo-Kandy road(A 001),Jaela-Ekala-Gampaha- Yakkala road(A 033) and Yakkala-Radawana road(B479) at Yakkala intersection drainage design	A001	0.64	94%
	LOCAL BANK FUNDED PROJECTS			
116	Seeduwa Udugampola road	B 400	5.20	34%
117	Puttalam Trincomalee road	A-12	6.50	33%
118	Dehiowita Deraniyagala Road	B093	2.00	34%
119	Ambepussa-Kurunegala Trincomale Road (0-5, 40-45, 50-55km)	A006	15.00	33%
120	Ratnapura-Pelawatta-Karawita Road	B390	11.00	18%
121	Talduwa-Meewitigammana road (0.0-18.9kmp)	B-408	18.9	97%
122	Kotte Bope road (0+000-4+200)	B-240	4.20	67%
123	Outer Circular road (HR01) of Habantota Hub Development Project	HR01	6.60	70%
124	Battaramulla - Pannipitiya Road (0+000 - 3+500km)	B047	3.50	80%
125	Passara Monaragala (0+000 - 27+000km)	A022	27.00	25%
	RNIP -PRP2			
126	Waligatta - Bundala - Kirinda Road (0-10km)	PRDA	10	63%
	RNIP -PRP3			
127	Meegahajandura-Kumaragama Road	PRDA	8.80	67%
128	Hiniduma- Opatha-pitabeddara road	B156		
	0+000 - 5+000 km		5.00	33%
	24+000 - 31+500 km		7.50	33%
129	Veyangoda Ruwanwella Road	B445	26.90	47%
130	Ratnapura-Pelawatta-Karawita Road	B390	21.28	63%
131	Mawanella-Hemmathega-Gampola Road	B-279	26.00	27%
			195.38	

3.5.2 Kandy Design Office

Initially, Design Office (Kandy), RDA has been established in the view of training engineers with designs related to highways. With the expansion of the highway sector in the country, this design office too has been expanded to cater for the requirements of the country. During the year 2014, this design office handled mainly the following tasks:

1. Designs of expressways (Preliminary Designs and ROW acquisition Drawings - Southern Expressway Extension Project, Northern Expressway project and Ruwanpura Expressway Project)
2. Designs of domestic airports
3. Assisting for preparation of feasibility studies of above expressways
4. Design of highways in most provinces
5. Designs of bridges and other structures for highways in almost all the provinces
6. Designs of bridges for Rural roads (Not belong to RDA)
7. Designs of special projects implemented by the government (Eg. Dayata Kirula, Hambantota Development Project)
8. Procurement and supervision of survey work required for above designs
9. Procurement and supervision of hydrology studies required for above designs
10. Procurement and supervision of geotechnical investigations required for above designs
11. Field investigation required for above designs

With expansion of this office, the design engineers and other staff also have been increased and presently, the works responsible for this office are carried out through three offices as follows;

a) Design Office (Kandy) at S.W.R.D. Bandaranayaka Mawatha, Kandy – main office
b) Design Office -2 (Kandy) at Heeressagala, Kandy (Expressway Design Office)
c) Design Office at Sethsiripaya, 12th Floor, New Wing for Structural designs of Expressways (Southern Expressway Extension)

By the end of the year 2013, this office has been entrusted a work load that the available staff cannot handled. Hence, the RDA administration had been requested to recruit new engineers and draftsmen for these offices. Details of staff in above offices are given per the following table.

The major challenge that this office faced was completion and submission of designs and feasibility study reports before the targets fixed by the government and preparation of ROW acquisition drawings of expressways. Hence, most of the staff has been engaged in works even after the office hours and during the week ends.

Projects:

No.	Route No	Road Section/ Bridge No (from-to)		length (m)	Project name	Tec (Rs Mn)	Progress as at 31.12.2014	Remarks
1	B-365	3 km	10 km	7	Peradeniya- Haloluwa-Katugasthota road	1,896.00	100%	Design
2	B-100	0 km	6 km	6	Dickwella- Ketawala-Jangula Road		60.00%	Design
3		0 km	8.5 km	8.5	Kandy Badulla Road (Via Uva Ketawala) Rajamawatha		90.00%	Design
4	A-001	77 km	79 km	2	Colombo- Kandy road, four lane improvement in Kegalle Town		100%	Design
5	B-68	4 km	6 km	2	Ingiriya - Halwathura - Egaloya road	225.74	100%	Design
6	B-256	0km	8.1 km	8.1	Madawala - Digana road	1,411.37	100%	Design
7	A-005	0.35 km	3 km	2.65	Peradeniya - Badulla - Chenkalladi road		100%	Design
8	-	0 km	0.405 km	0.405	New internal road at Ambepussa Army camp (Survey & Geometric Design)		100%	Design
9	B-431	0.9 km	1.8 km	0.9	Approach road section for Ulapane bridge, Ulapane - Pussellawa road		100%	Design
10		0 km	0.654 km	0.65	Louvi Peris Mawatha	288.75	100%	Design
11	B 312	33+500	44+000	10.5	Naula-Elhera-Laggala-Pallegama-Hettipola Road		40%	Design
12	B 312	57+000	59+000	2	Naula-Elhera-Laggala-Pallegama-Hettipola Road		40%	Design
13	B 484	20+000	45+000	25	Naula - Hettipola Road		100%	Design
14	A 006	0+000	91+110	91.11	Abepussa-Kurunegala-Trincommalee Road		60%	Review
15	B 471	0+000	8+000	8	Welimada-Kirkless		25%	Design

No.	Route No	Road Section/ Bridge No (from-to)		length (m)	Project name	Tec (Rs Mn)	Progress as at 31.12.2014	Remarks
					Road			
16	A 009	1+650	3+900	2.25	Kandy Jaffna Road		100%	Design
17	B 550	0+000	3+390	3.39	Dharmasoka Mawatha Road		100%	Design
18	B 462	0+000	13+000	13	MataleWattegama Road		75%	Review
19	A 005	132+200	283+660	151.46	Peradeniyta Badhulla Chenkaladi Road		10%	Design
20		0+000	40+000	40	Rata Mada Para Road		5%	Design
21	B 457	0+000	22+300	22.3	Warakapola Aguruwalla Ruwanwalla Road		55%	Review
22	B 042	0+000	5+000	5	Bandarawela Liyangahawela Poonagala Road		50%	Review
23	B 205	0+000	6+250	6.25	Katugastota Wattegama Bambaralla Road		100%	Design
24	A 017	130+000	143+830	13.83	Galle Deniyaya Madampe Road		100%	Design
25	A 019	0+000	11+700	11.7	Kegalle Polgahawela Road		90%	Design
26	B 112	29+000	40+000	11	Girithale Elahera Road		100%	Review
27	A 021	0+600	24+000	23.4	Kegalle Bulathkohupitiya Karawanella Road		10%	Design
28	A 021	27+000	35+100	8.1	Kegalle Bulathkohupitiya Karawanella Road			Design
29		1+762	2+095	0.33	William Gopallawa Mawatha		50%	Design
30				0.36	S.W.R.D Bandaranaike Mawatha (railway station to Clock tower junction)		100%	Design
31	A001			0.94	Colombo - Kandy Road (High School to Police junction)		75%	Design

No.	Route No	Road Section/ Bridge No (from-to)		length (m)	Project name	Tec (Rs Mn)	Progress as at 31.12.2014	Remarks
32		0+000	3+220	3.22	Pichchamalwatta Road		100%	Design
33	B 195	0+000	7+592	7.59	Kandy Kirimetiya Road		100%	Design
34	B 482	0+000	23+000	23	Yatiyantota Punagala Meenagala Road		10%	Design

Expressway designs:

EXPRESSWAY	ROAD SECTION	LENGTH (KM)	DESCRIPTION	TEC	PROGRESS AS AT 31.12.2014
EXTENSION TO SOUTHERN EXPRESSWAY	SECTION 1	0+000 - 30+000 (30 KM)	Preliminary design was completed. Right of way was finalized except some locations.		Acquisition issued- 95%
	SECTION 2	30+000 - 56+000 (26 KM)			Acquisition issued- 90%
	SECTION 3	56+000- 71+000 (15 KM)			Acquisition issued- 100%
NORTHERN EXPRESSWAY	SECTION 1		Preliminary design and preparation of right of way were done according to the Chinese Standard collaboration with SMEC		Acquisition issued- 100%
	SECTION 2				Acquisition issued- 90%
	PACKAGE 2	16	Preliminary design and preparation of right of way are in progress according to the Austroads Standard.		Acquisition issued-20%
	PACKAGE 3	18			Acquisition issued- 14%
	PACKAGE 4	20.1			Acquisition issued- 25%
	PACKAGE 5	16.9			Acquisition issued- 0%

EXPRESSWAY	ROAD SECTION	LENGTH (KM)	DESCRIPTION	TEC	PROGRESS AS AT 31.12.2014
	PACKAGE 6	19			Acquisition issued- 16%
	PACKAGE 7	17.5			Acquisition issued- 0%
	PACKAGE 8	18.6			Acquisition issued- 30%
RUWANPURA EXPRESSWAY			Conceptual design for Feasibility study		

3.5.3 Rathnapura Design Office

Design office – Ratnapura is one of the three outstation design offices in Road Development Authority. At present it functions under Provincial Director – Sabaragamuwa. This office was officially established in 2007 under re–engineering program of RDA. Design office – Ratnapura perform under the Chief Engineer, Designs – Ratnapura. Kegalle by pass stage 3, Eheliyagoda and Ratnapura towns were initiated and design work commenced from this office. Later this work was handed over to Highway Designs office, Sethsiripaya. In addition, survey works, setting out works & estimate preparation works are also carried out by this office on instructions of Provincial Director.

Table 23: Progress of Activities during the Year – 2014

Route No.	*Road section*	*Length (km)*	*TEC (Rs.Mn)*	*Progress as at 31.12.2013 (%)*
A004	Old Rail Road, Eheliyagoda	2.00	100	100
A004	Improvements to Colombo – Ratnapura – Wellawaya – Batticaloa Road at Eheliyagoda town (69+900 – 72+100 km)	2.10		100
A004	Improvements to main street Ratnapura Colombo – Ratnapura – Wellawaya – Batticaloa Road	0.25	102	60
A004	Improvement to hospital junction in Ratnapura in Colombo – Ratnapura – Wellawaya – Batticaloa Road	0.50		100
B486	Improvements to Embilipitiya – Middeniya Road (0+000 – 3+700 km)	3.70		25

Route No.	Road section	Length (km)	TEC (Rs.Mn)	Progress as at 31.12.2013 (%)
B030	Improvements good shed road, Ratnapura, without estimate	0.12		100
A004	Survey, Setting out for four lane road marking at climbing lane Patulpana and Ratnapura town area on Colombo – Ratnapura – Wellawaya – Batticaloa Road	1.00		100
	Finalize network of drain levels in Rambukkana town			100





3.6 Design of Bridges

The Engineering Services Division is one of the specialized divisions in RDA which is responsible for design of bridges that comes under the Additional Director General (Construction Design). Engineering Services Division is managed by the Director Engineering Services and Deputy Director Bridge Designs comprising of Senior Design Engineers, Design Engineers, Draft Personnel and other supporting staff. In addition, Design Offices located at Kandy, Rathnapura and Kurunegala also engaged in the designing of bridges as they are required.

3.6.1 Engineering Services Division

Designing of the bridges, culverts, drainage etc., implementing the land acquisition process, relocating infrastructure and providing advisory and support services in bridge projects are the responsibilities bound

The total number of bridge design projects handled during this year was 115 including 27those were continued from previous year and 24were carried over to the year 2015.In addition 08 bridge project was temporarily suspended and 07 Nos. projects were stopped. Projects handled were the bridges identified for rehabilitation under Public Investment Programme and bridges taken up on request of PMUU such as CDBF, LBFP, SPMU, UKSBP, NHSP, MFAP and the outside organizations.

All aspects on project design and preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 76 bridges and the total estimated cost of projects is Rs. 5237.6 million approximately.

For the year 2014, Cell type bridges for different clear spans and clear heights were designed and prepared the drawings.

Table 25: Bridge Design work Completed in year 2014

No.	Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of Designs as at 31.12.2014 (%)
	Urgent Bridge Projects & Bridges identified from the List of Weak Bridges					
1	B 540	4/2	49.5	Nelundeniya - Thuntota - Galapitamada Road		60
2	-	-		Viaduct on Ceremonial Access Road to Defence Head Quarters		20
3	-	-	19.3	Kiran Causeway Bridge No-01		85
4	-	-	209.0	Kiran Causeway Bridge No-02		85
5		1/1	11.5	Bridge at Ch 0+030 on Robert Gunawardana Mawatha	29.0	100
6	A 015	1/1	27.0	Batticaloa - Tirikkondiadimadu - Trincomalee Road	279.45	100
7	B 424	49/2	33.0	Trincomalee - Pulmudai Road	154.47	100
8	B 084	6/1	12.4	Colombo - Horana Road (Alternative Design)	144.0	100
9	B 415	14/1	25.0	Thihagoda - Kamburupitiya Road	113.48	100
10	A004	57/3	5.0	C.R.W.B. Road (Widening)	6.13	100
11	B 054	6/3	3.5	Beliatta - Walasmulla Road	4.55	100
12	B 054	9/1	5.0	Beliatta - Walasmulla Road	6.5	100
13	B 111	17/1	4.0	Ekala - Kotadeniyawa Road	5.2	100
14	-	-	25.2	Proposed Bridge on Hanwella Bypass over the Archeological moat	22.5	100
15	-	-	6.9	Bridge at Ch 0+865 (RHS) on Access Road to Defence Head Quarters	8.45	100
16	B 443	6/2	4.0	Veyangoda - Banduragoda Road	12.8	100
17	B 128	5/4	7.9	Galle - Baddegama Road	22.93	100
18	B 455	10/3		Wanduramba - Kottawa Road		70
19	B 134	4/1	3.6	Gangodawila - Boralesgamuwa Road near Fingara Club (Alternative)	4.14	100
20	B 476	4/1		Weweldeniya - Mirigama Road		45
21	B 421	40/4		Thiruwanaketiya - Agalawatta Road		100
22	B 111	3/1	5.0	Ekala - Kotadeniyawa Road	8.38	100
23	B 111	13/2	8.0	Ekala - Kotadeniyawa Road	18.34	100
24	B 322	18/1		Negombo - Giriulla Road		50
25	B 424	50/1	33.0	Trinco - Pulmoddai Road		55
26	B 237	3/2		Meerigama Kotadeniyawa		60
27	B 214	2/3	6.3	Kelaniya - Mudungoda Road	11.0	100

No.	Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of Designs as at 31.12.2014 (%)
28	B 457	23/1		Warakapola Ruwanwella Road		25
29	B 012	2/5		Aluthgama Wegoda Road		10
30	B 322	25/1		Negombo - Giriulla Road		10
31	B 188	10/6		Kaluaggala - Labugama Road		25
	Bridges under LBFP					
32	B 214	30/1	8.5	Kelaniya Mudungoda Road	22.53	100
33	A 001	27/3		Colombo Kandy Road (Widening)		60
34	A 001	27/5		Colombo Kandy Road (Widening)		60
35	A 001	31/3		Colombo Kandy Road		55
36	A 001	32/2	38.0	Colombo Kandy Road		65
37	A 001	8/1	9.5	Colombo Kandy Road (Foot walk only)	1.8	100
38	A 001	10/2	11.2	Colombo Kandy Road (Foot walk only)	4.2	100
	Bridges under MFAP					
				French Fund		
39	B 207	10/3	32.2	Katukurunda - Neboda Road	475.9	100
40	A 017	21/1	57.6	Galle - Deniyaya - Madampe Road	68.86	100
41	A004	190/1	45.6	C.R.W.B. Road	96.2	100
42	B 086	12/3	34.2	Dambagahapitiya - Pinnagolla - Arawa Road	63.9	100
43	B 225	1/1	28.8	Kirindiwita - Aswennawatta Road	82.89	100
44	B 425	3/2		Thudella - Pamunugama Road	132.27	100
45	B 454	33/1	17.4	Wanduramba - Ethumale - Yakkatuwa Road	57.67	100
46	B 224	9/1	34.2	Yala - Kirimetiya Road	200.36	100
47	B 156	4/8	11.4	Hiniduma - Opatha - Pitabeddara Road	40.7	100
48	B 183	4/3		Kalleliya - Pallewela - Medagampitiya Road	74.5	100
49	B 453	9/3	17.4	Walpola - Mailawalana Road	73.5	100
50	B 018	11/4	17.4	Ampilanthurai - Veeramunai Road	98.84	100
51	A 017	129/3	28.8	Galle - Deniyaya - Madampe Road	29.17	100
52	B 027.19	1/1	51.6	Badulla station road	174.97	100
53	B 110	13/4	28.8	Eheliyagoda-Dehiowita road	48.8	100
54	B 110	13/2	17.4	Eheliyagoda - Dehiowita Rd	35.2	100
55	B 312	24/3	28.8	Naula-Elehara - Pallegama -Hettipola Road	76.98	100
56	B 312	5/3	17.4	Naula - Elahara - Pallegama - Hettipola Road	52.9	100
57	B 485	16/1	34.8	Walasmulla - Katuwana - Middeniya Road	158.64	100
58	B 485	4/5	28.8	Walasmulla - Katuwana - Middeniya Road	131.28	100
59	B 014	25/7	17.4	Ambalangoda - Elpitiya Road	79.32	100
60	B 014	25/3	17.4	Ambalangoda - Elpitiya Road	52.88	100

No.	Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of Designs as at 31.12.2014 (%)
				OFID		
61	B 239	10/3	9.9	Kottawa - Thalagala Road	16.09	100
62	B 239	10/1	9.05	Kottawa - Thalagala Road	12.33	100
				Saudi Fund		
63	B 541	2/3	9.3	Thampalahamam - Kinniya Road	11.4	100
64	B 541	4/6	5.1	Thampalahamam - Kinniya Road	6.2	100
65	B 541	5/9	19.6	Thampalahamam - Kinniya Road	24.01	100
66	B 541	8/10	19.6	Thampalahamam - Kinniya Road	24.01	100
67	B 110	11/1	18.7	Eheliyagoda - Dehiowita Rd		75
	Bridges under SPMU - Former JAP (Kuwait Fund)					
68	A 007	104/6	16.5	Avissawella - Hatton - NuwaraEliya Road		50
69	B 445	32/1	19.3	Veyangoda - Ruwanwella Road	115.1	100
	Bridges under NHSP					
70	B 157	44/3	15.9	Horana - Anguruwatota - Aluthgama Road	71.55	100
71	B 157	48/1	4.6	Horana - Anguruwatota - Aluthgama Road	7.5	100
72	B 157	53/2	3.6	Horana - Anguruwatota - Aluthgama Road (Widening)	2.93	100
73	B 153	1/3	8.6	Hikkaduwa - Baddegama - Nilhena Road	54.18	100
74	B 153	3/3	4.5	Hikkaduwa - Baddegama - Nilhena Road	7.88	100
75	B 153	5/3	9.5	Hikkaduwa - Baddegama - Nilhena Road	59.85	100
	Bridges under CDBF					
76	B 379	49/1		Puttalam - Marichchikadai Road(Abutment Repair work)		100
	Bridges under UKSB Project - Phase II					
77	B 114	1/5	12	Elpitiya - Avittawa - Lewwanduwa Road	40.23	100
78	B 158	24/4	24.3	Horawala - Pelawatta - Pitigala Road	71.81	100
79	A 004	188/15		C.R.W.B. Road		20
80	B 238	8/4	12.9	Kottawa - Batemulla Road		90
81	B 248	9/1	10.4	Wanduramba - Sandarawala Road	53.82	100
82	A 029	18/2	21.3	Vavniya - Horowpathana Road	68.37	100
	Bridges under World Bank Fund (Climate Resilience improvement project)					
83	B 488	4/3		Polonnaruwa - Thambala - Sungawila - Somawathiya Road		100
84	B 488	27/6	49.6	Polonnaruwa - Thambala - Sungawila - Somawathiya Road		100
85	B 488	10/2	17.2	Polonnaruwa - Thambala - Sungawila - Somawathiya Road	207.77	100

No.	Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of Designs as at 31.12.2014 (%)
86	B 488	10/6	13.5	Polonnaruwa - Thambala - Sungawila - Somawathiya Road		100
87	A 004	53/1		C.R.W.B. Road		40
88	A 015	1/1	27	Batticaloa -Thirukondaimadu-Trinco Road	280.67	100
89	B 134		36.3	Katu Ela Bridge on Gangodawila - Boralesgamuwa Road		10
	Non RDA Bridges					
90	-	-	12.13	Bridge on Ithivitiya - Wevela Road	33.58	100
91	-	-	15.24	Bridge near Army Hospital at Narahenpita	6.4	100
92	-	-	66	Bridge on Samawachchathivu - Munaichianai Road off Thambalagamuwa - Kinniya Road at 12th km (Alternative Design)	25.74	100
93	-	-	346.5	Maduwa Bridge No 1 at Balapitiya	671	100
94	-	-	34.5	Maduwa Bridge No 2 at Balapitiya		100
95	-	-	13.5	Bridge across Boon Ela on JaEla - Udamvita Road	55.89	100
96	-	-	45.7	Proposed bridge at Addaragoda - Gurulubedda across maguru ganga	76.37	100
97	-	-	45.7	Bridge over kaluganga at Ellagawa at Ratnapura	19.42	100
98	-	-		Bridge over Kelani river at yatiyanthota (Thanakolawattha bridge) -Alt. Design	27.93	100
					5237.6	

3.6.2 Bridge designs implemented by Kandy Design Office

The following bridge designs were implemented in year 2014, under the Kandy Design office.

Table 26: Progress of Activities during the Year – 2014

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
1		Construction of Bridge across Menik ganga on Dikiriththa - Gonaganara Road Hambanthota.	49.5	Revision		100%
2		Construction of Steel Bridge No. 18/6 across Maha Oya on Welimada - Haputhale Road.	24.3	Revision		100%
3		Construction of Steel Bridge No. 19/8 across KirindaOya on Welimada - Haputhale Road.	21.3	Revision	41	100%
4		Construction of Wallawwaththa Bridge No. - 06 on Bulathsinhala - Galketiya Road in Kaluthara.	11.5			100%
5		Construction of Katuhena Bridge No. - 07 across Weheragala on Katuhena - Rajalimana - Bulathsinghala.	14.5			100%
6		Construction of Illukpotha Bridge No. - 02 across Maguru ganga on Illukpotha - Galahitiya at Bulathsinghala in Kaluthara.	33	Revision		100%
7		Construction of Bridge across Maguru ganga Connecting Hartliya Waththa Village and - Galahitiya - Bulathsinghala.	33			100%
8	B 272	Construction of Bridge 15/2 on Marawila - Udubaddawa - Nathtandiya Road.(B 272)	33	Revision	117	100%
9		Reconstruction of Bridge No. 4/4 across Hulanda Oya on Ambilipitiya Middeniya Road. (B 486)	38		131	100%
10		Construction of Hunnanumulla Bridge across Kuru ganga on Teppanawa Goraka Ela Road.	23			100%
11		Construction of Bridge across Meda Oya on Weeraketiya - Medamulana.	16.5			100%
12		Construction of Hambawela Bridge across Rambukpotha Oya in Badulla.	16.5		45	100%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
13		Construction of Deiyannewela Bridge No. 1/1 across Badulu Oya on Deiyannewela - Badulla.	23	Revision	64	100%
14		Construction of Bridge across Ulhitiya Oya on Yalwala - Morana Road at Unampitiya (Redeemaliyadda).	27		57	100%
15		Construction of Kitulgalpala Bridge across Pare dola on Kithulgalpala Gallanamulla in Bulathsinghala.	13.5		15	100%
16		Construction of Hegoda Bridge across RambukpothaOya on Nelumgama - Badulla Road.	16.5		62	100%
17		Construction of Badulugammana Bridge across Gal Oya on Bibila - Kotagama Road.	33		159	100%
18		Widening of Gale Ammuna Bridge on Weeraketiya Medamulana of Weeraketiya.	7.01		15	100%
19	B 274	Reconstruction of Bridge 19/10 on Matale – Illukkumbura Pallegama Road. (B 274)	4.9		8	100%
20		Reconstruction of Bridge across Benthota ganga on Pitigala - Pitigala North Road.	27		51	100%
21		Reconstruction of Bridge 24/4 across Bentota ganga on Pitigala - Pallewaththa - Horawala Road.	19			100%
22	B 274	Construction of 37/8 Bridge across TelugamuOya on Matale - Illukkumbura - Pallegama Road. (B 274)	33		36	100%
23	B 274	Reconstruction of Bridge 20/1 on Matale – Illukkumbura Pallegama Road. (B 274)	3.9		4	100%
24		New Bridge Construction across Bram Kandam Pachal Aru at Pothuvil.	16.5			100%
25		Strategic city Development Project Galle Reconstruction of Kahaduwaththa Bridge across Moragoda Ela on Kahaduwaththa - Hirimbura Road.	11.5			100%
26		Strategic city Development Project Galle Reconstruction of Kanampitiya Bridge across Moragoda Ela on TaniPolgaha Junction - Udagama Road.	23			100%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
27		Construction of Pedestrian Underpass in Front of Youth Center at Maharagama.	58.4			100%
28	AB 0038	Reconstruction of Bridge No. 05/1 on Vaddawan Nasivantivu Road (AB 0038).	9.5			100%
29		Strategic city Development Project Galle Reconstruction of Beligaha Bridge across Moragoda Ela on Beligaha - Karapitiya Road.	14.5		47	100%
30		New Bridge Construction across HedaOya (Nawala Aru) at Pothuvil.	23		61	100%
31		Strategic city Development Project Galle Reconstruction of Milidduwa Bridge across Moragoda Ela on Ambalanwaththa - Karapitiya Road.	14.5		49	100%
32		Strategic city Development Project Galle Reconstruction of Samagiwaththa Bridge across Moragoda Ela on Dangedara - Samagiwaththa Road.	14.5		48	100%
33		Construction of Bridge across Badulu Oya on 6th mile Post - Egodawela Road at Badulla.	40.5		63	100%
34		Construction of box Culvert on Ginigaththala - Bokkawala - Pujapitiya Road in Rupawaththa.	2.5		4	100%
35		Construction of Teluwa Bridge across KiridiOya on Pelwatta - Naigala Junction Road.	33			100%
36		Proposed Protection wall for Salawane Temple Polgolla.	115	Revision		100%
37		Construction New Bridge across Ma Oya at Yathtalgoda, Alawwa.	58		99	100%
38		Construction of Retaining wall from 26+070 to 26+150 Wellawaya - Ella - KubalOya (WEK) Road Project.	80			100%
39	B 122	Improvement of Bridge No. 12/1 across Rambukkan Oya on Galagedara - Rambukkana Road.(B 122)	23		53	100%
40		Construction of Bridge across Hapathgamuwa Oya on Bandarawela - Hapathgamuwa - Konthehela Road.	19			100%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
41	AB 021	Rehabilitation of Bridge No. 8/2 on Jaffna Ponnalai - Point Pedro (AB021)Road.	30.21		80	100%
42	B 279	Construction of Bridge No. 17/1 across KehelPannala Oya on Mawanella - Hemmathagama - Gampola (B 279).	31		67	100%
43		Construction of Steel Bridge across Udawalawa left canal in Thulhiriyawa Village at Udawalawa in Monaragala.				100%
44		Reconstruction of Bridge No. 25/1 on Negombo Giriulla Road.(Kotadeniyawa)	11.5		60	100%
45	B 237	Construction of Bridge No. 3/2 on Kotadeniyawa - Mirigama Road (B 237)	6		27	100%
46		Construction of New Bridge across Kumbukkan Oya at Pissa, Badalkumbura in Monaragala.	33		45	100%
47		Construction of New Bridge across Kospotu Oya at Alawalamankada, Mawathagama.	29			100%
48	B 322	Reconstruction of Bridge 17/1 on Negombo - Giriulla Road (B 322).	9.5		50	100%
49	B 122	Reconstruction of Bridge 19/5 on Galagedara - Rambukkana Road (B 122).	9.5		32	100%
50	A 0032	Construction of Bridge at CH 71+660-CH 71+720 in A32 Road.	43.5			100%
51		Reconstruction of Akurana Bridge - 01	9.5		21	100%
52		Reconstruction of Akurana Bridge - 02	11.5		19	100%
53	B 122	Improvement of Bridge No. 3/2 across Kospothu Oya on Galagedara - Rambukkana Road.(B 122)	14.02			100%
54		Construction of New Bridge at 3+980 on Vauniya - Bogaswewa - Parakkramapura Road.	82.5			100%
55		Construction of New Bridge at 4+480 on Vauniya - Bogaswewa - Parakkramapura Road.	76			100%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
56		Over pass in front of Pannipitiya Dharmapala College.				100%
57		Under pass near the Youth Center at Maharagama.				100%
58		Over pass at Kottawa Junction				80%
59	A 10	Construction of Bridge No. 75/1 across Deduru Oya on Kurunegala - Puttalama Road.	120			90%
60		Proposed Bridge across in front of Mahamaya Girls College.	25.6			80%
61	B 019	Reconstruction of Bridge 10/3 on Anamaduwa - Galgamuwa Road.				25%
62	B 614	Reconstruction of Bridge 3/6 on Battulu Oya - Andimunai Road.				25%
63		Construction of Bridge 3/1 on Bogas Junction - Pulmudei Road.				40%
64		New Bridge across Bentota ganga at Ittapanathotupola on Horawala - Ittapana Road.				35%
65		Horaketiya Bridge at Balangoda				40%
66		New Bridge at VerugalAmmuna				45%
67		Widening of Bridge at Panideniya				25%
68		Strategic city Development Project Galle Reconstruction of Kahaduwaththa Bridge across Moragoda Ela on Kahaduwaththa - Hirimbura Road.		Redesign		60%
69		Strategic city Development Project Galle Reconstruction of Kanampitiya Bridge across Moragoda Ela on TaniPolgaha Junction - Udagama Road.		Redesign		60%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
70		Strategic city Development Project Galle Reconstruction of Beligaha Bridge across Moragoda Ela on Beligaha - Karapitiya Road.		Redesign		60%
71		Strategic city Development Project Galle Reconstruction of Milidduwa Bridge across Moragoda Ela on Ambalanwaththa - Karapitiya Road.		Redesign		60%
72		Strategic city Development Project Galle Reconstruction of Samagiwaththa Bridge across Moragoda Ela on Dangedara - Samagiwaththa Road.		Redesign		60%
73		Underpass infront of Market in Kandy				40%
74		Underpass infront of Post office in Kandy				30%
75		Culvert (5/1) on Pitiyegedara - Waththegama - Iriyagassthanna Road				–
76		Bridge (5/3) on Waththegama - Kandenuwara - Wriyapola Road				–
77		Retaining wall on Galle - Deniyaya - Madampe Road				–
78		New Bridge at Kinniya				–
79		Diyagama East Bus Road Bridge in NuwaraEliya				–
80		Maria, Elgin Foot Path Bridge in NuwaraEliya				–
81		Kammalawaththa Bridge at Ganga Ihalakorale in Kandy				–
82		New Bridge across Yan oya at Mahameegaswewa in Anuradhapura				–

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
83		Buthwalarawa Bridge at Haputhale				–
84		Bridge (8/1) on Weeravila - Tissa - Katharagama Road				–
85		Nawalapitiya -Dolosbage Road Bridge No 15/2				–
86		Wattegama - Kandenuwara - Wariyapola Road Bridge No 5/3				–
87		Ambatenna - Bokkawela - Arambekade Road Bridge No 18/2				–
88		Katugastota - Madawala - Bambarella Road Bridge No 19/3				–
89		Ambatenna - Bokkawela - Arambekade Road Bridge No 8/1				–
90		Dedugala - Dolosbage Road Bridge No 11/5				–
91		Naula - Elahara - Pallegama - Hettipola Road Bridge No 43/2				–
92		KalalpitiyaUkuwelaElkaduwa Road Bridge No 13/2				–
93		Thonigala - Kalawewa - Galewela Road Bridge No 38/6				–
94		Thonigala - Kalawewa - Galewela Road Bridge No 39/3				–
95		Mataleudupihilla Road Bridge No 4/2				–
96		Kanda handiya - Adikarigama - Randenigala - Loggaloya Road Bridge No 35/10				–
97		Lindula End of Agress Road Bridge No 16/6				–

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
98		Ulapane -Pussellawa Road Bridge No 20/1				_
99		Carolina - Norton - Wanaraja Road Bridge No 3/6				_
100		Maskeliya - Upcot Road Bridge No 9/3				_
101		Siyambalaanduwa Bridge Across HadaOya				_
102		BadalkumburaGadiwila Ella Arawa Bridge				_
103		BadalkumburaPitiya Yaya Bridge Across Menik Ganga				_
104		BadalkumburaEthpattiyaRitigaha Bridge				_
105		Bope -PoddalaKahaduwaththa Bridge				_
106		Bope -PoddalaUswedanda Bridge				_
107		AkmeemanaHiyare East WalAramba Bridge				_
108		AkmeemanaLunuwilawaththa Bridge				_
109	B-205	Katugasthota- Madawala- Bambarella road, Structural Design		Bridge No. 28/9	61	100.00%
110	B-431	Ulapane- Pussellawa road, Structural Design		Bridge No. 20/1	27	100.00%
111	B-252	Lindula End of Agrass road, Structural Design		Bridge No. 14/6		30.00%
112	B-512	Backpool- Ambewela- Pattipola-Hortainplain road, Structural design		Bridge No. 18/2	41.5	100.00%

No	Route No	Road Section/ Bridge No./Name	Length	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
113	B-071	Carolina- Norton- wanaraja road, Structural design		Bridge No. 7/12	34	100.00%
114	B-249	Lady Macullum Drive, Structural Design		Bridge No. 7/13	29	100.00%
115	B-278	Mawanella- Aranayake- Horewela road, Structural Design		Bridge No. 2/1		20.00%
116	A-004	Colombo- Rathnapura- Wellawaya- Baticaloa road		Bridge No. 284/1	171	100.00%
117	B-035	Badalkumbura- Buttala- sellakatharagama road		Bridge No. 36/3	54	100.00%
118	B-252	Lindula End of Agrass (Bridge)		16/8		30%
119		Badulla - Kandy road (via UvaKetawala, Rajamawatha), (bridge)		at ch 7+480		100%
122		Bujjomuwa bridge and access road		105m	130	
123		Apron design at Batticalo airport (60m x 80m)				75%
124	B132	Retaining wall at Gampola - Craighead road	20m, 10m, 15m			
125	B026	Gabion wall at Matale - Udupihilla Road	120m			90%
126		Retaining wall at Matale - Galewela road	30m			30%
127	B365	Retaining wall at Peradeniya - Haloluwa - Katugastota road	20m & 30m			60%
128		Bridge Across Kabukkanaruoya at Polonnaruwa.(Ginipetti Bridge)	25 m			

Expressway structure designs carried out by Kandy Designs office:

No.	EXPRESSWAY	SECTION	LENGTH (Km)	DESCRIPTION	PROGRESS AS AT 31.12.2014
	Extension of Southern Expressway (ESE)				
1	ESE	Design and Drawings preparation for C2, C10 and C16 Underpass Boxes for vehicles . 61+000 to 66+000 of ESE		In depth detailing	100%
2	ESE	Design and Drawings preparation for C4, C8 and C18 Underpass Boxes for pedestrians and cycles . 61+000 to 66+000 of ESE		In depth detailing	100%
3	ESE	Design and Drawings preparation for C1, C3 , C5, C7, C9, C11, C12, C13, C14, C15, C17, C19 and C20 Box Culverts . 61+000 to 66+000 of ESE		In depth detailing	100%
4	ESE	Design and Drawings preparation of Overpass bridge at 62+069 of ESE		In depth detailing	100%
5	ESE	Design and Drawings preparation of Overpass bridge at 62+997 of ESE		In depth detailing	100%
6	ESE	Design and Drawings preparation of Overpass bridge at 65+841 of ESE		In depth detailing	100%
7	ESE	Detailed Design of four story building for Kandy Design Office		In depth detailing	100%
8	ESE	Design of 30m simply supported beam for superstructure of bridges and viaducts		In depth detailing	100%

No.	EXPRESSWAY	SECTION	LENGTH (Km)	DESCRIPTION	PROGRESS AS AT 31.12.2014
9	ESE	Locating structures , Modeling , Analyzing and Design of Viaduct -01 of ESE Section -1, with 14 continuous spans and two simply supported spans	1750m	In depth detailing	70%
10	ESE	Locating structures , Modeling , Analyzing and Design of Viaduct -03 of ESE Section -1, with 16 continuous spans of each 120m and 13 simply supported spans	2250m	In depth detailing	100%
11	ESE	Design Reports Preparation for ESE Section -1 , Viaduct-03 for Substructures		Reports Preparation	100%
12	ESE	Analysis, Design and Detailing of 25m span simply supported precast post-tensioned I girder	25m	In depth detailing	100%
13	ESE	Analysis, Design and Detailing of 20m span simply supported precast post-tensioned I girder	20m	In depth detailing	100%
14	ESE	Locating structures , Modeling , Analyzing and Design of Viaduct -02 of ESE Section -1, with 8 continuous spans of each 180m and 2 simply supported spans	1500m	In depth detailing	100%
15	ESE	Design Reports Preparation for ESE Section -1 , Viaduct-02 for Substructures		Reports Preparation	100%

No.	EXPRESSWAY	SECTION	LENGTH (Km)	DESCRIPTION	PROGRESS AS AT 31.12.2014
16	ESE	Locating structures , Modeling , Analyzing and Design of Viaduct -01 of ESE Section -3, with 2 continuous spans of each 120m and 2 simply supported spans	300m	In depth detailing	100%
17	ESE	Design Reports Preparation for ESE Section -3 , Viaduct-01 for Piers		Reports Preparation	100%
18	ESE	Locating structures , Modeling , Analyzing and Design of Viaduct -03 of ESE Section -1, with 7 continuous spans of each 180m	1260m	Revision	100%
19	ESE	Design Reports preparation for Revised Viaduct -03 of ESE section - 1	1260m	Revision	100%
20	ESE	Development of Typical drawings for box structures to be used in ESE, according to BS 5400-PartII and BD 31 standards.		Design work	40%
	Outer Circular Highway (OCH)				
21	OCH	Design of Monument Structure for Kaduwela entrance of OCH		In depth detailing	100%
	Northern Expressway Project(NEP)				
22	NEP	Quantities calculation for structures of all packages of NEP , for the purpose of cost estimate		Preliminary Design	100%
23	Somawathiya Road	Design of Monument Structure for Somawathiya road		In depth detailing	100%

3.6.3 Rathnapura Design Office





Bridge No. 2/3 Rambukkana – Katupitiya Road

New bridge replaced old narrow steel bridge with improvement in road alignment and has been in service during the past two years.

Table 27: Progress of Activities during the Year – 2014

Route No.	*Bridge No.*	*Length (m)*	*Description*	*TEC (Rs.Mn)*	*Progress as at 31.12.2013 (%)*
New Road	Reconstruction of Bridge at 0+480 in By pass Ehaliyagoda	13.50	Survey, Bridge Design & Estimate	87	100
A008	Construction of R/C drop structure at 62/5 culvert in Panadura – Nambapana – Rathnapura Road	15.00	Design of cascade drain structure		100
A004	Improvement to CRWB road at Kuruwita town (1km)	1000.00	Highway design of road section		100
Non RDA	Construction of Bridge at Kadugahamulla Kurugammmodara for UK steel bridge project	86.00	Survey, Design of bridge substructure and estimate for UK steel bridges	191	100
A004	Construction of immediate approaches and widening of bridge no 99/6 to downstream on CRWB road	25.00	Bridge design & Estimate	116	100
A004	Construction of immediate approaches and widening of bridge no 99/6 to upstream on CRWB road	25.00	Bridge design & Estimate	114	100
B390	Construction of Bridge no 17/9 in Rathnapura – Palawela – Karawita road for UK steel bridge project	33.00	Survey, Design of bridge substructure and estimate for UK steel bridges	76	100
A004	Design of vertical profile along centerline in Main stree Rathnapura	300.00	Highway design of road section	102	100
New Road	Construction of bypass road in Kahawatta town	2150.00	Highway design of road section	Review with Highway design office	
A004	Construction of retaining wall at 121/5 – 121/6 in CRWB road	15.00	Design of r/c retaining wall & estimate	3.2	100

Route No.	*Bridge No.*	*Length (m)*	*Description*	*TEC (Rs.Mn)*	*Progress as at 31.12.2013 (%)*
A004	Improvement to raod alignment at 110km in CRWB road	300.00	Highway design of road section		100
B486	Improvement to EHM road 0 – 1.3km	1000.00	Highway design of road section	214	100
B486	Improvement to EHM road 1.3 – 3.4km	1000.00	Highway design of road section	176	100
A018	Improvement to road alignment at 37/5 in PMN road	250.00	Highway design of road section		100
B486	Improvement to road alignment at 8/2 culvert in EHM road	200.00	Highway design of road section		100
B482	Reconstruction of retaining wall between culvert no.14/4-14/6 on Yatiyanthota – Meenagala road	20.00	Design of retaining wall & Estimate	10	100
B482	Reconstruction of Bridge no 17/1 on YPM road	13.50	Design of Bridge & Estimate	35	100

3.6.4 Kurunegala Design Office

Table 28: Progress of Activities during the Year – 2014

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
B 079	37/2 Bridge Retaining structure	Chilaw-Wariyapola	Initial survey works and Design of structure and preparing engineer's estimates		Completed
B 126	22/2 Bridge (2/3000x4000)	Galgamuwa-Nikawewa	Initial survey works and Design of structure and preparing engineer's estimates	21.6	Completed
B 126	.1/1 Bridge (2/3000x1250)	Galgamuwa-Nikawewa	Initial survey works and Design of structure and preparing engineer's estimates	22.9	Contract is awarded
B 126	16/4 Bridge (2/2500x2300)	Galgamuwa-Nikawewa	Initial survey works and Design of structure and preparing engineer's estimates	14.9	Ongoing construction

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
B 258	.10/1 Bridge (1/4000x3100)	Mahakeliya-Katupotha	Initial survey works and Design of structure and preparing engineer's estimates	25.1	Ongoing construction
B 258	.2/4 Bridge (2/3000x2500)	Mahakeliya-Katupotha	Initial survey works and Design of structure and preparing engineer's estimates	25.5	Ongoing construction
B 609	.12/1 Bridge (2/4000x2600)	Hiripitiya-Galtenwewa	Initial survey works and Design of structure and preparing engineer's estimates	23.3	Completed
B 609	.6/3 Bridge (2/4000x2600)	Hiripitiya-Galtenwewa	Initial survey works and Design of structure and preparing engineer's estimates	23	Completed
B 243	.2/1 Bridge widening	Kuliyapitiya-Hettipola	Initial survey works and Design of structure and preparing engineer's estimates	26.7	Completed
B 243	9/1 Bridge (3/3500x4000)	Kuliyapitiya-Hettipola	Initial survey works and Design of structure and preparing engineer's estimates	33.5	Completed
B 243	9/3 Bridge Reconstruction	Kuliyapitiya-Hettipola	Initial survey works and Design of structure and preparing engineer's estimates	45.6	Completed
B 244	1/2 Bridge (2/4000x2300)	Kuliyapitiya-Padiwela	Initial survey works and Design of structure and preparing engineer's estimates	16.8	Contract is awarded
B 244	1/1 Bridge (2/4000x2300)	Kuliyapitiya-Padiwela	Initial survey works and Design of structure and preparing engineer's estimates	15.4	Ongoing construction

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
B 244	7/3 Bridge 9.5 m span reconstruction	Kuliyapitiya-Padiwela	Initial survey works and Design of structure and preparing engineer's estimates	34.2	Completed
B 244	1/4 Bridge 9.5 m span reconstruction	Kuliyapitiya-Padiwela	Initial survey works and Design of structure and preparing engineer's estimates	39.7	Completed
B 247	7/1 Bridge 15.5m single span	Kurunegala-Narammala-Madampe	Initial survey works and Design of structure and preparing engineer's estimates	102.5	Completed
B 247	1/2 Bridge 8 m single span	Kurunegala-Narammala-Madampe	Initial survey works and Design of structure and preparing engineer's estimates	70.2	Completed
B 247	2/1 Bridge 9.5m single span	Kurunegala-Narammala-Madampe	Initial survey works and Design of structure and preparing engineer's estimates	73.5	Completed
A 10	New Bridge (1/3000x3000)	Katugastota-Kurunegala-Puttlam	Initial survey works and Design of structure and preparing engineer's estimates	17.3	Completed
B 322	34/2 French steel bridge	Negombo-Giriulla	Initial survey works and Design of structure and preparing engineer's estimates	81.2	Ongoing construction
B 322	19/4 Bridge Reconstruction	Negombo-Giriulla	Initial survey works and Design of structure and preparing engineer's estimates	108.3	Ongoing construction
B 264	12/7 Bridge 11.5m single span	Mallawapitiya-Rambodagalla-Keppetigala	Initial survey works and Design of structure and preparing engineer's estimates	42.4	Completed

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2014
Non RDA					
Attamburagala Rd.	CH 2+300 Bridge Reconstruction		Initial survey works and Design of structure and preparing engineer's estimates	19.2	Completed
Attamburagala Rd.	CH 2+250 Bridge Reconstruction		Initial survey works and Design of structure and preparing engineer's estimates	20.2	Completed
Hunugama-Kanogama Rd.	UK steel bridge		Initial survey works and Design of structure and preparing engineer's estimates	56	Ongoing construction
Koswatta-Kadigawa Rd.	Bridge (6/4000x5000)		Initial survey works andDesign of structure and preparing engineer's estimates	49.9	Ongoing construction
Kokwala	Bridge (6/4000x3000)		Initial survey works andDesign of structure and preparing engineer's estimates	39	Completed





3.7 Quality Control in Road and Bridge Works

The Research & Development Division is mainly responsible for monitoring of quality control of work. This is coming under the Additional Director General (Construction Design) and the Division consists of Regional Services & Projects Section and Central Laboratories & Investigations Section, which are headed by two Deputy Directors and supervised by the Director. This Division is further supplemented by Provincial Laboratories and Project Laboratories and field units set up from time to time.

In 2014, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads and bridges through nine provincial field laboratories and field laboratories. Central Laboratory of Research & Development Division of RDA located at Ratmalana consists of Soil Laboratory, Concrete Laboratory, Bitumen Laboratory and Chemistry Laboratory to carry out the material testing and research related to materials used and methods adopted in road construction, rehabilitation and maintenance. Boring unit of RDA also placed at the central laboratory to implement the foundation investigation.

3.7.1 Regional Services & Projects Section

3.7.1.1 Quality Control on Road and Bridge Works

Advice and assistance in quality control of Road Projects and Field Personnel on road construction, rehabilitation and maintenance techniques work have been provided through 09 Provincial field laboratories. Road and bridge work projects are conducted under quality controlling process to minimize the failures that can be occurred in its life time.

3.7.1.2 Survey Investigations and Feasibility Studies, Research and Development

Survey investigations are carried on subgrade, subbase, base and asphalt layers. Field density test, mackintosh test, test pit, DCP test and core cutter are some of the survey investigations carry out by the RDA. Using such data feasibility studies are to be conducted. Research and

Development projects on materials are being handled to verify the conclusions, to adopt new procedures, to improve the quality of the road and to find out the suitability of the materials.

3.7.1.3 Foundation Investigations

Boring units of R&D Division carried out Foundation investigations for 38 bridges during the year 2014.

Table 29: Borehole Investigation for Bridge locations in 2014

Serial No.	Project Activity	No. of Boreholes completed in 2014	Present Status	Remarks
1	Borehole investigation for Bridge across Kaluganga on Kadugahamulla Kurugammodara Road	4	Completed	Requested by Director(ES)
2	Borehole investigation for Bridge No. 49/2 on Trincomalee – Pulmudai Road.	8	-do-	Requested by ADG (projects)
3	Borehole investigation for Bridge No. 1/1 on Batticaloa – Trincomalee Road.	6	-do-	Requested by Director(ES)
4	Borehole investigation for Bridge No. 5/1 on Valaichchenai - Nawaladi Road.	2	-do-	Requested by Director(ES)
5	Borehole investigation for Bridge No. 27/6 on Polonnaruwa – Thambala-Somawathiya Road.	4	-do-	Out of 8 nos borehole 4 nos completed in Dec 2013.Requested by Director(ES)
6	Borehole investigation for Bridge No. 10/6 on Polonnaruwa – Thambala Somawathiya Road	2	-do-	Requested by Director(ES)
7	Borehole investigation for Bridge No. 8/4 on Kottawa – Batemulla Road	4	-do-	Requested by Director(ES)
8	Borehole investigation for Bridge No. 9/1 on Labuduwa – Wanduramba – Sandarawela Road.	4	-do-	Requested by Director(ES)
9	Borehole investigation for Bridge No. 10/3 on Wanduramba – Kottawa Road	4	-do-	Requested by Director(ES)
10	Borehole investigation for Bridge No. 50/1 on Trincomalee – Pulmudai Road	6	-do-	Requested by Director(ES)

Serial No.	Project Activity	No. of Boreholes completed in 2014	Present Status	Remarks
11	Borehole investigation for Bridge No. 30/1 on Kelaniya – Mudungoda Road.	4	-do-	Requested by Director(ES)
12	Borehole investigation for Bridge No. 5/4 on Kaluaggala – Labugama Road	4	-do-	Requested by Director(ES)
13	Borehole investigation for Bridge No. 10/6 on Kaluaggala – Labugama Road.	2	-do-	Requested by Director(ES)
14	Borehole investigation for Bridge No.7/4 on Kaluaggala – Labugama Road.	4	-do-	Requested by Director(ES)
15	Borehole investigation for Bridge Across Katuala –on Gangodawila - Boralesgamuwa Road	6	-do-	Requested by Director(ES)
16	Borehole investigation for Bridge No. 4/8 on Hiniduma – Opatha - Pitabeddara Road	4	-do-	Requested by Director(MFAP)
17	Borehole investigation for Bridge No. 1/7 on Ratnapura – Wewalwatta Road	4	-do-	Requested by Director(ES)
18	Borehole investigation on Bridge No. 17/1 on Negombo – Giriulla Road	2	-do-	Requested by Director(ES)
19	Borehole investigation for Bridge No. 4/1 on Ekala – Kotadeniyawa Road	4	-do-	Requested by Director(ES)
20	Borehole investigation for Bridge No. 1/1 on Olugantota – Pinnawala Bagawantalawa Road.	2	-do-	Requested by Director(ES)
21	Borehole investigation for Bridge No. 2/5 on Aluthgama – Wigoda Road	2	-do-	Requested by Director(ES)
22	Borehole investigation for Bridge No. 25/1 on Negombo – Giriulla Road	4	-do-	Requested by Director(ES)
23	Borehole investigation for Bridge No. 24/3 on Naula – Elahera –Pallegama – Hettipola Raod.	4	-do-	Requested by Project Directors(MFAP)
24	Borehole investigation for Bridge No. 18/2 on Vavuniya – Horowpothana Road	4	-do-	Requested by Director(ES)
25	Borehole investigation for Bridge No. 13/6 on Nelumkulam – Neriyakulam Road.	4	-do-	Requested by Director(ES)
26	Borehole investigation for Bridge No. 3/3 on Puliyadi – Irakkaman – Madu Road	2	-do-	Requested by Director(ES)
27	Borehole investigation for Bridge No. 10/2 No. 10 on Ottappuwa – Ihalawewa Road	4	-do-	Requested by Director(ES)

Serial No.	Project Activity	No. of Boreholes completed in 2014	Present Status	Remarks
28	Borehole Investigation for Bridge at 1+908 on Kellanimulla – Mulleriyawa – Koswatta Road.	4	-do-	Requested by Director(ES)
29	Borehole investigation for Culvert No. 21/1 & 22/3A on Awittawa – Lewwanduwa Road	4	-do-	Requested by Chief Engineer(Kalutara)
30	Borehole investigation for Bridge No. 10/2 on Polonnaruwa – Somawathiya Road (B-488)	2	-do-	Requested by Director(ES)
31	Borehole investigation for Bridge No. 2/3 on Madad Madadugama - Pubbogama – Andiyagala Road	4	-do-	Requested by Director(ES)
32	Borehole investigation for Bridge No. 20/3 on Galigamuwa – Ruwanwella Road	4	-do-	Requested by Director(ES)
33	Borehole investigation for Bridge No. 39/4 on Kegalle – Bulathkohupitiya - Karawanella	4	-do-	Requested by Director(ES)
34	Borehole investigation for Bridge No. 25/7 on Ambalangoda – Elpitiya – Pitigala Road	4	-do-	Requested by Project Directors(MFAP)
35	Borehole investigation for Bridge No. 20/3 on Ambalangoda – Elpitiya – Pitigala Road	3	work in progress	Out of 4, 3 nos complted in Dec2014. Requested by Project Director (MFAP)
36	Borehole investigation for Bridge No. 3/3 on Kaleliya – Pallewela – Medagampitiya Road	2	Completed	Out of 4 boreholes SLR signal Telecom gave permission to 2 boreholes.Requested by Director (ES)
37	Borehole investigation for Bridge No. 3/4 on Kaleliya – Pallewela – Medagampitiya Road	2	-do-	Out of 4 boreholes SLR signal Telecom gave permission to 2 boreholes.Requested by Director (ES)
38	Borehole investigation for Bridge No. 6/1 on Kirimetiya – Yala Road	2	work in progress	Out of 4 boreholes 2 nos complted in Dec 2014. Requested by Director (ES)

3.7.2 Central Laboratory and Investigations Section

3.7.2.1 Routine Testing Of Materials

Samples of soils, aggregates, river sand, bituminous materials, cement concrete cubes, kerbs, Marshall Specimens, asphalt concrete core samples and steel etc. were tested and reported on by the Central Laboratory. Also asphalt concrete mix designs were carried out for ongoing projects and outside organizations.

A total income of Rs. 32, 080, 306.83 has been earned for laboratory testing of samples obtained through private organizations and RDA projects as given below.

Table 30: Summary of Income from Testing of Road Construction Material & Mix Designs in the Central Laboratories during the year 2014

Month	Concrete Laboratory(Rs.)	Soil Laboratory(Rs.)	Bitumen Laboratory(Rs.)
January	530,939.78	422,102.67	1,430,453.39
February	536,239.30	397,668.48	1,362,174.88
March	324,437.04	578,011.08	1,157,372.35
April	441,650.23	330,148.37	931,361.08
May	528,645.88	36,605.70	1,131,971.03
June	523,214.97	31,999.98	1,491,641.43
July	586,079.67	338,661.30	2,019,484.65
August	847,181.66	441,341.91	2,253,231.51
September	728,730.83	394,251.28	1,707,587.66
October	837,982.33	1,173,165.33	2,042,930.45
November	588,204.34	160,719.93	1,009,850.25
December	1,815,647.91	72,697.08	2,875,921.10
Total	**8,288,953.94**	**4,377,373.11**	**19,413,979.78**

A new Polymer Laboratory was opened on 13.12.2014. It is equipped with Super pave Gyratory Compactor, Dynamic Shear Rneometer, Pressure Ageing Vessel, Brookfield Viscometer etc, which all capable of carrying out tests related to Polymer Modified Bitumen.

3.7.2.2 Pavement Investigations and Overlay Designs for RDA Works and Other Organizations

Overlay designs based on pavement investigations consisting of Benkelman Beam Deflection tests, Dynamic Cone Penetration (DCP) tests, trial pit investigations and laboratory testing of soils were carried out. Details of Pavement Investigations and Design work carried out during the year 2014 were given in following Table.

Table 31: Pavement Investigation and Design Carried out during year 2014

NUMBER	FILE NO	PROJECT	SECTION	REQUESTED BY	PROGRESS AS AT END OF DECEMBER	REMARKS
1	R&D/PI/242	Jaffna Ponnali Point Pedro	CH. 28+500-30+500km	Director, Highway Designs, RDA.	100	-
2	R&D/PI/228	Pavement Investigation on Keselhenawa Junction	-	Director, Highway Designs, RDA.	65	Traffic data not received
3	R&D/PI/238	Pavement Investigation for by pass to Colombo Kandy Road at Warakapola	-	Director, Highway Designs, RDA.	50	Traffic data not received
4	R&D/PI/212	Pavement investigation on Access Roads to Defence Head Quarters Pelawatte, Udawatta Road, Pothuwarawa, Robert Gunawardana Road & Amaragoda Road	-	Director, Highway Designs, RDA.	80	-
5	R&D/PI/240	Road construction from Polduwa to Subuthipura	-	Director, Highway Designs, RDA.	60	-
6	R&D/PI/258	Piliyandala Service Road	-	Director, Highway Designs, RDA.	100	-
7	R&D/PI/259	Ratnapura By Pass Road	-	Director, Highway Designs, RDA.	-	-
8	R&D/PI/245	Extention to Sourthern Highway	CH. 0+000-71+000KM	Deputy Director (Highway Design) – Kandy	60	-
9	R&D/PI/249	Peliyagoda Puttalam Road(A3) section from Ja-Ela- Negambo road	CH. 19+500 - 31+000KM	DG,RDA	85	-
10	R&D/PI/239	Siyambalanduwa- Damana-Ampara road(failure section)	CH. 12+000-14+000km	Provinsional Director, Uva	100	-
11	R&D/PI/250	Vavuniya-Parayanalankulam Road (A30)-NRRP-Package10	CH.0+000-33+680KM	Project Director (NRRP-7),RDA, Jaffna	75	-
12	R&D/PI/250	Nelukkulam-Neriyakulam Road (B325)-NRRP-Package10	CH.0+000-21+670KM	Project Director (NRRP-7),RDA, Jaffna	50	-

NUMBER	FILE NO	PROJECT	SECTION	REQUESTED BY	PROGRESS AS AT END OF DECEMBER	REMARKS
13	R&D/PI/253	Jaffna-Ponnalai-Point Pedro Road (AB21)	CH.0+000-52+540KM	Project Director (NRRP-7),RDA, Jaffna	40	-
14	R&D/PI/253	Puloly-Kodikamam-Kachchai Road (AB31)	CH.0+000-17+520KM	Project Director (NRRP-7),RDA, Jaffna	55	-
15	R&D/PI/253	Chavakachcheri-Puloly Road (B075)	CH.0+000-19+900KM	Project Director (NRRP-7),RDA, Jaffna	50	-
16	R&D/PI/210-B	Vavuniya Horowupathana Road (A-029)	CH.5+000 - 24+000KM	Project Director, NRCP	100	-
17	R&D/PI/210-A	Bogahawewa Pulmudai Road (B060)	CH.0+000-6+000KM	Project Director, NRCP	100	-
18	-	Improvement of Kebithigollewa Junction to Intersection of Kebithigollewa Padaviya Road 1km at Kebithigollewa	-	Project Director, NRCP	100	-
19	R&D/PI/261	Improvement to Colombo Kandy Road- I Road Project	CH. 39+710km to CH. 115+880km	Senior Project Director, I Road Project	Not required to carry out as per Project Director, I Road Project	-
20	R&D/PI/261	Improvement to Katugastota Kurunegala-Puttalam Road -I Road Project	CH. 0+000km to CH. 38+130km	Senior Project Director, I Road Project	investigation & Lab testing completed & submitted	-
21	R&D/PI/261	Improvement to Peradeniya Halloluwa Katugastota -I Road Project	CH. 0+000km to CH. 9+990km	Senior Project Director, I Road Project	investigation & Lab testing completed & submitted	-
22		By Pass Road to Munneswaram Temple	-	Project Director, Local Banks Funded Project, RDA	-	-
23		Relabilitation and Improvement to Badulla Chenkaladi Raod (A05)	CH. 132+200km to CH. 277+800km	Acting Project Director, Badulla Chenkaladi Road Improvement Project, RDA	-	-

NUMBER	FILE NO	PROJECT	SECTION	REQUESTED BY	PROGRESS AS AT END OF DECEMBER	REMARKS
24	R&D/PI/268	Improvement to Kaluwella Karapitiya Labuduwa Road	5.8km Length	NMS Fernando, Team Leader,/Engineer, STDP (South section)	100	-
25	R&D/PI/248	Galle Road from Wellawatta Junction to Maliban Junction	-	Chief Engineer (Colombo), RDA	50	-
26	R&D/PI/240	Member's Car Park at Water's Edge	Car Park	Chief Engineer Colombo, RDA	100	-
27	R&D/PI/237	Construction on Bus Stand at Sri Jayawardanapura Hospital Approach Road	Bus Stand	Chief Engineer Colombo, RDA	100	-
28	R&D/PI/227	Aluth Mawatha from Mattakkuliya to Fort YMBA (Overlay)	CH.0+825-6+340KM	Chief Engineer Colombo, RDA	100	-
29	R&D/PI/160	Marine Drive (Stage 1- Ramakrishna road to Melbourn Avenue and stage 2	-	Chief Engineer (Projects) - Colombo, RDA	100	-
30	R&D/PI/263	Denzil Kobbekaduwa Mawatha (From Koswatta Junction to Palam Thuna Junction) and Koswatte Junction	Koswatta Junction to Palam Thuna Junction	Chief Engineer (Projects) - Colombo, RDA	100	-
31	R&D/PI/264	Widening and Improvement to Cotta Road	CH. 0+500km to CH. 0+800km	Chief Engineer (Projects) - Colombo, RDA	100	-
32	R&D/PI/270	Kawdana Attidiya Road	CH.0+000 -2+500KM	Chief Engineer (Projects) - Colombo, RDA	-	-
33	R&D/PI/255	Colombo Kandy Road from Kadawatha to Nittabuwa (23km)	CH.17+000 - 40+640KM	Chief Engineer (Gampaha), RDA	90	-
34	R&D/PI/265	New Nuge raod, Peliyagoda	1.3km length	Chief Engineer (Gampaha), RDA	10	-
35	R&D/PI/269	Kadana Ragama Road	CH.2+000 -2+900KM	Chief Engineer (Projects) - Gampaha, RDA	40	Traffic data not received
36	R&D/PI/230	Eheliyagoda Town Area on CRWB Road (4 lane section)	From Moragalla Junction CH.69+650 -	Chief Engineer (Designs)- (Ratnapura), RDA	100	-

NUMBER	FILE NO	PROJECT	SECTION	REQUESTED BY	PROGRESS AS AT END OF DECEMBER	REMARKS
			72+150KM			
37	R&D/PI/262	Widening and Improvement to Kuruwita Town on CRWB road	-	Chief Engineer - Design, RDA, Ratnapura	Investigation is carried out by CE, Ratnapura	-
38	R&D/PI/262	Widening and Improvement to CRWB road	110th KM	Chief Engineer - Design, RDA, Ratnapura	Investigation is carried out by CE, Ratnapura	-
39	-	Louis Pieris Mawatha, Kandy (B551)	CH.0+000-0+654KM	Chief Engineer (Projects) SCDP-Kandy, RDA-	100	-
40	-	Halloluwa Katugastota Road	CH.3+000-10+000KM	Chief Engineer (Projects) SCDP-Kandy, RDA-	30	-
41	R&D/PI/251	Kaluaggala -Labugama Road (B188)	CH.0+000-14+000KM	Executive Engineer, Awissawella, RDA	65	RC investigation & design need to be completed
42	R&D/PI/247	Puwakpitiya -Thummodara Road (B426)	CH.0+000-9+650KM	Executive Engineer, Awissawella, RDA	30	Traffic data not received
43	R&D/PI/252	Panagoda - Henpita Road (B354)	CH.0+000-6+440KM	Executive Engineer, Awissawella, RDA	100	-
44	R&D/PI/246	Mampe-Kottawa Road (B267)	CH.0+000-6+230KM	Executive Engineer, Awissawella, RDA	100	-
45	R&D/PI/241 (3)	Kottawa-Thalagala (B239)	CH. 1+000 - 15+480KM	Project Director, Miscellaneous Foreign Aided Project, RDA	100	-
46	R&D/PI/241 (4)	Kotte-Bope(B240)	CH. 16+740 - 28+040KM	Project Director, Miscellaneous Foreign Aided Project, RDA	100	-
47	R&D/PI/241 (5)	Moratuwa-Piliyandala (B295)	CH. 0+000-2.620KM	Project Director, Miscellaneous Foreign Aided Project, RDA	95	widening area need to be completed

NUMBER	FILE NO	PROJECT	SECTION	REQUESTED BY	PROGRESS AS AT END OF DECEMBER	REMARKS
48	R&D/PI/241 (7)	Piliyandala- Maharagama Road (B367)	CH. 1+000 - 6+380KM	Project Director, Miscellaneous Foreign Aided Project, RDA	100	-
49	R&D/PI/241 (8)	Orugodawatta- Ambatale Road (B435)	CH. 0+000 - 7+700KM	Project Director, Miscellaneous Foreign Aided Project, RDA	75	-
50	R&D/PI/241 (9)	Walgama -Diyagama Road (452)	CH. 0+000 - 7+060KM	Project Director, Miscellaneous Foreign Aided Project, RDA	100	-
51	R&D/PI/241 (10)	Welikada- Kohilawatta Road (B469)	CH. 0+000 - 6+030KM	Project Director, Miscellaneous Foreign Aided Project, RDA	100	-
52	R&D/PI/227	Aluthmawatha Centre Road (Mattakkuliya) (Widening and Improvement)	CH. 0+400 - 1+024KM	Project Director, Miscellaneous Foreign Aided Project, RDA	75	-
53	R&D/PI/260	Kaduwela Junction to Athurugiriya	CH. 0+000- 9+250KM	Project Director, Miscellaneous Foreign Aided Project, RDA	95	-
54	R&D/PI/260	Wadduwa Moranthuduwa Road (B/449)	CH. 0+000- 5+280KM	Project Director, Miscellaneous Foreign Aided Project, RDA	60	-
55	R&D/PI/260	Moragolla to Bellana	CH. 0+000- 9+830KM	Project Director, Miscellaneous Foreign Aided Project, RDA	40	-
56	R&D/PI/260	Walgama Athurugiriya	CH. 0+000- 1+770KM	Project Director, Miscellaneous Foreign Aided Project, RDA	95	-
57	R&D/PI/233	Ambepusse - Kurunegala - Trincomalee Road (A006)	CH.0+000 - 75+000KM		100	-
58	-	Pavement design for Anuradhapura Tricomalee Road (A12)	CH.77+850 - 79+630KM	RE, Anuradhapura Trincomalee road project	100	-
59	R&D/PI/267	Internal road construction at Muthurajawela petroleum storage Terminals Limited	-	M.S.N. Niyas, Operations and Distribution Manager, Muthurajawela Petroleum Terminal	100	-

Pavement design review was carriedout on following road sections.

Local Bank Funded Project, Chinese Development Bank Funded Projects & NRCP

1. Bangadeniya – Andiyagama – Anamaduwa Road (0-14km)
2. Giriulla – Dankotuwa Road (22-28km)
3. Ibbagamuwa – Kumbukgete – Madugalla Road
4. Galagedara – Horana Road (11-19km)
5. Medawachchiya – Kebitigollawa (0-12.6km) (B 283) & 12.6 – 25.4km
6. Vavuniya – Horowpothana (24-34km) (A 029)
7. Kebithigollawa – Padaviya B(211) 0 – 15.5km
8. Chilaw – Wariyapola Road (B 079) 0 – 29.4km
9. Kadawalagedara – Withikuliya Road (B 167) 0 – 14km
10. Meepe – Ingiriya Road 0 – 18km
11. Thalgodapitiya – Yatawatta – Dombawela road (B 409) – 0-3,5-8km
12. Ratnapura – Palawella Road (B 390) 0-11km & 11-21km
13. Meegahagandura – Kumaragama Road 0-8.8km
14. Gallle – Udugama Road (B 129) 20-25, 0-7, 7-9, 9-11, 11-15km
15. Muttetugala – Hiripitiya Road (B 300) 5-10, 10-13, 13-18.5
16. Seeduwa – Udugampola Road 0-11.7km (B 400)
17. Seeduwa – Katunayake Road 0-3.0 km (B 598)
18. Wattala – Mahara Road (B460) 0-7.24km
19. Veyangoda Ruwanwella Road12-32km
20. Seeduwa – Udugampola Road (2nd submission)
21. Seeduwa – Katunayake Road (2nd submission)
22. Hasalaka Handungamuwa Road (B484) 0-20, 20-27, 27-45
23. Bibile – Uraniya – Mahiyangana Road 0-10, 18-22
24. Mallawapitiya – Rambadagalla Road (B 264) 0-10, 10-15
25. Passara – Monaragala Road (A 022) 0-5, 5-10, 10-15, 16.5-26.5km
26. Ambalangoda – Elpitiya – Pitigala Road (B014) 16.5-29km
27. Ratnapura – Pelawatta – Karavita Road
28. Thangalle – Kadurupokuna – Beliatta (B 628) (0-5km) & Kadurupokuna – Dedduwawala Road 0-12.76km
29. Bodagama – Hambegamuwa – Kaltota Road 0-30km
30. Naula–Elahera–Laggala–Palllegama–Hettipola Road (B312) 0-8.4&19–33.5km
31. Maxiddapuram – Keerimalai (B 277) 0-2+84km
32. Embilipitiya – Moraketiya –Galwewa (Hambantota Hub Development Project)
33. Thalduwa – Meevitigammana (B 408) 0-17km
34. Battaramulla – Pannipitiya Road (B047) 0-3.5km
35. Kotte – Bope (B240) 0-3.7km
36. Avittawa – Lewwanduwa (B114) 9.83 – 27.0km
37. Ambepussa – Kurunegala – Trincomalee (A006) 75km – 90km
38. Weligatta – Bundala-Kirinda Road 0-19.2km
39. Pelmadulla – Embilipitiya – Nonogama Road (A018) 66.2-87.69km
40. Hiniduma-Opatha-Pitabeddara (B153) 0-31.5KM
41. Warakapola-Anguruwawella-Karawanella Road (B457) (0-22km)
42. Embilipitiya-Moraketiya-Kiribbanara-Udamawewa 6-11km & 11-14km

43. Internal Roads – Dayatakirula February 2015 in Matara
44. Kirinda – Palatupana – Yala 0-12.5km
45. Hendala-Hunupitiya Road (B151) 0-4km
46. Medawachchiya-Horowpothana (B282) 0-10km
47. Relocation of Welimade – Badulla Road (Umaoya Multipurpose & Development Project) (Puhulpola relocation road 2km)
48. Wattegama-Matale 8.8-10km
49. Jangulla-Bogoda (0-3)km, Badulla-Kandy-Rajamawatha Via Uva Ketawela (0-15)km & Dickwella-Jangulla-Galauda (0-6.7)km
50. Galina-Godagama & Internal Roads Dayatakirula
51. Narammala – Dankotuwa (16-45.2)km
52. Bandarawela-Uva Highland – Attampitiya Road 1-4km

3.7.2.3 Research Projects

In 2014, Research and Development Division engaged in following research projects.

i. Studying the Rhelogical properties of Polymer Modified Bitumen
Laboratory studies completed for Plastomeric Modified Bitumen. A 3km trial section was done on Colombo – Katunayake Road (at 11.5km). Monitoring of the road section is in progress.

ii. Co-relationship between the DCP-CBR and 04 day soaked CBR for locally available soils
Data collection is in progress.

iii. Effect of the application temperature on reflectivity of Thermoplastic paints
Laboratory equipments were purchased for testing of Thermoplastic Paints. Laboratory study will be commenced after the completion of construction of Thermoplastic Paint Laboratory.

iv. Causes to find out premature cracks of Asphalt Concrete Surfacings in relation to the Viscosity of different grades on bitumen. Relevant equipment was purchased. Laboratory testing will commenced after renovation the laboratory.

v. Formulation of bitumen emulsion for priming addressing to the zones in Sri Lanka with Maganeguma Emulsion Plant.
A formula for prime emulsion was done. Field trials have also been done.

vi. Dry rubber modified Asphalt Concrete Mix Design (With University of Moratuwa, Department of Material Engineering) commenced Laboratory testing

The project was completed.

vii. Aggregate base course stabilized with Portland lime stone cement.
This was discussed with Holcim (Lanka) Ltd. Project was not commenced.

viii. Review and analysis of pavement designs using mechanistic tools
Draft report prepared for submission.

ix. Colored Asphalt Surfacing
Laboratory study was completed. Report was also submitted.

x. Determination of Aging characteristics of pavement layers
Not commenced yet.

3.8 Land Acquisition & Resettlement

The Land Acquisition & Resettlement Division is mainly responsible for land acquisition & resettlement work. This is coming under the Additional Director General (Construction Design) and headed by a Director who is assisted by Deputy Director and supporting staff.

As in many developing counties, Sri Lanka is a growing precipitancy to come up with creative and sustainable solutions to tackle the needfulness of infrastructure. This situation is ever boosted due to the rapid change of the environment. Therefore, the lands has a vital importance in RDA due to the requirement of land for the constructions, expansions, widening and extensions and improvements of expressways, highways, bridges, roundabouts, and.

The major process involving in Land Division in RDA is the land acquisition. From the date that the acquisition proposal came to the agenda, the land acquisition process proceeded in order to the provisions of the Land Acquisition Act. The process also includes the taking over the land, paying compensation, resettlement and registration under the government. In certain circumstances Project Management Units also carried out the land acquisition process with respect to their projects. Despite of this, Land Division is responsible for the management of the lands owned or used by the RDA, through Chief Engineers and Executive Engineers. Moreover, all relevant duties of lands occupied by RDA, transferred from Department of Highways are being collected and prepared a Database. Thus, the database is maintained and updated for easy handling and summarizing of records in respect of lands acquired by RDA for road development works.

Land Acquisition procedure was performed as per the Land Acquisition Act No. 9 of 1950, under both normal and emergency acquisition procedures. In addition, the Land Acquisition & Resettlement Division was coordinated with Ministry of Land & Land Development, Department of Surveys, Divisional Secretaries offices, Department of Valuation and Attorney General's Department to pursue the land acquisition and resettlement functions.

Table 33: Land Acquisition Details and Payment of Compensation

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Western Provience - Colombo District						
Mattakkuliya - Center Road & Aluth Mawatha (0.675km)	107	107	107	_	_	_
Mattakkuliya Aluthmawatha (Part I/ St. John's way to St. James's Street) (0-0.7km)	153 (AT)	_	_	_	_	_
Mattakkuliya Aluthmawatha (Part II/ St. James's Street- Horbour Street) (0.7 - 1.4km)	_	_	_	_	_	_
Kottawa - Pinhena Road (1km)	189	175	175	_		_
Kelanimulla - Mulleriyawa - Koswatta Rd (0-3.120km)	330	300	300	_		27,290,000.00
Kelanimulla - Mulleriyawa - Koswatta Rd (3.120 - 5.140km)	270	270	_	_	_	_
Koswatta Junction (300 m)	61	61	61	_	_	_
Orugodawatta - Ambathale (7.6 km)	1392	1392	1392	_	_	_
Marine Drive -Kollupitiya Station - Rammuthu Hotel Galleface (0.640km)	30	11	14	30		407,027,053.70
Ramakhishna to Farzer Avenue (1.08km)	30	20	25	30	14,812,894.20	36,700,000.00
FrazerAvenue To Dehiwala Station (1.05km)	138 (AT)	138	137			
New Kelani Bridge (2.3km)	439 (AT)					
Maharagama Town (0.88km)	235	150	142	142	243,540,000.00	56,870,000.00
Weigh Bridge towards Kottawa on CRWB (120 Km)	13	6	7	_	_	
Moratuwa -Rawatawatta to Kospelena Bridge (De Zoysa Rd)(2.5km)	391 (AT)	391	391	_	_	_
Sri Jayawardhanapura - Welikada- ButhgamuwaRoad (1.0km)	199					

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Western Provience - Gampaha District						
Colombo - Kandy Road - Phase I (17+000Km - 21+200Km)	754	545	545	345	852,462,571.20	213,311,692.80
Phase II (21+000Km - 27+000Km)	1029	730	730	78	259,743,533.28	935,593,076.00
Phase III (27+000Km - 34+500Km)	1457	1082	1082	897	146,640,406.99	719,928,315.74
Phase IV (34+500Km - 39+500Km)	682	682	682	_	_	17,000,580.00
Kelaniya - Mudungoda Road (0-3.6km)	750	750	750		7,900,000.00	
Kelaniya - Mudungoda Road (3.6-5.8km)	243	243	243			
Kelaniya Mudungoda Road Bandarawatta Juncton (12-13km)	239	239	239			
Kelaniya Mudungoda Road	1873 (AT)	1873	1873			
Hekitta - Negombo Road (Apporoach Road) (5km)	533					6,553,000.00
Bridge of No. 38/3 Peliyagoda Putthalama Road (Kochchikade Bridge) (0.4Km)	9	9	9	_	_	_
Hendala - Hunupitiya Rd Bridge No. 2/2 Acsess Road (0.8km)	58					
Gunasekara Mawatha at Welisara - Step I (1.17km)	115 (AT)	115	115	_	_	_
Gunasekara Mawatha at Welisara - Step II (1.17 - 1.76km)	52 (AT)	52	_	_	_	_
Udupila Junction (Kelaniya Mudungoda Rd) (200m)	73	61	61	60		116,000,000.00
Makola to Galwala Junction (Phase - I) - (3.5km)	310	238	238	120	50,000,000.00	75,000,000.00
Galwala to Mawaramandiya (Phase - II) - (1.5km)	261 (AT)	261	_	_	_	_
Mawaramandiya to Udupila (Phase - III) - (5km)						
Miriswatta - Wathurugama Rd (9.5KM)	871				58,021,730.00	189,658,284.00
Thalduwa - Meevitigammana Rd (3km)	175				18,824,500.00	29,783,634.00

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Manimgamuwa - Mellawagedara RD (3.5km)	138 (AT)					
Negambo Main Street (2km)	230 (AT)					
Negambo - Meerigama Rd (5.4 - 15.0km)	540 (AT)	540				
Veyangoda Fly over	55	55	27		32,266,525.00	
kotugoda Bridge	4				2,353,000.00	
Bridge No 8/3 Hanwella - Pugoda - Urapola Road	8				1,004,000.00	
Kaduruwela Town Road	17				567,216.00	5,338,100.00
Western Provience - KalutharaDistrict						
Nagoda - Kalawellawa - Bellapitiya Rd (Bulathsinnhala Town) - 39.3 - 39.8km	347	347	347	_	_	_
Additional Aqu.(Bulathsinnhala Town) (400m)	14	14	_	_	_	_
Keselhenawa Town Development (1.7km)	172	_	_	_	_	_
TOTAL	14985	10857	9692	1702	1,688,136,376.67	2,836,053,736.24
Central Provience - Kandy District						
William Gopallawa Mawatha (2.1km)	221	221	221	_	68,275,935.00	_
Kandy - Kirimetiya Road (7.591km)	642	642	642	_	_	_
Mahaiyawa Tunnel to Katugasthota Bridge (1.502 - 2.250km)	234	234	234	_	_	_
Kandy - Jafna Road (25.3 - 27.3km)	571	571	571	_	_	_
Darmashoka Dombawela Mawatha (3.4km)	213 (AT)	213	213			
Madawala - Digana Road (8.3km)	698 (AT)	698	698			
Katugasthota - Madawala Road (6.248km)	169 (AT)	169	169			
Luvipiries Mawatha (0.6km)	13 (AT)	13				

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Peradeniya - Haloluwa (0.6km)	112 (AT)	112	112			
Peradeniya - Katugasthota(3 - 10.04km)	250 (AT)	250	18			
Asgiriya by pass to Mahayyawa Tunnel (0.75km)	31	31	31	_	_	_
Galagedara - Rambukkana Road (10.5km)	920	920	920	_	1,840,839.00	457,858.00
Atabage - Dunugalla (3.9km)	178	178	178	_	_	_
Central Provience - Nuwara Eliya District						
Thennekumbura - Rikillagaskada Rd (20.3km)(from 20.2 - 40.5km)	1243	1243	1181			
Thennekumbura - Rikillagaskada Rd (32km)(From 40.5 - 72.5km)	2762 (AT)	2762	1631	_	_	6,861,875.00
Central Provience - Matale District						
Matale - Uduphilla (6km)	577	577	577	_	_	_
Matale - Ilukkumbura - Laggala Rd (10km)	907	907	907	_	_	_
TOTAL	9741	9741	8303		70,116,774.00	7,319,733.00
Sabaragamuwa Provience - Rathnapura District						
Rathnapura By Pass Road (3.06km)	146	146	146	_	_	_
Bandaranayaka Mawatha (0.114km)	52	52	52	_	_	_
Pulingnpitiya Roundabout Junction (1.5km)	237	237	237	19	4,495,500.00	3,468,000.00
Moragahayata Juntion (200m)	82	82	82	14	_	19,000,950.00
Town Develoment Kuruwita (175m)	44	44	44	12	_	9,695,400.00
Thiriwanaketiya - Agalawaththa Road Bridge No. 14/1, 21/3, 33/2 (100m)	40	40	40	_	_	_
Palawela - Kuruwita Road Bridge No. 17/9 (100m)	5 (AT)	5	5			
Moragahayata Bridge 99/06 (Colombo - Rathnapura - Batt Road) (250m)	5 (AT)	5	5			
Sabaragamuwa Provience - Kegalle District						

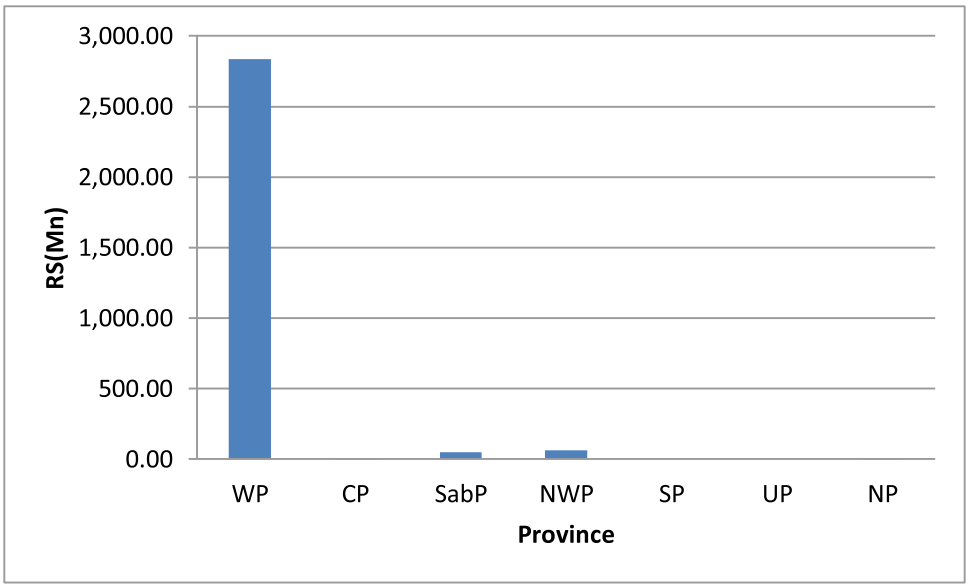
Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Thaldoowa - Meewitigammana Road(0.000-15+250km)	201	201	201	40	_	11,440,580.00
Kegalle Bypass I, II, III (2.6km)	231	231	231	40	14,087,000.00	5,321,250.00
Warakapola by pass(1.6km)	145 (AT)	145	145			
Bulathkohupitiya - Karawanella Road (24km - 27km)	317	317	317	_	_	_
Additional Land Accquation Kegalle By Pass (500m)	8 (AT)	8	8			
Mawanella By Pass (Additional Acquisition I,II,III) (400m)	108	108	108	_	_	_
Town Develoment Kegalle(0+000 - 2+640km)	315	No Land Acq.				
Galigamuwa Ruwanwella Road (0+010 - 28+015)km	711	No Land Acq.				
Bulathkohupitiya New Juntion (Kegalla Town) (450m)	7 (AT)	7				
Colombo Kandy Road (Kegalle town) (1km)	8 (AT)	8	8			
Weeyangoda - Ruwanwella Road Bridge No. 33/1 (250m)	38	38	38	_	_	_
TOTAL	2700	1674	1667	125	18,582,500.00	48,926,180.00
North Western Provience - Kuruegala District						
Pannala Inter Section (500m)	64	64	64	_	_	62,140,000.00
Narammala Town Development (750m)	285	285	285	_	_	_
Main Street (500m)	114	114	114	_	_	_
Palavi - Kalpitiya (12km)	655	655	528	_	7,392,000.00	_
Thalgodapitiya Dombawela Road (20km)	1058	1058	1058	_	_	_
Mutthettugala - Hiripitiya Road (5km)	349 (AT)	349	349	_	_	_
Maho Flyover (500m)	141 (AT)	141	141	_	_	_
Tank Circular Road (2km)	205 (AT)	205	205	_	_	_
Kurunegala Madampe Road (15km)	1500 (AT)	1500	1500	_	_	_

Project	Total Number Of Lots	Publication On Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Willuwa Juntion (350m)	36	36	36	_	_	_
Bavuddaloka Mawatha (1km)	69 (AT)	69	69	_	_	_
Seva Road (750m)	19 (AT)	19	19	_	_	_
Bo Tree Juntion (500m)	15 (AT)	15	15	_	_	_
Narammala Giriulla Road (200m)	4 (AT)	4	4	_	_	_
Ujekele - Kadigawa Road (3km)	24 (AT)	24				
TOTAL	4538	4538	4387	_	7,392,000.00	62,140,000.00
Southern Provience - Galle District						
Imaduwa Town Development	235	235	235			
Bridge no 98/1 on CGH Road	14	14	14			
Akurala Bridge on CGH Road	5	5	5			
Seenigama Bridge	6	6	6			
Nagoda - unanvitiya - NayapamulaRd	12	12	12			
bride no. 104/1 on CGH Road	7	7	7			
Southern Provience - Matara District						
Yatiyana Juntion (12.7 - 13.291km)	118 (AT)	118	118			
Thihagoda Junction (8.180 - 8.66km)	60 (AT)	60	60			
Kamburupitiya- Mawarala- Kotapola Road (8.25 - 9.1km)	111 (AT)	111	111	_	_	_
Kamburupitiya - Mawarala - Kotapola Extra Land Acquision(8.25 - 9.1km)	121 (TL)	_	_	_	_	_
Matara - Hakmana Road (2km)	382	339	336	_	_	_
Imaduwa Town Development	33	33	33	_		
Hakmana Kohuliyadda Road (0+020 - 1+800km)	196	196	196	_		
Weligama - Thelijjawila Rd 1st mile	274	274	274	_		
CGHW Rd (166km) (165.5-166.1km)	52	52	52	52	3,500,000.00	
CGHW Rd (166km) (165.5 - 166.1km) Extra Land Acq.	63 (AT)	63	63	_	_	_

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
CGHW Rd (172km) (171.24 - 171.49km)	2	2	2	_	_	_
Matara Anagarika Dharmapala Mw	2	2	2	_	_	_
Matara Anagarika Dharmapala Mw	2	2	2	_	_	_
Matara Hakmana Road Culvert No. 2/2	3	3	3	_	_	_
CGHW Rd (183km)	6	6	6	_	_	_
Matara hakmana Road (182+150 - 183+300km)	6	6	6	_	_	_
Narandeniya Hakmana Road	84	84	84	_	_	_
Deniyaya Veheraheana 1/2 bridge	25	25	25	_	_	_
Radampala Junction	35	35	35	_	_	_
Radampala Extra Land Acquis.	8	8	8	_	_	_
Walasgala Junction	54	54	54	_	_	_
Hunnadeniya Junction	33	33	33	_	_	_
Kirinda Junction	146 (TL)	_	_	_	_	_
Dikwella Junction	236 (TL)					
Southern Provience - HambantotaDistrict						
Mirijjawila - Sooriyawewa Road (0+000 - 23+540km)	827	827	827			
Hambantota-Gonnoruwa-Meegahajandura (0+000 - 29+400km)	804 (AT)	804	804			
Beliaththa Roundabout	212	212	212			
Approach Road to Mattala Air Port Road (0+000 - 12+000)	93	93	93			
Beralihela- katharagama (0+000 - 9+500km)	200	200	200			
Mirijjawila - Sooriyawewa Flyover	5	5	5			
Hakmana - Tangalle Town	76	76	76			
Interchange at MattalaAirport	80	80	80			
Hambantota Outer Circular Road (0+000+ - 6+000km)	118 (AT)	118	118			
Ambalanthota Alternative Road	54 (AT)	54	54			
Walasmulla Town	363	363	363			

Project	Total Number Of Lots	Publication Of Sec.2 Notice (Lots)	publication of Sec 38(a) Notice (Lots)	Acquisition of completed Lot Nos (in 2014)	payment Made up to 2013	Payment made Made During 2014
Weeraketiya Town	214 (AT)	214	214			
Weeraketiya - Pradeshiya saba Office Road	100	100	100			
Weeraketiya - Rathnaudayaya Road	28	28	28			
Damunna - Weeraketiya Road	11	11	11			
Weeraketiya - Divisionl Secratory Office Road	44	44	44			
Weeraketiya Kotabo Juntion	38 (AT)	38	38			
Gonnoruwa - Keliya walana Juntion	130	130	130			
TOTAL	5728	5182	5179	52	**3**,500,000.00	
Uva Provience - Badulla District						
Badulla Kandy Road (Raja Mawatha) (1.57 - 7.00 Km)	417	417	417			
Bibila - Uraniya Road	245 (AT)	245	245			
Alternative Road at Buttala	20 (AT)	20	20			
TOTAL	682	682	682			
Northern Provience - Jafna District						
Jaffna- pannal - Kayts Road (15+700 - 20 + 275Km)	198	198	198	114	_	9,519,000.00
TOTAL	198	198	198	114	_	9,519,000.00

Figure 13: Provincial wise distribution of Land Acquisition Payment in 2014



3.9 Implementation of Environmental and Social Safeguard Measures

Implementation of Environmental and Social Safeguard Measures are conducted through the Environmental and Social Development (ESD) Division of RDA. The Additional Director General (Construction Design) and the Director (Environmental and Social Development) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

From the initial guidance given through the Technical Assistance Project funded by ADB, Environmental and Social Development Division is well established and continued to assist all key divisions and Project Management Units set up in RDA in monitoring and executing environmental and social safeguard measures related to road development projects. Further, the division actively involved in various technical evaluation committees set up by various government agencies which included the Central Environmental Authority (CEA), Department of Coastal Conservation (DCC), Forest Department, Department of Wildlife Conservation and Ministry of Power and Energy, etc.

Functions and responsibilities of ESD are mainly of two folds, i.e. the documentation part and safeguards monitoring part. Effectiveness of these activities was greatly supported by the Management Information System (MIS) developed for ESD, which contains bio-geographic and socio information of the country.



Monitoring Gender Action Plan



Taking Noise measurement

3.9.1 Environmental Dimensions

Basic Information Questionnaire (BIQ), Rapid Environmental Assessment check list, Environmental and Social chapters of project pre – feasibility and feasibility reports, Initial Environment examination, Environmental Impact Assessment reports, Environment action plans sections of contract bidding documents, Environment Management and Environment Monitoring plans and Monthly and Quarterly monitoring reports on environmental safeguards compliance are the Environment Safeguards compliance documents which are either prepared or reviewed by the division.

Support to various RDA divisions and projects with respect to Environmental Dimensions as follows.

i. Preparation of the Environment Impact Assessment (EIA) report for Southern Extension from Matara to Mattala and obtaining environmental approval from CEA.
ii. Preparation of the Supplemental Environment Impact Assessment report and obtaining environmental approval for the proposed Athurugiriya interchange of Outer Circular Highway.
iii. Preparation of Initial Environmental Examination (IEE) report and obtaining environmental clearance for Ranna - Wetiya (B548) road
iv. Preparation of IEE and obtaining environmental clearance for Sooriyawewa - Embilipitiya road
v. Preparation of IEE and obtaining environmental clearance for approach road to Kelanisiri bridge
vi. Preparation of environment checklists and Initial Environmental Examination reports for Southern, Sabaragamuwa, North Central and Western Province for I road project
vii. Preparation of EMP for 688km length roads in the Southern province under I road project
viii. Obtaining environment clearance for Kochchikade bridge (38/3) of A003 road.
ix. Obtaining Environment Clearances for 18 bridges to be funded under Kuwait funding out of 25 bridges.
x. Obtained CEA environmental approval for six road improvement projects out of proposed 24 roads under additional funding by the China Development Bank

xi. Obtained environment clearance for proposed Kegalle bypass road.

xii. Preparation of second annual report for completed projects under NRCP

xiii. Obtained CEA environmental clearance for 11 bridges and 9 roads under Saudi funds

xiv. Obtaining CEA approval for proposed 16 landslide locations under landslide disaster protection project of the national road network in Sri Lanka

xv. Reviewing of Environment Impact Assessment (EIA) report prepared for Southern Extension stage IV - Hambantota Seaport to Mattala Airport via Andarawewa.

xvi. Reviewing of the Environment Impact Assessment prepared for the proposed New Kelani Bridge

xvii. Reviewing EIAs of Phase 1,2 3 and 4 of Northern Expressway Project

xviii. Reviewing EIA prepared for Southern Expressway Extension Project Towards Colombo Project – Stage I

xix. Reviewing of BIQ prepared for the proposed elevated expressway for the traces from Kottawa/Malapalla to Kimbulawa junction and Rajagiriya to Orugodawatta

xx. Reviewing of EIA report prepared for Kandy-Badulla road

xxi. Monitoring of environmental and social safeguards of NRCP-AF roads

xxii. Inspection and reporting on environment and social issues in asphalt plants and quarries operated by RDA.

xxiii. Undertaking field reconnaissance to Northern Road Connectivity Project (NRCP) road packages on environmental and social safeguards compliance and submitting monthly progress reports to ADB.

xxiv. Assisting Project Management Units (PMUs) of Outer Circular Highway Phase I and NS1 in complying environmental and social safeguard compliance.

xxv. Obtaining CEA clearance for World Bank Funded roads located in Kandy such as B365, B205, B256, Dharmashoka Mawatha, Expansion of Mahayyawa tunnel etc…

xxvi. Preparation of Initial Environmental Examinations (IEE) and obtaining environmental approval from CEA and ADB for Vavuniya – Kebithigollewa section of A029 Road, Bogahahandiya – Pulmudai (B060) road and Kebithigollewa New Town Road (B210).



Conducting Ecological survey



Conducting focus group discussion

3.9.2 Social Dimensions

For the Social Safeguards, initial poverty and social assessment, involuntary resettlement screening check list, indigenous people summary check list, resettlement plans (RPs) and monitoring of reports on RPs are considered. Following social dimensions are done during the year 2014.

i. Preparation of Resettlement Plan (0+000km – 13+000km) for Southern Extension from Matara to Mattala.
ii. The Resettlement Plan of New Bridge Construction Project over Kelani River was updated and ESDD assisted the improving of the compensation policy.
iii. Review of Resettlement Framework, Social Assessment report and Resettlement Plan for Fort Access road under Southern Extension towards Colombo Project.
iv. Review of Social Assessment and Resettlement Plan for Kottawa/Malapalla to Kimbulawala junction and Rajagiriya to Orugodawatta road trace of Southern Extension towards Colombo Project.
v. Review of Resettlement Plans prepared for Stage 1 & 2, Stage 3 and Stage 4 of Northern Expressway Project.
vi. Preparation of completion report for social safeguards of Northern Road Connectivity Project.
vii. ESDD continued to assist Northern Road Connectivity Project – Additional Financing (NRCP – AF) in meeting social safeguards compliance required under ADB social

safeguards policy and National policies; The Resettlement Plan for Jaffna – Pannai – Kaytes (AB019) Road and semi annual report for social safeguards of NRCP – AF was prepared.

viii. ESDD continued to send Project Performance Management System (PPMS) report on STDP to ADB quarterly.



Consulting stakeholders



Consulting general public

3.9.3 Management Information System (MIS)

As in the previous year, this year also the MIS continued to gather data on Bio - Geographic and social information. This information was effectively utilized in preparation of environmental and social safeguards documents. ESDD MIS wing also involved in GPS/GIS mapping of 1200km including road trace, important land marks and features under Integrated Road Investment Program.

A database was prepared to store the information on lands acquired by RDA. Further, ESDD continue to monitor Project Management Unit staff in entering data to the database.

Following are a few illustrations of ESDD staff working in the field to collect relevant environmental and social data.



Conducting meeting with contractors



Inspecting siltation pond of a batching plant

3.10 Planning and Reporting

Planning and reporting comes under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division. P2 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

The Project formulation and monitoring unit of the Planning Division of RDA is responsible for all the work involves from road project concept stage to implementation stage.

The main function of this unit is attending to requirement of Road Network development including identification of missing links, new roads to augment present network to cater to future demand. Major functions involved in planning process such as concept development, route identification, pre-feasibility & feasibility studies, traffic demand forecasting and relevant economic analysis. In addition, maintaining databases with respect to road condition, traffic, project data and road infrastructure data.

In the process of project formulation, road projects for rehabilitation & improvement are identified on priority basis using the Road Network Condition Database maintained by the Planning Division of RDA. Selection of roads for rehabilitation or improvement on priority basis is done using highway development model, HDM_4.

Feasibility studies are carried out to ensure the economic feasibility of proposed rehabilitation/ improvement. In case of new projects, all possible alternatives are considered in the feasibility study. In carrying out traffic analysis, future traffic situations on roads are forecasted using the STRADA traffic forecasting model. If the project is feasible and if the project traverses through an environmentally sensitive area, environmental approval is obtained from the relevant authority before project implementation. This process is done by mutual coordination with Environmental & Social Division of RDA & the Project formulation and monitoring unit of Planning Division.

In the meantime, the concept of the project is forwarded to the Department of National Planning to get it approved by the Government for implementation. For projects for which foreign funding is to be sought, funding applications are prepared for submission to the Department of External Resources to negotiate for funding with foreign agencies such as ADB, JICA, World Bank, KOICA, China, Saudi, UK, OPEC, Kuwait, EU etc. Coordination with foreign funding agencies and working with various missions with respect to loan negotiations and document preparation is one of the major roles entrusted to this unit. In addition, individual proposals to seek funding from other organizations are also coordinated by this unit and submit to SCARC (Standing Cabinet Appointed Review Committee) for approval.

Annual Action Plan and Corporate plan of Road Development Authority is prepared by this unit of the Planning Division. Annual Action Plan is prepared at the beginning of every year based on the information collected in consultation with provincial directors and other divisions. During the year, work is normally carried out according to the Annual Action Plan. However, priority will be given to emergency requirements and action is taken to revise the Annual Action Plan in the middle of every year to accommodate this requirement. Corporate Plan is prepared as a rolling plan for a period of 5 years and reviewed annually to accommodate the requirements of the current year and the balance period of time.

Also this unit is responsible for preparation of important reports prepared annually by RDA to describe the overall performance of Road Development Authority during each year. RDA Annual Report and RDA performance report to be sent to Central Bank for the preparation of the Central Bank Annual Report are some of them.

Under the Geographical Information Systems Unit (GIS), Spatial Data Base related to National Road Network is maintained. New road traces are identified using GIS data and GPS coordinates are used to develop various maps. Preparation of GIS maps for all road projects are carried out as and when required.

Preparation of manuals and guidelines required for RDA work, publishing and dissemination of those manuals and guidelines among employees of the RDA also fall under its responsibility.

3.10.1 Submission of Reports

During the year 2014, action was taken by the Planning Division of RDA to prepare and submit following reports

- Action Plan 2014 was prepared based on the budgetary provisions and submitted to the Board of Management of RDA
- Corporate Plan 2013-2017 & 2014-2018 were submitted to the Board of Management
- All progress reports (monthly and quarterly) were submitted to the Ministry.
- Performance report of the RDA was prepared and submitted to the Central Bank
- Ongoing and committed project lists were prepared along with GIS maps and submitted to the management as and when required.
- Project Implementation Plan (PIP) 2014-2018 was prepared and submitted to the Board of Management (as an annex to the Corporate Plan).

In order to ensure optimum utilization of the total budgetary provision for the year, necessary approvals for transfers were obtained from the Treasury in accordance with the Financial Regulation (FR) 66.

3.10.2 Preparation of Project Proposals

Preparation of Project proposals and applications for donor funding as required by the External Resources Department were done with respect to the projects under different funding agencies as given below.

3.10.2.1 JICA Assistance

Technical Assistance from JICA for Short Term Expert for JICA STRADA model upgrade

3.10.2.2 EDCF Assistance

Construction of bypass tunnel to divert traffic on Kandy - Mahiyangana road within Kandy City Area

3.10.2.3 KOIKA Assistance

Improvement of Hatton-Maskeliya-Delhousie Road (B149)

3.10.2.4 Saudi Assistance

Construction of Thattuthurai Bridge (Non RDA) across the Lagoon between Samavachathevu and Munichchenai in Trincomalee District with the savings of Batticaloa-Trincomalee road project implement with SFD.

3.10.2.5 World Bank Assistance

Consultancy Services for the Preparation of Documents for Output and Performance Based Road Contracts (OPRC) for National Roads with Financial Assistance from the World Bank

3.10.3 Preparation of Concept Papers for Foreign Funding

RDA submitted concept papers to National Planning Department (NPD) for the following projects

- Widening and improvement of 144.97km of National roads (B149, B320, B339, B346, B423)
- Construction of Ganemulla Flyover
- Construction of 5 bridges Construction of five bridges in Northern, Eastern & Western provinces
- Construction of Flyover at Thalawathugoda, Nugegoda and Maho under the Extension of UK Regional Bridge Project Phase-II
- Construction of two bridges and supply of 50 Emergency bridges under the Extension of UK Regional Bridge Project Phase-II
- Construction of 75 bridges under French Bridge Project Phase -II
- Construction of Warakapola By Pass Phase II
- Construction of Ratnapura By pass
- China Development Bank funded Priority Roads Project 3-Phase-2
- Construction of Flyovers at Kohuwala & Kattiya Junctions under French Bridge Project Phase –II
- Construction of 40 bridges

In addition, amended project proposal for Construction of Extension of Southern Expressway from Matara to Hambantota with link to Mattala (96km) was submitted to the NPD.

3.10.4 Feasibility Studies

Following Feasibility Studies were carried out during the year 2014;

- Feasibility study for rehabilitation of 64.31km of Roads and reconstruction of 13 bridges in Central and Uva provinces
- Feasibility study for Peradeniya-Badulla-Chenkaladi road (A005) from Badulla to Chenkaladi was updated

In addition to the above feasibility studies Economic analysis and Traffic Studies were carried out for followings

- Supplementary economic feasibility study for construction of additional inter changes on Outer Circular Highway
- Initial study report on improving the accessibility for Koralepaththu DSD over the Valachchanai lagoon (Kiran causeway)

3.10.5 Issue of Special Permits for Oversized/ Overweight Vehicles

- Applications have been evaluated and eighteen permission letters were issued for transportation of over dimension cargo.
- Recommendations for the registration of fifteen oversized vehicles and temporary registrations for nine long vehicles were issued.
- One approval was granted to drive unregistered mobile cranes on National Highways

3.10.6 Coordination of project preparatory work with foreign missions

RDA provided necessary assistance for the following foreign missions on project preparatory work with respect to proposed projects and maintained a closer co – ordination to ensure successful completion of their work.

- SFD mission for the Badulla – Chenkaladi road Project
- OFID mission for the Badulla – Chenkaladi road Project
- JICA mission on establishment of Bridge Maintenance & Management Unit in RDA

- To KOICA mission for Area Traffic Control (ATC) System in Colombo Metropolitan Region
- World Bank Mission on improving climate resilience
- World Bank mission on Kandy City Development
- World Bank mission on Output & Performance based Road Contracts (OPRC) for National Roads
- World Bank mission on Highway Asset Management System

3.10.7 GIS Functions

Under the Geographical Information System (GIS) Unit, Geo-spatial Database related to the National Road Network is developed and maintained. Basically it includes road inventory data, road project details, traffic data, bridge data, administrative detail, etc. It collaborated with other road databases (HDM-4, STRADA) providing necessary GIS data related to the National Road Network.

During year 2014, over 250 location maps and detailed maps were prepared by GIS unit for project proposals, funding applications, feasibility reports, Gazettes and other work relevant to the national road network in the Planning Division as well as the Ministry of Highways, Project Management Units, other Divisions in the RDA and other outside institutions.

In year 2014, GIS Unit carried out several GPS Surveys with field visits for existing and proposed roads and bridges. GIS Unit of RDA coordinated with the Survey Department to update existing national road network in 1:50,000 scale for in year 2014.

3.11 Traffic Forecasting Model for Sri Lanka

Traffic Forecasting Model for Sri Lanka is implemented under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division.

Traffic forecasting on National Road Network is important in the planning process. Future traffic is forecasted using Traffic forecasting models taking into account the future development plans of the country and these data are used in transport related studies carried out by PII unit in Planning Division. This unit also maintains a comprehensive data base of the National Road Network related to condition and other characteristics and these statistics are provided to various other organizations on their request.

3.11.1 Development of Traffic Forecast Model

RDA, Planning Division initiated developing a model to forecast future traffic demand on national road network with the technical assistance of JICA. This demand forecasting system covers almost all of A and B class National Roads and expressways in Sri Lanka.
Major features of this system could be summarized as follows:

a)	**Present Road Network :**	A, AB, B class National Road network and Expressway network in whole of Sri Lanka (approx. 2300 links)
b)	**Zoning :**	314 zones (DSD boundary)
c)	**Vehicle type :**	All type of vehicles is displayed as one. (PCU base)
d)	**Present OD :**	Estimated by using District base OD which was described in Road Master Plan in 2007 and sample OD interview survey which was implement in January 2010.
e)	**Assignment method :**	User Equilibrium Assignment method
f)	**Forecasted Year :**	Year 2012, 2017, 2022, 2027, 2032 and 2037

3.12 Road Condition Data Collection and Evaluation

Road condition data collection and Evaluation is carried under the Data Processing Unit (DPU) established in 2012 under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division.

On the path of "Wonder of Asia", the vision of Sri Lanka, the development of infrastructure in the country is necessity to achieve the goals. As the pre – dominant mode of transport in Sri Lanka, road transport system need to be enhanced at satisfactory level with proper operating speeds, less travel time, good condition of the road infrastructures and adequate capacity of the transport system. To overcome the objectives, the picture of the present National Road Network has to be encounted by collecting the relevant road data. DPU was established under Planning Division to accomplish the desired task.

DPU collects the road condition data using Multi Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) which were received under the World Bank Funded Road Sector Assistance Project (RSAP) and performs the process at the office to produce outputs for Highway Development & Management (HDM – 4) software which developed to cater the components of strategic planning, work programming and project preparation within the highway management process. Further, using collected data, the two databases of Highways Information Management System (HIMS) and Road Information System (RIS) are maintained to find out the roads to be rehabilitated in relevant period.

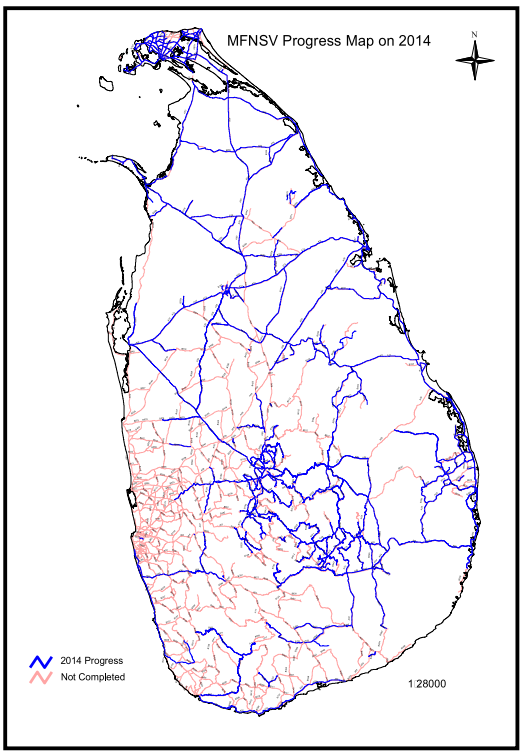
3.12.1 Multi Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometer (FWD)

Table 35: Survey progress of MFNSV & FWD

Type of survey	*Survey length (Lane kilometres)*	*Net work (kilometers)*	*Project (lane kilometers)*	*On expressways (lane kilometers)*	
MFNSV	8,305	6,770	1,085	450	(STDP/OCH)
FWD	2,300	1,200	1,087.6	12.4	(STDP/CKE)

Data collection using Multi Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) was carried out by the Data Processing Unit.

Map 5: MFNSV Survey Progress -2014



Map 6: FWD Survey Progress - 2014

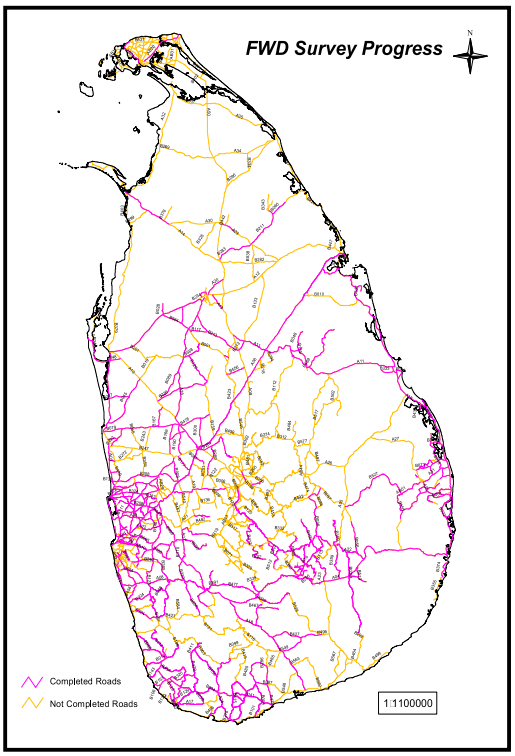


Table 36: Revenue of the MFNSV and FWD for the year 2014

Survey Type	*Invoice No.*	*Requested By*	*Amount (Rs.)*
FWD	RDA/P/FWD/111/14	Project Director (PRP1)	600,000.00
FWD	RDA/P/FWD/112/14	Project Director (OCH-Phase1)	100,000.00
FWD	RDA/P/FWD/113/14	Project Director (LBFP)	100,000.00
MFNSV	RDA/P/MFNSV/109/14	Project Director (PRP2)	350,000.00
MFNSV	RDA/P/MFNSV/110/14	Project Director (STDP - South Section)	350,000.00
MFNSV	RDA/P/MFNSV/111/14	Project Director (OCH-Phase1)	525,000.00
MFNSV	RDA/P/MFNSV/112/14	Project Director (OCH-Phase1)	175,000.00
MFNSV	RDA/P/MFNSV/113/14	Project Director (RSAP)	175,000.00
MFNSV	RDA/P/MFNSV/114/14	Project Director (RSAP)	175,000.00
		Total	***2, 550, 000.00***

Total Revenue for 2014	=	**Rs.2,550,000.00**
Total Revenue up to 2013	=	Rs.7,130,000.00
Total Revenue up to 2014.12.31	=	**Rs. 9,680,000.00**

3.12.1.1 MFNSV Data Processing and Reports Issued

- Data Processing for Roughness was completed for all the roads/sections surveyed.
- MFNSV Survey data on Southern Highway-processing and analyzing.
- MFNSV survey report for STDP south section (30+787 km to 59+650 km)
- MFNSV survey report for completed sections of Outer Circular Highway Milled and Re-overlayed sections
- MFNSV survey report for completed sections of Outer Circular Highway Milled and Re-overlayed - viaduct section (18+440 km to 21+695 km)
- MFNSV survey report for completed sections of Outer Circular Highway (0+000km to 9+400 km)
- MFNSV survey report for STDP south section (95+500 km to 124+700 km)
- MFNSV survey reports for Mahiyangana-Dimbulagala-Dalukkane Road (AB044) (0+000 km to 24+100 km & 24+100 km to 72+500 km)
- MFNSV survey report for Manampitiya-Aralaganwila-Maduru oya Road (B502) (0+000 km to 3+000 km)
- MFNSV survey report for completed sections of Outer Circular Highway (17+600km to 18+200 km)
- MFNSV survey report for Colombo - Galle - Hambantota - Wellawaya (A002) (13+300 km to 18+200 km)
- MFNSV survey report for Galle Road new Deviation(AB011) (0+100 km to 6+000 km)

3.12.1.2 MFNSV Image Analysis work

- MFNSV image analyzing for road inventory and condition data for AB021, AB031, B075 roads.
- MFNSV image extraction for weak pavement locations on Pitakotte Talawathugoda (B368) road.
- MFNSV Image Analysis for condition parameters on RSAP1 Roads(28 sections on 14 roads/sections-total length 606.35km)
- MFNSV image extraction for condition parameters on AB021, AB031 &B075 Roads.
- Image analyzing for condition data was completed for 4990 km (Network)

3.12.1.3 FWD Deflection Data Reports

- FWD Deflection Data Report on Galle - Udugama Road (B129)
- FWD Deflection Data Report completed sections on Outer Circular Highway (0+000km to 6+200 km)

3.12.1.4 Overlay Design Reports Base on FWD Data

- Overlay design on Kandy Mahiyangana Padiyathalawa Road (A026) (3+000km to 14+000km).
- Overlay design on Puttalam-Anuradhapura-Trincomalee Road (A012) (77+850km to 79+650km).

3.12.1.5 MFNSV & FWD Annual Service visits

As per the contract agreement the supplier has to carry out maintenance and repair of the machine as agreed by RDA. Following programmes were carried out accordingly. The experts from the two companies visited Sri Lanka and they did the relevant calibration, maintenance and repair work of the two machines with our staff.

Table 37: Maintenance and Repair of the MFNSV & FWD

Type of Machine	*Date*	*Work done*	*Name of the expert*	*Name of the Company*
MFNSV	22.09.2014 to 26.09.2014	(a) MFNSV equipment full checkup.	Mr.Viet Pham	ARRBGrouLtd, Australia
		(b) MFNSV full calibration.		
		(c) Trial surveys.		
FWD	12.08.2014 to 19.08.2014	(a) FWD machine full checkup and attended to required maintenance.	Mr.Afshin Lotfi	KUAB Company, Sweeden
		(b) Seismometers check up and Replaced the rubber dampers.		
		(c) Performed full machine calibration.		

3.12.2 Work carried out under Highway Development and Management (HDM – 4)

3.12.2.1 HDM – 4 Analysis for Vehicle Operating Cost (VOC)

- The Road User Cost Values (Vehicle Operating Cost values and the Travel Time Cost values) calculated using HDM-4 Model for B269-Mankulam-Velankulam Road and B357-Paranthan-Poonakary Road.

3.12.2.2 HDM – 4 Analysis for Economic Evaluation of Road projects for Feasibility Study Purpose

- Economic Analysis of Road projects under World Bank Funded OPRC
- Economic Analysis of A005 road from Badulla to Chenkaladi

3.12.3 Highways Information Management System (HIMS) related work

- The consultancy for upgrading the existing Highway Information Management System (HIMS) was started on 1st of September by the SATRA Infrastructure Management Services Pvt Ltd, India, a subsidiary of HIMS Ltd, New Zealand under the World Bank Funded RSAP Project.
- The presentation on Inception Report of this consultancy was held on 26th of this month at the Auditorium, 9th floor, Sethsiripaya.

- The consultancy for review of data collection Manuals was started by an individual consultant from 1st of December and worked until 16th of December under the World Bank Funded RSAP Project. The consultant submitted the inception report.
- Various kinds of data reports (Roughness data/VOC data/road inventory data and road condition data) were prepared on requests made by individuals & organizations.

3.12.4 Other Work

- A new building was constructed for Parking and Storage Facility of the Planning Division at No.36/7, G Weerasooriya Mw, Udumulla Road under the Outer Circular Highway (Phase-2) project and was given to Planning Division on 8th April 2014



3.13 Traffic Data Collection

Traffic data collection comes under the Data Collection and Evaluation unit (P1) of the Planning Division. P1 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

As the premier highway sector in the country, traffic data of the National Road Network is significant to the RDA for the road improvement and maintenance. Therefore RDA collects traffic data itself for easy handling together with accuracy, proficiency and continuance. Because of the importance of the traffic data RDA handling separate division with skilled professional staff to collect traffic data.

For the year 2014, following different types of data were collected throughout the division.

3.13.1 Traffic Surveys

Periodic Traffic Counting Surveys and Turning Movement Surveys were carried out at selected locations of the road network as a routine work of the unit. Further, Traffic Surveys were also carried out at other locations where the traffic data were requested for design purpose.

3.13.1.1 Periodic Traffic Counting Programme

In Periodic Traffic Counting Programme, RDA collects Average Daily Traffic (ADT) which refers to the number of vehicles traveling through a particular point on the road in a 24-hour period, Manual Classification Counts (MCC) and Annual Average Daily Traffic (AADT) which represents the average of all days during the year with typical traffic conditions. Throughout the year 2013, as a routine work following data were collected in a precise manner.

- Volume counts of ADT at 136 locations.
- MCC at 190 locations.
- AADT survey was conducted at 4th km of Peradeniya-Badulla-Chenkaladi Road (A005) in each months and monitored traffic variation.

3.13.1.2 Turning Movement Survey

For junction improvement, signalization and geometric design at the intersections, Turning Movement Surveys represent significant figure and therefore in traffic data collection this is considered as an important function. For the year 2014, Turning Movement Surveys at 18 (2014) intersections in Western and Eastern provinces were carried out for the traffic maneuver study and design

3.13.2 Axel Load Surveys

Axel Load Survey provides estimation of standard axel loads data for the traffic on particular road which becomes essential input for the pavement structural design. Axle Load Surveys only at 10 locations were carried out during the year 2014 due to constraints of equipments and vehicles.

Table 38: Axel Load Survey Locations

Road Name	*Route No.*	*Location*	*Duration*
Colombo- Galle-Hambantota-Wellawaya	A002	225th km	12 hours
Padeniya-Anuradhapura	A028	19th km	12 hours
Kandy-Mahiyangana-Padiyathalawa	A026	73rd km	12 hours
Waduramba-Ethumale-Yakkatuwa	B454	10th km	12 hours
Walasmulla-Weeraketiya	B450	7th km	12 hours
Vavuniya-Horowpothana	A029	23rd km	12 hours
Puttlam-Trincomalee	A012	133rd km	12 hours
Ambepussa-Kurunegala-Trincomalee	A006	193rd km	12 hours
Katugastota-Kurunegala-Puttlam	A010	84th km	12 hours
Katugastota-Kurunegala-Puttlam	A010	7th km	12 hours

3.14 Taking – over of Roads

Data Collection and Evaluation unit (P1) of the Planning Division is responsible to the activities related to taking – over of roads.

Among the 116,000 km of entire road network, instead of National Highways of 12,168 km, secondary roads (C, D and E class roads) managed by the Provincial Councils which serving for intra – provincial traffic, roads managed by Pradeshiya Sabah/ Local Government and roads managed by other sectors mainly Irrigation, Mahaweli & Estates are presented. For certain conditions, out of these roads some are taken over and gazette as National Highways.

Considering Clause No. 8 under National Thoroughfares Act No. 40 of 2008, the Minister may by order published in the Gazette to declare any road to be a National Highway.

In year 2014, following roads were declared as National Highways.

Table 39: Taken – Over Roads in year 2014

Route No.	*Name of Road*	*From (km)*	*To (km)*	*Length (km)*
Western Province				
B636	Akuressa By pass	0+000	1+760	1.76
B637	Pelena-Polwatta-Denipitiya	0+000	2+100	2.10
B638	Sri Maha Bodhi Access	0+000	3+100	3.10
B639	Piliyandala By pass	0+000	2+865	2.865
B640	Nainamadama-Iranawila-Chilaw	0+000	31+660	31.66

3.15 Road Safety & Traffic Management

Road safety and traffic management comes under the Traffic Management and Safety unit (P3) of the Planning Division. P3 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

Safety is the important factor induced in modern world. Among the society, major consideration has been given to the road safety due to the road accidents occurred in highway network. The RDA drives all of its efforts to see the road network is free of safety hazards and continually contrives to improve the safety of road users; both passengers and motorists. The road safety aspects are integrated into improving and rehabilitating projects aligned with the new technology. By implementing proper designs, RDA tries to minimize the opportunities for the road accidents in Sri Lankan road network due to the rapid development and a heavy load of vehicular traffic.

Division is responsible for assurance of Road Safety and reduction of traffic congestion on National Highways by means of Traffic Management Strategies.

3.15.1 Road Safety

Division ensures the road safety by means of Blackspot Improvement, Hazardous Location Improvement, Safety Audit and Designing of New Safety Measures to suite the country.

3.15.1.1 Improvement of Hazards Location

Black Spots and Hazards Locations where frequently accidents taken place are needed to consider for the countermeasures and designed for safety measures. Process of Improvement of Hazards Location consists of following steps.

- Collection of accident data for Junctions and Roads sections
- Identification of Black Spots and Prioritizations
- Preparation of safety design for improvements

During the year 2014, Waikkala junction at Wennappuwa was identified as a Hazards Location and Improvements were carried out accordingly.

3.15.1.2 Safety Audit

The objective of the road safety audit is to minimize the risk and severity of road accidents that might be affected by the road project at the site or nearby road network. It facilitates to minimize the remedial works after construction and reduce the whole-life costs of the project. It improves the awareness of the safe design practices by all of those involved in the planning, design, construction and maintenance of roads.

Two safety analysis have been carried out such as,

- Safety Audit of Colombo - Galle - Hambanthota - Wellawaya road from Panadura to Kalutara
- Safety Audit of Nagoda - Kalawellawa - Bellapitiya from CH: 0+000km to 7+260km

3.15.2 Traffic Management

It is a method of increasing peak capacity and smoothing of traffic flows on busy major highways. Techniques include traffic signs, road markings and traffic signals, one way system in peak period, on expressway controlled by overhead variable message signs.

3.15.2.1 Traffic Signs & Road Markings

Design, checking and reviewing of traffic signs and road marking for interchanges, intersection, roads, bridges and fly over were carried out. There are 35 numbers ofinterchanges and intersection and840 km length of road for traffic sign and road marking were design and review. The details of the above mention work are given below.

3.15.2.1.1 Interchanges & Intersections

Traffic Signs & Road Markings for following Interchanges and Intersection were carried out in 2014.

- Interchanges on Colombo - Katunayake Expressway and Outer circular Expressway.

- Thotupolajunction.
- Junction at 36th km post on Badulla- Karametiya – Andaulpotha road.
- Galagedara junction and Kebellawatta junction on Galagedara – Rambukkana road.
- Katupota town on Kadahapola – Rambawewa road.
- Kurunegala town on Kurunegala - Narammala – Madampe road.
- Mallavi Town on MankulamVellankulam Road.
- Ibbagamuwa Junction, Kandulawa Junction &Galtenwewa Junction on Ibbagamuwa - Kumbukgete – Madagalla road.
- Jaliyagoda junction, Kesbewa junction, Maharagamapiliyandala intersection and Kottawa piliyandala inter section on Piliyandala by pass road.
- Thiriwanaketiya junction on Tiruwanaketiya - Agalawatte Road.
- Makola junction.
- Intersection on Baseline road at Kirulapone ave.
- Kahatagasdigiliya Junction and Horowpathana Junction on PuttalamTrincomalee road.
- Thorana junction, Tyre Co-operation junction,CKE entrance and Kelaniyapradeshiyasaba junction on Colombo -Kandy road.

Table 40: Designed and Reviewed of Traffic Signs & Road Markings for the year 2014

Route No	Route Name	Length (km)
A001	Rehabilitation and Improvement to Colombo – Kangy Road [A001] Section from Peliyagoda to Kiribathgoda,Kegalle bypass and town area, Ch 17+925 to 21+939 and Kadawata to Nittambuwa .	11.634
A003	Revieving of Traffic Signs and Road markings of Peliyagoda Puttalam Road from Ch 9+000 to 18+310.	9.31
A004	Improvement and Rehabilitation of Colombo-Ratnapura-Wellawaya-Batticoloa Road from Ch 9+280 to 13+280.	4.52
A007	Traffic Signs and Road Markings on Hatton-NuwaraEliya Road from Ch 79+000 to 88+335	9.335
A007	Traffic Signs and Road Markings on Hatton-NuwaraEliya Road from Ch 108+500 to 115+300	6.8
A012	Reviewing of traffic sign and road marking of Puttalam - TrincomaleeRoad fromCh 112+000 to 137+000.	25

Route	Route Name	Length
A014	Traffic Signs and Road Markings of MedawachchiyaMannarThaleimannar Road from Ch 47+000 to 62+000	15
A020	Reviewing of traffic sign of Anuradhapura - Rambewa Road from Ch 4+600 to 32+540 and 14.48 km length section.	42.42
A029	Reviewing of traffic signs and road marking of Vavuniya - Horowopotana Road from Ch 0+000 to 1+012, Ch 22+000 to 23+926 , Ch 24+000 to 24+600 and Ch 29+600 to 34+950.	8.888
AB16	Reviewing of traffic signs and road marking of Road around Jaffna Fort on AB16 - 1st review	0.24
AB21	Improvement to Jaffna- Ponnalai- Point Pedro road fromCh 28+500 to 30+500	2
AB44	Reviewing of traffic signs and road marking of Mahiyangana - Dimbulagala – Dalukkane from Ch 0+000 to 24+220 and Ch24+440 to 74+807 .	74.587
B036	Reviewing of traffic signs and road marking of Badulla - Karametiya - Andaulpotha Road [B036] fromCh 0+492 to 14+800 km, and Ch14+800 to 38+400	37.908
B045	Reviewing of traffic signs and road marking of Bangadeniya - Andigama - Anamaduwa From Ch 0+160 to 5+060 and Ch 19+000 to 24+000(Approval)	9.9
B057	Reviewing of traffic signs and road marking of Bibile - Uraniya - Mahiyangana Road [B057] (1st Review)	17.58
B062	Improvement of Cotta road	0.76
B094	Improvement to Dehiwala - Maharagama road from Ch 0+000 to 2+140.	2.14
B 114	Traffic Signs and Road Markings of AviththawaLewwanduwa Road-1st Review.	7
B120	Improvement of Etulkotte - Mirihana Kohuwala road from Ch 0+000 to 2+000	2
B120	Reviewing of traffic signs and road marking of Etulkotte - Mirihana - Kohuwela Road from Ch 2+000 to 5+680.	3.68
B122	Reviewing of traffic signs and road marking of Galagedara - Rambukkana Road from Ch 0+240 to 18+400.	18.16
B123	Reviewing of traffic signs and road marking of Galagedera - HoranaRoadfromCh 1+750 to 17+500.	15.75
B157	Reviewing of traffic signs and road marking of Horana-Anguruwathota-Aluthgama Road	8.075
B158	Reviewing of traffic signs and road marking of Horawela – Pelawatte – Pitigala Road (1st review)	10.56
B 158	Traffic Signs and Road Markings at Horawala-Pelawatta-Pitigala Road.	17.5
B159	Reviewing of traffic signs and road marking of Ibbagamuwa - Kumbukgete - Madagalla Road (1st review)	31.6
B159	Reviewing ofTraffic Signs and Road Markings on [B-159] Road from Ch 0+000 to 3+160 and Ch 3+300 to 5+000	4.86

Route	Route Name	Length
B167	Reviewing of traffic signs and road marking of Kadawalagedara - Witikuliya Road (Approval)	14
B207	Reviewing of traffic signs and road markings on Katukurunda - Nagoda Road [B 207]	2.7
B 262	Improvement of MakolaUdupila Road - Bus bay locations from Ch 4+094 o 8+520.	4.426
B269	Reviewing of traffic signs and road markings on Mankulam - VellankulamRoad from 0+000 to 39+900.	39.9
B275	Improvement to Matara –Hakmanaroad from Ch 0+000 to 2+000.	2
B275	Reviewing of traffic signs and road markings on Matara - Hakmana Road [B 275] from Ch 2+000 to 22+360	20.36
B283	Traffic Signs and Road Markings of MedawachchiyaKebithigollewa Road -1st Review	12.8
B304	Reviewing of traffic signs and road markings on Nagoda-Kalawellawa-Ballapitiya Road Ch 27+000 to 56+100	29.1
B316	Improvement to traffic signs and road markings on Navinna - Boralesgamuwa Road from Ch 0+ 010 to 0+900	0.89
B322	Reviewing of traffic signs and road markings on Negombo – Giriulla Road -1st review	8.25
B356	Reviewing of traffic signs and road marking of Pannala Kuliyapitiya road from Ch 5+000 to 9+000	4
B363	Reviewing of traffic signs and road markings on Pelawatta - Kankotiyawatta - Thiniyawala - Morawaka Road	4.6
B363	Improvement and Rehabilitation of GalagedaraRambukkana Road [B363] from Ch 0+240 to 11+080	10.84
B 363	Improvement and Rehabilitation of Pelawatta – Kankotiyawatta – Thiniyawala- Morawaka Road from Ch 29+000 to 36+000	7
B384	Traffic Signs and Road Markings on [B-384] Rambukkana-Katupitiya Road from Ch 0+000 to 1+600	1.6
B413	Reviewing of traffic signs and road markings on Tennekumbura - Rikiligaskada - Ragala Road from 20+360 to 32+000	11.64
B415	Improvement to Kamburupitiya - Morawaka – Kotapolaroad fromCh 0+000 to 42+795.	42.795
B 419	Thoppuwa-Dankotuwa-Naththandiya-Madampe Road Marking.	10
B421	Reviewing of traffic signs and Road Markings on Thiriwanaketiya -Agalawatta Road from Ch 10+000 to 10+720, Ch 12+000 to 33+450 and Ch 33+540 to 67+600.	56.23
B458	Traffic Signs and Road Markings on [B-458] Road	12.07
B502	Reviewing of traffic signs and road marking of Manampitiya - Aralaganwila - Maduruoya Road	3
B562	Traffic Signs and Road Markings on MirijjawilaSooriyawewa Road-1st review.	5.065

Route	Route Name	Length
B 596	Revieving of Traffic Signs and Road markings of Uswetakeiyawa-Epamulla-Pamunugama Road (3rd review) from Ch 0+000 to 12+040	12.040
B622	Reviewing of traffic signs and road marking of Hungama – Middeniya Road from Ch 0+000 to 7+500 and Ch 8+840 to 25+300	23.96
	Improvement to Piliyandala Bypass 2.85Km	2.85
	Construction of Hanwella by-pass	0.64
	Improvement to Piliyandala Bypass 2.85Km - 2nd round.	2.85
	Improvement of Polduwa - Battaramulla road at New bridge from Ch 0+000 to 0+781	0.781
	Improvement of Pelawatta-Akuregoda road Ch 0+000 to 1+820	1.82
	Traffic Signs and Road Markings on KatuwanaAlupothdeniyaPanamura road-1st Review.	8.3
	Total	753.714

Totally **753.714 km** length of Traffic Signs and Road Markings have been designed and reviewed.

3.15.2.1.2 Bridge Locations and Flyovers

Traffic Signs & Road Markings were conducted for the following bridges and flyovers.

- New Manmunai Bridge 1.1 km Length

In addition to above traffic signs and road markings following type plans were designed and checked according to requirement at site

3.15.2.1.3 Preparation of Type Plans

1. Shop drawing for Lettering details of toll gate at Ja-Ela, Peliyagoda and Katunayake
2. “Go” sign board for exist at Expressway roads Mattala Airport.
3. Informative sign board for wild life area
4. Elephant crossing
5. Re-construction of bridges 25/2, 25/5 on Alla - Kantale road
6. School Zone
7. Bridge / culvert numbering

3.15.2.1.4 Capacity Improvement

1) Studying and preparation of report for Boralesgamuwa

3.15.2.2 Town Improvement

By means of implementation of one way system to town ships and Proposing of Bypass roads to town ships, RDA implements the Town Improvement on National Road Network.

1) Studying and preparation of estimate were done for Bandarawela town improvement.

3.15.2.3 Traffic Impact Assessment related works

There were 37 numbers of traffic committee meeting held at UDA. For each and every traffic impact assessment, verbal and written recommendations to the committee have been given.

3.15.2.4 Attending to Public Requests

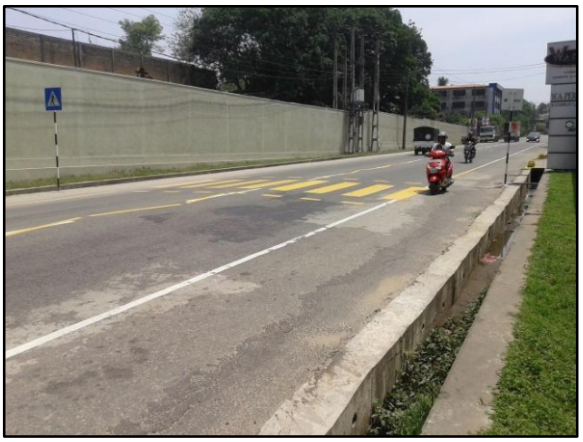
1. Request for an access to the Mel's Café at 98/1, Cotta Road, Borella, Colombo 08.
2. Request made to have a separate access to the Mihindupura housing scheme, under the Orugodawatta Fly Over.
3. Request made to have a vehicular access to the No 127,Thimbirigasyaya Rd, Colombo 05.
4. Request to remove pedestrian guard rails at No.72/1/1 ,Avissawella Road, Homagama
5. Request made to have a pedestrian overhead bridge at Model Boy's School Malabe and Rahula Balika Vidyalaya, Malabe.
6. Request to have a vehicular access to the Cargill's Food City at No.160/9A/B, New Kandy Road, Bandarawatta,Biyagama.
7. Request for entrance from Colombo – Kandy road at Nittambuwa.
8. Request for new design at Waripathanchena Junction
9. Request for approval main entrance and service entrance at no.102/A, Kirulapona Avenue, Baseline road, Colombo 05.
10. Request to shift the bus bay at Mirigama.

11. Request to have a centre median opening at between 40 and 41 kilometers on Galle rd.
12. Request for an entrance at Buthgamuwaroad,Rajagiriya.
13. Request to permission for a Buddha statue at KaluaggalaLabugama road.
14. Request to have building entrances at Pelawatta.
15. Permission to put up two bus shelters in Parliament Road near Rajagiriya.
16. Request to shift the pedestrian crossing near Election Commissioneroffice.
17. Request to have no parking sign board at No.59, Pamunuwa Road, Maharagama.
18. Request to sign board for minimize the road kill of small cat species in Sri Lanka
19. Request to have a C/M opening for the Sathosa Super Market at Seeduwa
20. Request to have sign boards to inform the drivers to shift to left lane at Orogodawatta Fly over and road
21. Request to have a pedestrian crossing at Ceymed Medical Centre -Nugegoda
22. Request to have a roundabout At Ragama Hospital junction
23. Request to remove un-authorized wall at high-level road Nugegoda
24. Request for a pedestrian crossing and colour lights at Negambo near Nawaloka Hospital
25. Thalawathugoda -Pannipitiya Road, Centre Median opening at Kalalgoda Junction.
26. Preparation a report to establish a pelican crossing at SLIIT -Malabe
27. Request for the Centre Median Opening at Kalalgoda Junction
28. Request for the parking entrance at No.346, Nawala Road, Welikada.
29. Request for the parking entrance for the FAB Foods at Attidiya Road, Ratmalana.
30. Request for the parking entrance at No.238, Thimbirigasyayaroad,Colombo 05
31. Request for the entrance at No.475/c , Sri Jayawardenapura Mawatha, Welikada, Rajagiriya
32. Request for a Centre Median opening in front of Global Park at Negambo Road.
33. Request for a pedestrian crossing at Sri MahaWewitaDewalaya on BandaragamaKaluthara Road.
34. Request for pedestrian crossing at Bellantara junction.
35. Request to have an access to the Pizza hut at Nugegoda.
36. Request for the pedestrian crossing at Metal Crusher Company at Arangala Junction

At Arangala Junction



Before Installation of Pedestrian Crossing



After Installation of Pedestrian Crossing.

3.15.3 Signalization of Junctions

Under the process of Signalization of Junctions New installation of Traffic Signals, Updating and maintaining of existing Traffic Signals and Attending of signal accident related work are carried out.

3.15.3.1 Traffic Signal Installation & Maintenance

- Inspection & Supervision of Traffic Signal General Maintenance& repairs.
- Reviewing of Traffic Signal Design drawings and inspection of traffic signal installation related works.
- Design of Signal layout & Ducting layout of new Junctions

1. Miriswatte Junction
2. Ukwatta Junction -Avissawella
3. NawalaJunction
4. Pelawatta Junction
5. Daladaveediya- Yatinuwaraveediya
6. Daladaveediya- Kotugodellaveediya
7. Yatinuwaraveediya – Colombo street
8. Hill street - D.S.Senanayakeveediya
9. Jaffna - 8 Junctions
10. Four number of junctions on Piliyandala bypass road

- Reviewing of Traffic Signal Designs at
  1. Munchee Access road junction at Kottawa
  2. Kotalawala junction
  3. Matara Rahula junction.

- Estimate Preparation for Traffic Signal Installations for following Junctions

  1. Pelawatta Junction.
  2. Daladaveediya- Yatinuwaraveediya.
  3. Daladaveediya- Kotugodellaveediya.
  4. Yatinuwaraveediya - Colombo Street.
  5. Hill Street - D.S.Senanayakeveediya.



Pelawatta Junction – Battaramulla

- Installation of Traffic Signals at Miriswatta Junction, Nawala Junction, Pelawatta Junction, Ukwatta Junction were completed at the end of 2014.
- Estimate Preparation for alteration of Traffic Signal system at Templers Junction
- Estimate Preparation forTraffic Signal LED conversion at Nittambuwa, Templers junction and Super market junction.
- Inspection of Traffic Signal Installation Related work at Sathira (Chittira) junction-Jaffna, Kotalawala junction, Matara Rahula junction, four number of junctions on Piliyandala bypass and Munchee access on CRWB road at Kottawa.





Sathira Junction – Jaffna

- Phase arrangement Design, Timing calculation and trial operation of
    1. Miriswatta Junction
    2. Nawala Junction
    3. Ukwatta Junction
    4. Pelawatta Junction
- Alteration of Traffic Signal Systems at
    1. Katubedda junction
    2. Cross junction
    3. Base line 11 nos of junction
    4. Bellantara junction
- Calendar updating and Timing Changing for 6 Junctions



- Checking of Bills Submitted by SD&CC Regarding Traffic Signal installation and maintenance.

Description	Quantity	Amount / Rs.
New installation	2	38,872,260.06
Fixed cost - Maintenance	12	
Variable Cost - Maintenance	33	
Accident repair	8	

- Attending to meetings arranged by other organization relevant to traffic management
- Coordinating of KOICA Project of Technical Assistance for Advance Traffic Management System in Colombo Metropolitan Region.
- Arranging participants for three (3) Capacity Building Programs under ATMS Project

3.15.3.2 Attending to signal accident related work

- Inspection of accidents to Traffic signal systems and arrange to recover the cost of damages; Total no. of accidents attended - 08

3.15.4 Other Works

- Regional traffic committee meetings were attended at DG's office –Colombo.
- Preparations of estimates were done for improvement of Bandarawela town area.
- Organizing DeyataKirula exhibition at Kuliyapitiya
- Arranging Seminar, workshop to improve the safety knowledge of the general public and others.
    i. Road safety Advance Traffic Management System (ATMS) seminar (Capacity Building Program) work shop and presentations were done at water's edge.
    ii. Training programmes were done at training division for several groups.
- New Gazette preparation
    i. Translation of Motor Traffic Signs Gazette into Sinhala and Tamil
    ii. Correction of boundaries of the speed limits of the national roads of the Motor Traffic (Speed Limits) Regulation.
    iii. Summarizing the progress of speed limit sign board installation

3.16 Maintenance of Management Information System

Maintenance of Management Information System comes under the Management Information System unit (P4) of the Planning Division. P4 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

Establishment and maintenance of main server and email server of the RDA, Establishment of a Local Area Network at the head office, providing internet and e – mail facilities, Development and Maintenance of RDA website, Development and Maintenance of RDA's page in the website of Public Enterprises Reform Commission in Sri – Lanka, Installation and maintenance of Highways Information Management System (HIMS), Development and maintenance of a project monitoring system for projects undertaken by RDA by maintaining a project database, Conducting training programs to improve IT knowledge of RDA working staff, and Development of RDA intranet are the functions conducted under Maintenance of Management Information System of RDA.

3.16.1 Network Administration

RDA is having a computer network of around 380 computers and two domain servers (separate server for the finance division and one server for all other divisions), mail server at the Sethsiripaya premises. Out of 380 computers, 175 computers are facilitated with Email and internet. All those computers are inter – connected by a Wireless Local Area Network (WLAN). Continuously it required to add new computers and users to the computer network domain and also to remove and change the computers and users from the domain.

All the divisions have the benefit of having a common shared folder in the main file server. Each and every divisional user has different levels of access privileges to the main server. The user configuration and their privileges on the network are monitored continuously. Each and every

division has its own networked printers shared within their divisions. Internet facility has been provided to selected staff in the head office.

3.16.2 Maintenance of Email Facility & Mail Server

At present, RDA email server is maintaining approximately 240 email accounts for the head office and regional staff. Recently RDA Planning Division introduced a spam filtering solution to filter spam emails and block most of the outside intruders to the system.

RDA email server is maintaining separate email accounts for regional staff in all the provinces. Most of them are having broadband connections in order check their emails.

3.16.3 Maintenance of RDA Website

MIS unit develop, maintain and update the RDA website. The main updates/publications of the RDA website are bid invitations, notices, ongoing project progress details with photographs, Expressway details, maps, procurement details and the training programmes conducted by the Training Division of RDA.

3.16.4 Maintenance of Government Information Centre (GIC – 1919) Website

MIS unit maintains the RDA Web Page on Government Information Center (GIC – 1919) website (www.gic.gov.lk) with the relevant information to the public.

3.16.5 Network Security Monitoring

As the main precautions against threats in network security in the computer network, MIS unit has provided a network firewall and an enterprise version of an antivirus software package. The antivirus package has been installed to 230 selected computers in the network. Priority has been given to the users those are having email and internet facility, because they are always vulnerable for any network attack or intrusion.

3.16.6 Financial Application Packages in Finance Division

Currently the computer network configuration of the RDA Finance Division is based on domain server architecture with a separate server with 75 Client computers. The Finance Division of

RDA is using two main computer application packages for the day to day financial processes. The main packages are the Salary Package and the other package is the Final Accounts Package.

3.16.7 Finger Print Attendance System

Currently the RDA Planning Division MIS unit staff downloads the attendance data and process for reporting and provides the necessary network support to the finger print attendance system. Currently, there are 12 finger print attendance registers at the RDA head office premises.

3.16.8 E – Library

Currently RDA Planning Division MIS unit provides necessary support for RDA e-library initiative. http://www.elibrary.rda.gov.lk/

3.16.9 Conducting of Training Programmes

MIS division conducts training programs at the training division of RDA to improve IT knowledge of RDA staff, when required

3.17 Expressway Management

Operation, maintenance and management of expressways in Sri Lanka are implemented under the Expressway Operation, Maintenance and Management (EOM&M) Division of RDA. The Division comes under the Director General and headed by a Director. Division is assisted by a Deputy Director, Chief Engineer, Engineers who specify on nine fields and supporting staff.

After the opening of Colombo – Katunayeke Expressway to the traffic by His Excellency the President Mahinda Rajapaksha on 27th October 2013, the implementation of the activities of operation, maintenance and management for smooth functioning of Colombo – Katunayeke Expressway also handed over to the EOM&M Division in addition to the section of Kottawa – Pinnaduwa of Southern Expressway.

Further, in near future, the Division is ready to take over the Expressway Management of many Expressways such as the section of Pinnaduwa – Godagama of Southern Expressway, Outer Circular Highway etc. under construction and planning stage.

During the year 2014, following activities were carried out by the EOM&M Division.

- Basic planning, management and operation of Traffic activities, Tolling activities and Maintenance activities of the Expressways together with budgeting auditing.
- Basic planning for user fee operation, traffic operation and maintenance works.
- Training of new staff attaching to user fee, traffic, maintenance, administration and finance sections.
- Setting out standards for traffic management, tolling operation and also for maintenance works.
- Conducting traffic studies, studies related to use fee section and studies related to maintenance works also.
- Liaison with public bodies and other organizations to ensure the smooth operation of Expressways.

3.17.1 User Fee Operation

User fee operation of Southern Expressway, Outer Circular Expressway and Colombo – Katunayeke Expressway is a 24 hours – 365 days continuous operation under 13 hours – 12 days roster system. The operation is mainly carried out by three sections naming User Fee Collection Section, IT & Telecom inaction Section and Electrical & Electronic Section headed by Engineers.

User fee collection of Southern Expressway is a process with a Point of Sales (POS) based GPRS Enabled smooth ticketing system using thermal paper tickets. Manual paper tickets are being issued in case of system failure as not to prevent the disturbances to the travelers of the Expressway.

But, a Manual Toll Collection (MTC) system is implemented at Colombo – Katunayeke Expressway. Activities related to update the Manual Toll Collection system to the Electronic Toll Collection system are carried out and it is supposed to implement the Electronic Toll Collection [ETC] method in the 1st quarter of year 2015.

Currently, the toll revenue is collected by the tellers at the Exit Booths and debited to the bank on daily basis after verifying the user fee collection & back office reporting by the superiors.

3.17.1.1 Traffic Volume of the Expressways

3.17.1.1.1 Southern Expressway

Table 42: Total Traffic Volume for the year 2014 on Southern Expressway

Month	*Traffic Volume*
January	381,019
February	391,988
March	537,054
April	640,616
May	613,600
June	564,792
July	585,863
August	678,047
September	608,517
October	625,503
November	603,772
December	735,570
Total	***6,966,341***

Comparison with the previous years for the Average Traffic Volume per Day is as shown as follows.

Figure 14: Average Traffic Volume per Day for Southern Highway

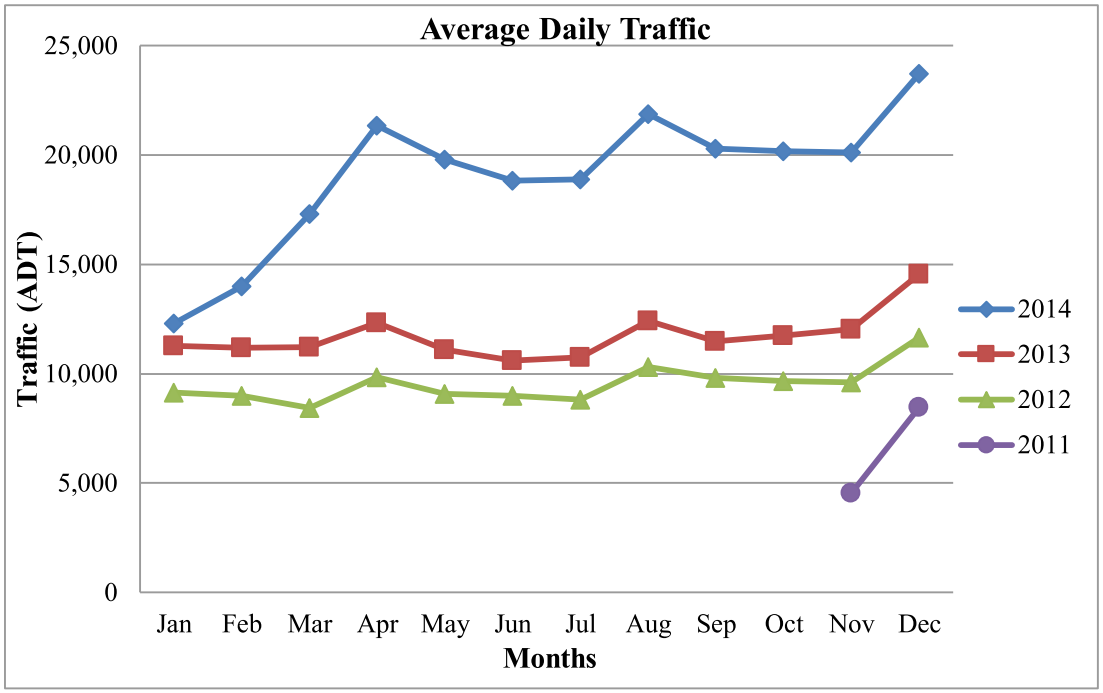
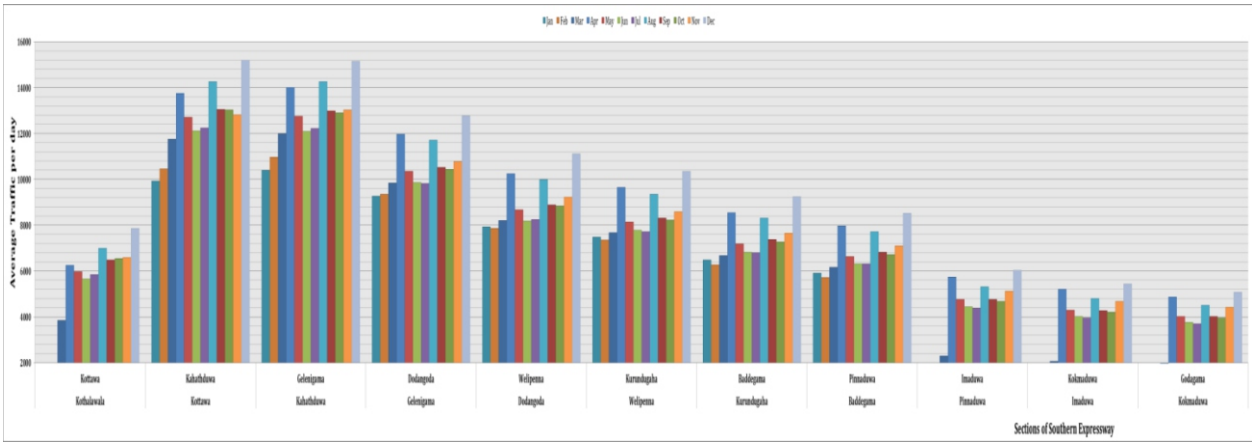


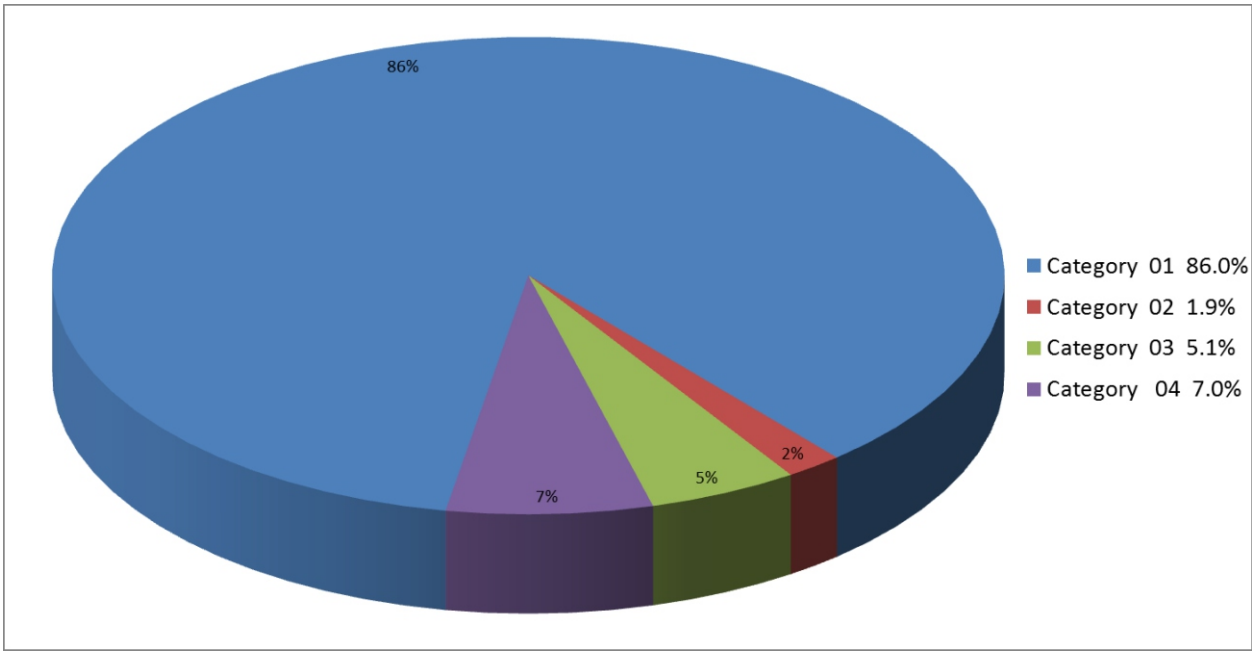
Figure 15: AADT of Southern Expressway in Year 2014 (From Jan to Dec. 0:00a.m. – 24:00a.m.)



Annual Average Daily Traffic Volume for Southern & Outer Circular Expressway for the year 2014 is **19,086**. During the year 2014 also, majority of the vehicles travelled on Southern Expressway is of Category 1. This is about 86% of the total vehicles. But in comparison with the

previous years, heavy vehicle utilization on Southern Expressway & Outer Circular Expressway can be considered as a higher value.

Figure 16: Distribution of utilization of vehicle type on Southern Highway



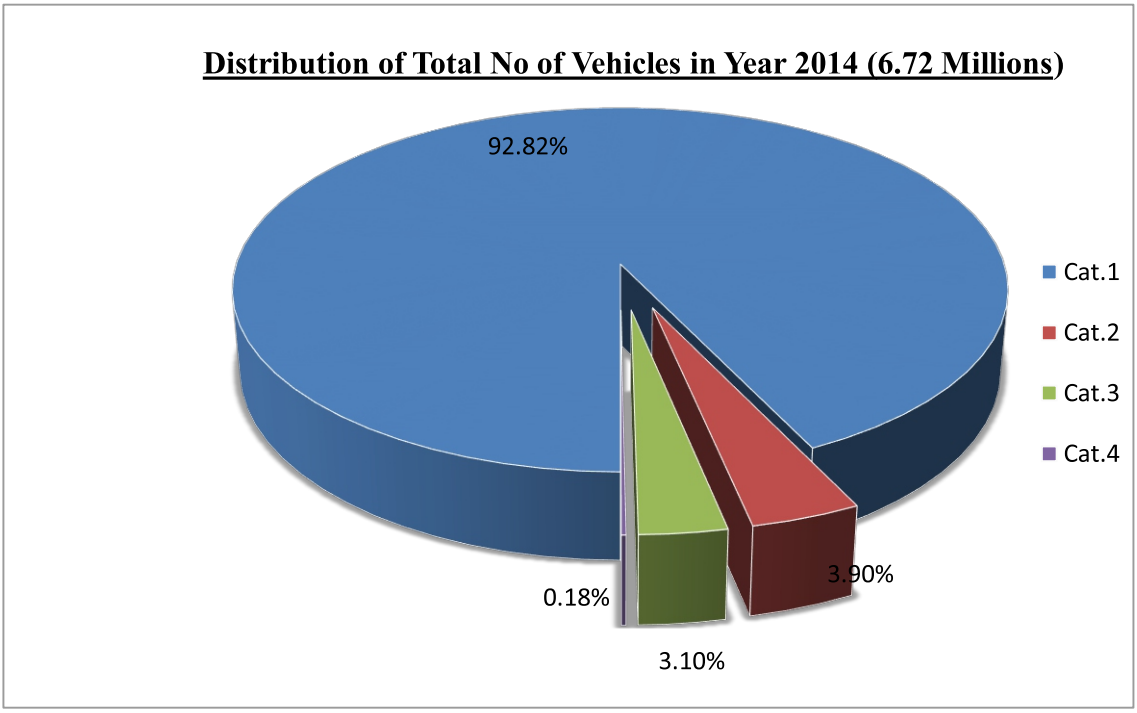
3.17.1.1.2 Colombo – Katunayeke Expressway

Table 43: Total Traffic Volume for the year 2014 on Colombo – Katunayeke Expressway

Month	*Traffic Volume*
January	538,440
February	475,867
March	528,780
April	532,866
May	537,419
June	528,738
July	565,243
August	628,499
September	577,495
October	586,154
November	558,541
December	665,839
Total	***6,723,881***

Annual Average Daily Traffic Volume for Colombo - Katunayeke Expressway for the year 2014 is 18,422.

Figure 17: Distribution of utilization of vehicle type on Southern Highway



3.17.1.2 Revenue for the Expressways

3.17.1.2.1 Southern Expressway

Table 44: Total Revenue for Southern Expressway for the year 2014

Month	*Revenue (LKR. Millions)*
January	125.6
February	116.2
March	157.4
April	166.6
May	185.1
June	177.9
July	182.2
August	215.9
September	195.4
October	197.3
November	193.0
December	240.8
Total	***2,153.3***

Comparison with the previous years of Monthly Total Revenue for Southern Expressway & Outer Circular Expressway for the Year 2014 can be illustrated as follows.

Figure 18: Average Traffic Volume per Day for Southern Highway

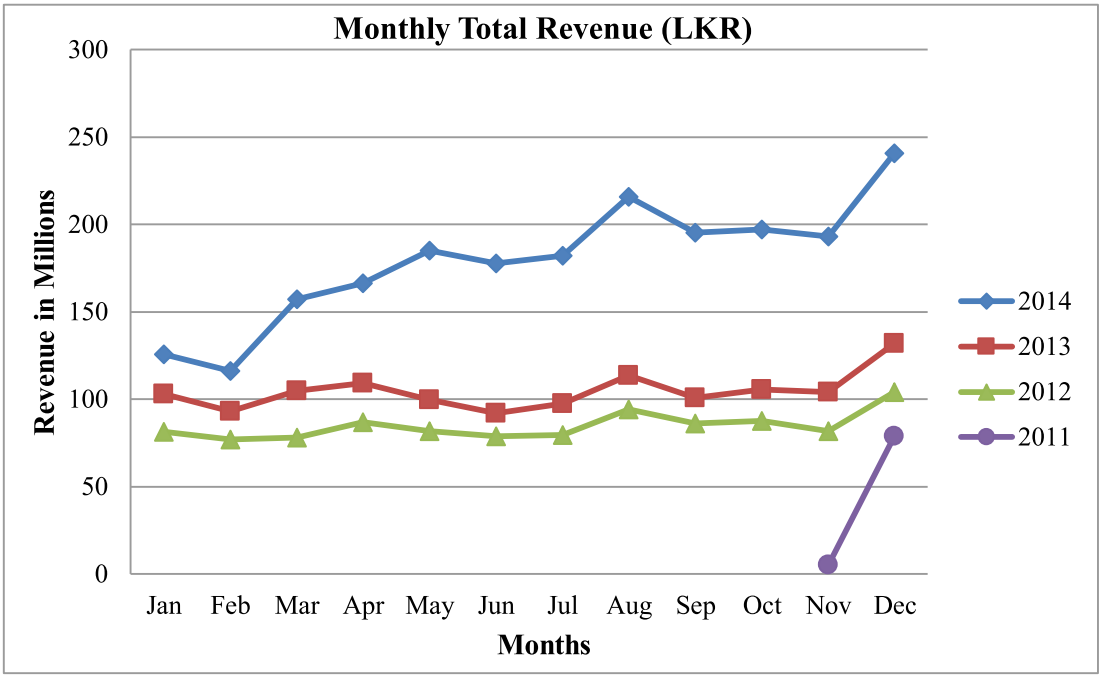
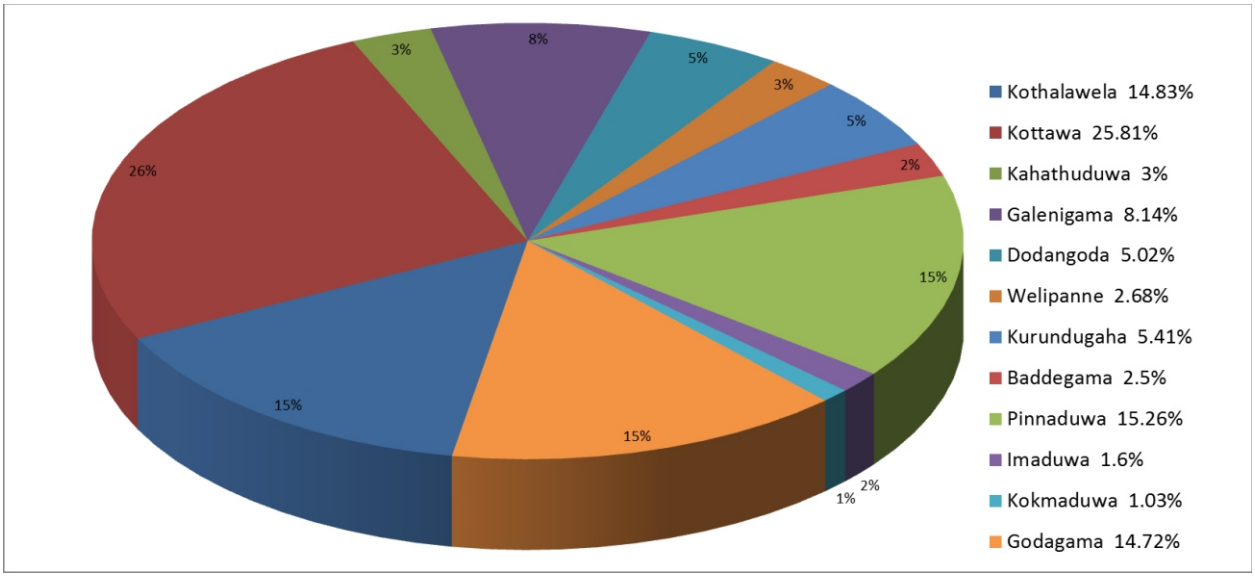


Figure 19: Distribution of Revenue between Interchanges of Southern Expressway in Year 2014



Annual Average Daily Revenue for Southern Expressway for the year 2014 is 5.9 Million Sri Lankan Rupees.

3.17.1.2.2 Colombo – Katunayeke Expressway

Table 45: Total Revenue for Colombo – Katunayeke Expressway for the Year 2014

Month	*Revenue (LKR. Millions)*
January	151.8
February	136.4
March	151.6
April	128.2
May	151.0
June	151.5
July	159.7
August	180.1
September	163.7
October	166.0
November	160.4
December	188.1
Total	***1,888.6***

Total of Rs. 1,886.6 Million of were collected from Colombo – Katunayeke Expressway during the year 2014.

Annual Average Daily Revenue for Colombo – Katunayeke Expressway for the year 2013 is Rs. 5.2 Million.

Figure 20: Distribution of Revenue in Category Basis for Colombo – Katunayeke Expressway

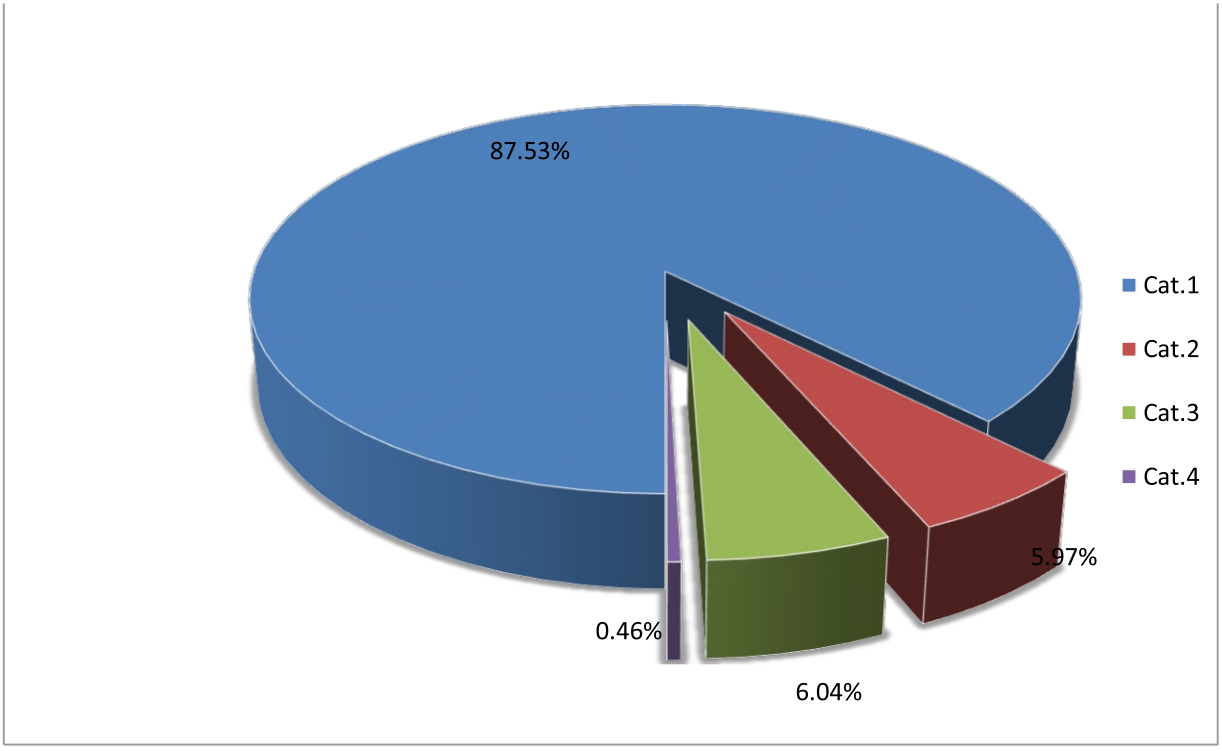
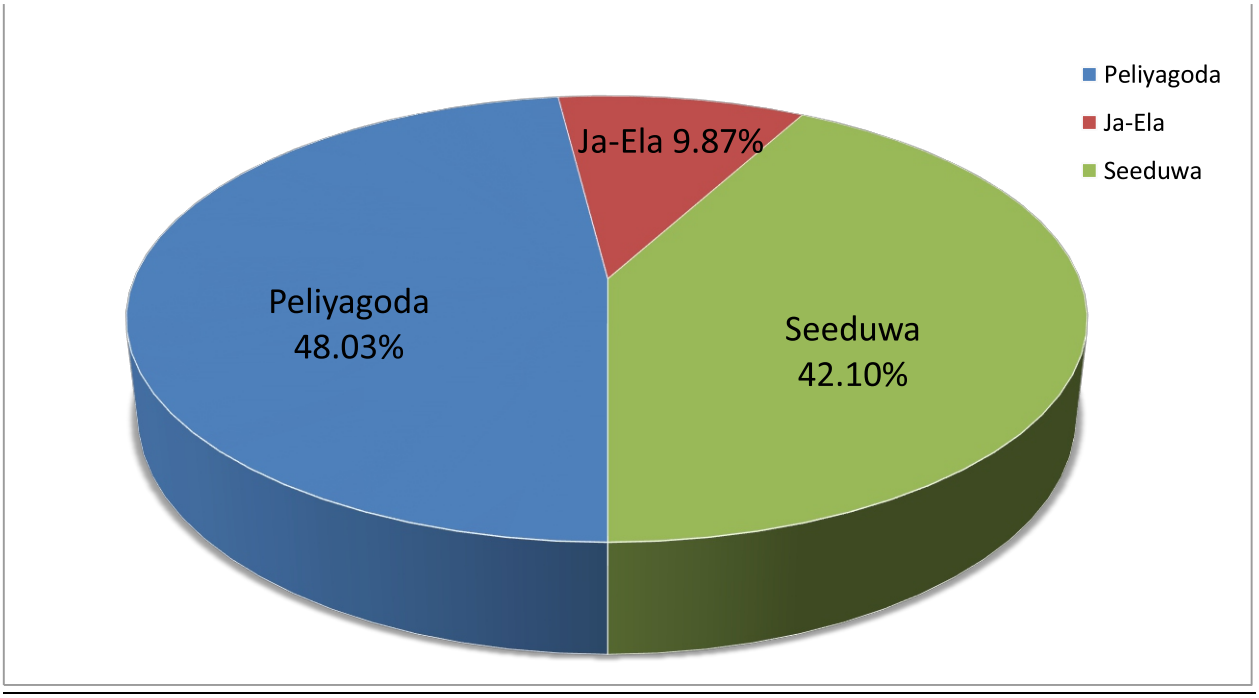


Figure 21: Distribution of Revenue between Interchanges of Colombo – Katunayeke Expressway in Year 2013



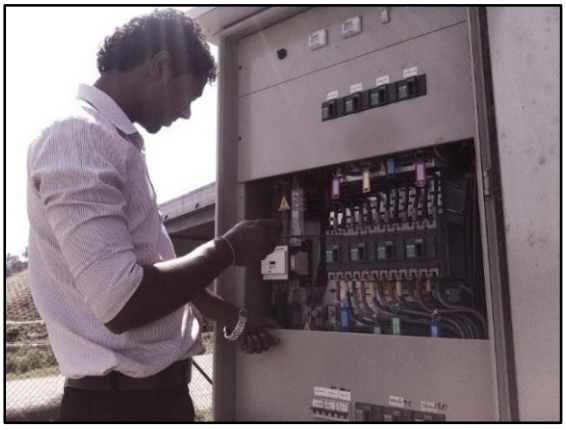
3.17.1.3 IT & Telecommunication Works and Electrical & Electronic Works

These Works are very much required to ensuring interrupt free operation of tolling, monitoring and communication systems in the Expressways. This includes the requirement identification, design, implementation and maintenance of computer and network based systems and also electrical & electronic systems in day to day operations such as User Fee Collection System, Content Management System, Asset Management System, etc for the efficient and effective operation on the Expressways. In addition to the above responsibilities, the section handles the tasks such as carrying out risk analysis, failure recovery event management in the data system and research and development of new network and information systems and electrical & electronic systems for the operation as well.

Activities carried out during the year 2014;

- With the opening of Kottawa to Kothalawala section and Pinnaduwa to Godagama, the central server capacity was upgraded with parallel to the expressway opening to make sure the smooth operation of the upgraded toll system.
- Discussions on the Touch Card System for public transport in Expressways, on blacklisting of unnecessary NFC cards used by the Expressway operation vehicles and on the implementation of the system in a user friendly manner.
- Attend, inform & inspections on the technical defects at ETC system and customer care center at Colombo – Katunayeke Expressway within the maintenance agreement period.
- Implementation support, design reviews & specification and requirement analysis for Intelligent Transport System (ITS) which are installing at Southern Expressway with the aid of Special Project Management Unit (RDA), project consultant and the Japanese Government.
- Upgrading of Expressway web server in order to support the enhancement of ITS project.
- Implementation of Electronic and Computer Repair Unit (ECRU) to enable in-house quality and quick minor to mid-level repairs and installation works.

- System reliability improvement on the battery capacity of central uninterruptable power supply of the server room & development of a backup connection from Kottawa end as a redundant link for 1969 emergency number.
- Maintenance works on overhead fiber optic cable line
- Conduction of preventive and corrective maintenance sessions for the tolling, monitoring and communication system and all related sub systems.
- General maintenance works of street lights, mechanical barriers, traffic signal lights, generators, office power systems and air conditioning systems.
- Electrical maintenance of the street lights at pedestrian and vehicular overpasses and underpasses and bridges.
- Installation of street lights and replacement of damaged mechanical barriers due to accidents.





3.17.2 Traffic Operation

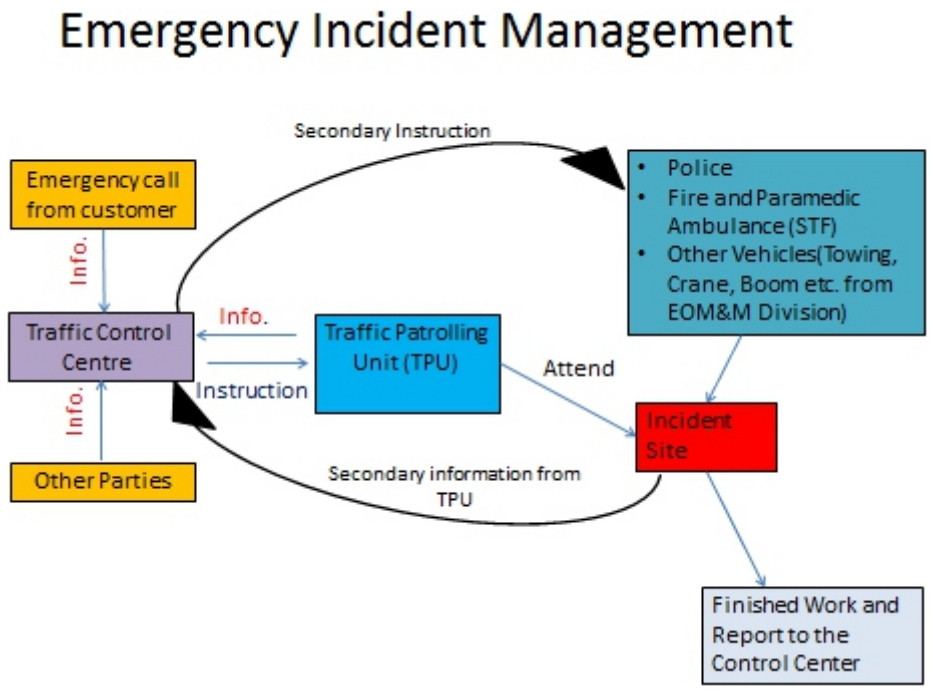
Traffic operation of Southern Expressway and Colombo – Katunayeke Expressway is a 24 hours – 365 days continuous operation under 13 hours – 12 days roster system. This is mainly to maintain the Expressways at the optimum condition to ensure traffic safety and smooth traffic flow.

Traffic controllers are the people who are engaging in patrolling on the Expressways in both routine basis and emergency situations by doing the following tasks.

- Quickly attend to different kinds of accidents and manage them in safe manner through giving the real time information to the Traffic Operation Centers.

- Attend to the breakdown vehicles and manage accordingly to detour from the Expressway or to travel safely along the Expressway.
- Remove obstacles from the Expressway.
- Check on the illegal works done by the travelers or by any other party on the Expressways and take actions accordingly.

Check for any abnormal situation within the Expressway premises and also outside premises if it seems to be badly affected to the Expressway properties or for the smooth operation. Emergency incident Management on the Expressway can be described as follows.



3.17.2.1 Accident Data for the Expressways

Table 46: Total Accident Summary in 2014 for Southern Expressway

Month	*Fatal*	*Grievous*	*Non Grievous*	*Property Damage*	*Total Accident*
January	0	0	3	23	26
February	0	0	1	32	33
March	1	3	5	36	45
April	0	0	5	51	56
May	0	1	9	53	63
June	0	1	3	59	63
July	1	0	3	48	52
August	0	3	7	52	62
September	0	2	3	41	46
October	0	1	5	55	61
November	0	2	3	58	63
December	0	1	9	52	62
Total Summary	***2***	***14***	***56***	***560***	***632***

Table 47: Total Accident Summary in 2014 for Colombo – Katunayake Expressway

Month	*Fatal*	*Grievous*	*Non Grievous*	*Property Damage*	*Total Accident*
January	0	0	0	16	16
February	0	0	0	14	14
March	0	1	1	26	28
April	0	0	0	17	17
May	0	2	0	14	16
June	0	1	0	16	17
July	1	1	0	12	14
August	0	0	0	12	12
September	0	0	0	14	14
October	0	2	0	19	21
November	0	0	0	8	8
December	0	0	0	12	12
Total Summary	***1***	***7***	***1***	***180***	***189***

3.17.2.2 Vehicle Breakdown Data for the Expressways

Table 48: Vehicle Breakdown Summary for the year 2014 at Southern Expressway

Month	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
January	196	79	155	64	28	26	23	571
February	153	52	120	51	23	15	4	418
March	239	91	177	47	20	12	13	599
April	304	105	230	78	33	21	40	811
May	238	114	221	68	25	24	20	710
June	211	79	175	61	24	18	10	578
July	211	63	160	62	27	18	16	557
August	249	111	205	71	31	27	20	714
September	211	70	186	62	35	24	14	602
October	204	56	203	61	36	17	9	586
November	163	57	173	56	19	22	22	512
December	264	94	244	71	25	21	21	740
Total	***2643***	***971***	***2249***	***752***	***326***	***245***	***212***	***7398***





Table 49: Vehicle Breakdown Summary for the year 2014 at Colombo – Katunayake Expressway

Month	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
January	114	39	55	35	21	8	8	280
February	83	43	33	30	6	5	5	205
March	70	61	44	35	7	10	5	232
April	58	41	42	22	11	4	6	184
May	49	42	47	21	4	5	3	171
June	51	38	32	24	1	8	5	159
July	41	46	33	20	2	5	2	149
August	48	41	25	10	8	6	2	140
September	50	41	26	18	11	10	3	159
October	40	52	22	21	5	4	2	146
November	41	57	21	13	4	7	1	144
December	41	65	27	14	10	7	7	171
Total	***686***	***566***	***407***	***263***	***90***	***79***	***49***	***2140***

3.17.3 Maintenance of Expressways

Maintenance of Expressways is carried out with 3 sub sections (Bandaragama office & Meegama office – Southern Expressway and Wedikanda office – Colombo-Katunayeke Expressway). Each section is been supervised by Technical Assistants and Technical Officers under the guidance of Maintenance Engineers. Total number of labour force as at December 2014 is 178 labourers.

These labourers are working as Vegetation Controllers, Welders, Carpenters, Blacksmiths, Masons, Mechanics, Traffic controlling helpers and etc.

3.17.3.1 Vegetation Control

Routine vegetation controlling works were carried out at from from Kothalawala – Welipenna, Welipenna – Pinnaduwa & Pinnaduwa - Godagama .& Peliyagoda New Kelani Bridge – Katunayeke Airport End including main Expressway traces, service area, interchange premises, head office premises, Meegama maintenance office premises and Poddala stores premises. Main Trace includes the pavement edge, 6 lanes widening section, embankment slopes, cut slopes and the center island (only for Colombo – katunayeke Expressway & Outer Circular Expressway). Further a special attention was given for the vegetation control at the structures and for uprooting the “maana” & “iluk” plants which are harder to be controlled by cutting.

These works are been done by means of the labour with brush cutters, tractor mount lawn mowers and by spraying weedicides.






3.17.3.2 Accident Damage Repairs

Accident damage repairs are been done through a hired contractor with EOM&M safety arrangement and supervision. About 95% of damages have already been repaired at the moment at Expressways. Installation of new sign boards for the damaged sign boards during accidents were carried out through direct labour after fabricating them through a contract




3.17.3.3 Culvert & Cannel Cleaning

Culverts & cannels with heavy siltation were identified with the inspection with the STDP, Local Irrigation Dpt. and other relevant authorities and also through the public complaints. These are been cleaned by mini excavators working under hired basis and sometimes by the manpower. Sometimes the cannel cleaning works are extended beyond the Expressway corridors (outside of the fence) in order to improve the effectiveness of the work. Drains along the Expressway also been cleaned by labour force and by excavators also.

3.17.3.4 Closing of Culvert Openings

Culvert openings which exposed the Expressway premises to the outside are been closed to prevent animal entering to Southern Expressway. This is done by using a steel grating to avoid the culvert been blocked due to the debris collection. Also at the same time the fence bottom openings are been closed by welded mesh strips to avoid the animal entering to the Expressway. Mass concrete lining is also used for the same purpose due to the sandy ground at Colombo – Katunayeke Expressway.





3.17.3.5 Identification of Construction Defects

Identification of defects of the Expressway, drainage and other structures and the buildings within the Colombo – Katunayeke Expressway corridor & Outer Circular Expressway & Pinnaduwa – Godagama section of Southern Expressway and get repaired within the defect liability period through the relevant contractors and it is still in progress.

3.17.3.6 Cleaning of Asphalt Pavement Surface

Asphalt pavement surface including the traffic lanes, center median, shoulder and ramps is cleaned as required by using the two (02) numbers of sweepers.

3.17.3.7 Cleaning of Sign Boards

All the sign boards except 100km/h and kilometer maker posts at Expressways were cleaned.





3.17.3.8 Cleaning the Toll Booth Floors

Toll booths and floors were cleaned to remove the dust and oil patches as much as possible. Cleaning of toll booths and floors at Kottawa & Pinnaduwa were been carried out through a hired contractor twice a month.

3.17.3.9 Maintenance of Booth Top Flower Plants

Monthly maintenance of the flower plants at booths by clearing weeds & fertilizing the plants were done.

3.17.3.10 Attending Public Complaints

Regularly attended and gave available solutions to the public complaints regarding cultivations, access roads, drainage issues etc.

Further, regular building maintenance works are also carried out with a proper attention as there are large numbers of buildings is utilized by large number of people.





3.17.3.11 Special works

- Crack sealing on the carriageway at 06 + 650 – 06 + 750 LHS at Southern Expressway.
- Rectification of damaged asphalt surfaces at 68 + 900 LHS & 54 + 400 LHS due to burned vehicles.
- Construction of two new toilets at Kothalawala Interchange..
- Covering of top beams of the toll booths to avoid making nests by pigeons (Gelanigama, Kurundugahahetekma, Baddegama, Pinnaduwa).
- Attending emergency issues due the heavy rain, landslides and flood on Expressways.
- Cleaning of the bird structure at Service area RHS.

Watering to the plants at the centre island, near the RoW fence and also at the interchanges, maintenance of "Christina" & "Boganvillia" plants, cleaning of centre island U – drains and proper packing & compacting of rubble for eroded areas near the RoW fence and embankment slopes where no or less turf is provided are some of the key maintenance activities that are carried out at Colombo – Katunayeke Expressway









3.18 Property Management and Revenue Collection

Property Management and Revenue Division was established in August 2004 with an intention to generate income for Road Development Authority out of its own sources. The division is headed by a Deputy Director who comes under the Director (Maintenance Management & Construction) and supported by Engineers and supporting staff.

Property Management and Revenue Division (PM&R) generated income supplements the funds annually received from the treasury for RDA to carry out its mission of upgrading, maintaining and constructing of National Highways network in Sri Lanka, maintenance of lands and buildings belong to RDA and enhancing welfare of its employees. Therefore it is considered to develop RDA lands and buildings in order to generate more income. Measures have been taken to find out the possibility of charging from the, utility services uses the road reservations. In addition, the Road beautification works in Centre Islands and Roundabouts and the Road Reservations located at important places are carrying out using RDA Employees and deploy interested private parties to get their sponsorship on beautification works as a mode of advertise their products.

From May 2013, PM&R Division handled and co–ordinate Deyata Sevena Tree Plantation Programme under this programme tree planting has been done in road reservations inaugurate in 25 selected EE divisions' areas conducted by Ports, Shipping & Highways Ministry and Road Development Authority with Environmental and Renewable Energy Ministry.

From June 2014 PM&R Division handled Rest Area Programme under this it is expected to establish small type rest area on RDA Road Reservations in selected Executive Engineers Division.

3.18.1 Issue of Licenses for Billboards/ Hoardings/ Gantries/ Cantilevers

A brief description of the activities of the Property Management & Revenue Division is given below.

Issue of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising instruments/devices on the road sides were continued up to 31st December 2014.

Approved Hoardings/Banners reports have been sent to the EE and other relevant heads of Division in the same time when granting approval as per the guidelines.In additon to that approved horadings summery being sent periodically.

During this year 2014 the Property Management & Revenue Division has entered to agreements and permitted 483 number of New Hoardings to be displayed within the Road Reservations after obtaining the relevant rentals.591 numbers of hoardings renewals permitted.

During this year the Property Management & Revenue Division has permitted 3726 numbers of Banners & out of which 27 numbers of displays permitted free of charge on the requests of various non commercial institutions.

During this year the Property Management & Revenue Division has entered to agreements and permitted 61 numbers of new bus shelters to be displayed within the Road Reservation after obtaining the relevant rentals. 56 numbers of bus shelters renewals permitted and 38 numbers of displays permitted free of charges.

During this period entered new agreements and permitted 2809 Nos of Telephone/Television Poles and another 14328 pole agreements and trenching agreements renewed.

3.18.2 Leasing Of Road Reservation for Commercial Purpose

Tenders were called from the public to lease out few road reservations at Nuwara Eliya during the festival season in 2014. Income received from leasing of reservations at Nuwara Eliya during the festival season is **Rs.2,251,142.85** for one month period.

3.18.3 Resting Areas to be established on National Highways

New resting park constructed by Regional Economic Development Agency has been established at Culvert No. 38/8 on Peradeniya – Badulla – Chenkalady Road (A005).

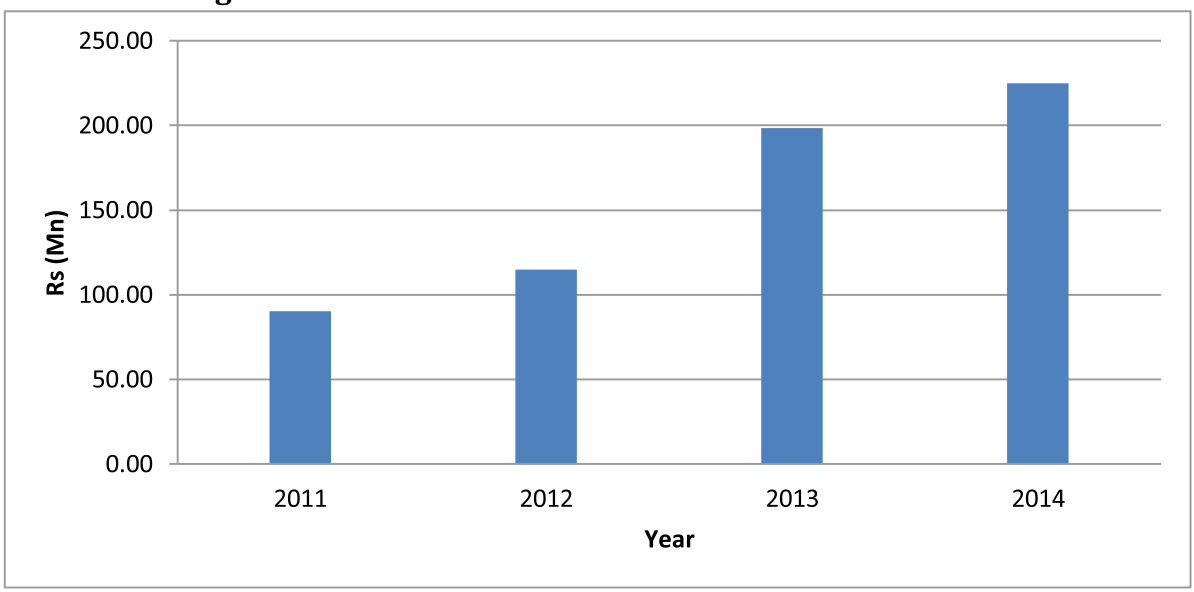
3.18.4 Revenue Collection in 2014

Revenue collected from various sources by managing the Properties of the RDA during the year 2014 is Rs. 224,728,601.52

Table 50: Classification of PM&R Revenue Collection from 2011 – 2014

Description of the Item	Revenue 2011 Rs. Cts	Revenue 2012 Rs. Cts	Revenue 2013 Rs. Cts	Revenue 2014 Rs. Cts
Banners	1,346,304.25	2,324,191.60	2,098,880.27	2,333,439.62
Rent of Shopping Complex	3,583,122.60	2,670,688.28	1,413,587.59	3,653,783.35
Hoardings	28,535,524.79	41,541,548.75	35,209,815.92	30,622,475.79
Bus Shelters	7,357,189.73	3,497,141.60	2,074,285.43	1,817,766.73
Gantries/Cantilevers	20,955,621.91	28,778,267.87	21,956,190.20	42,047,621.16
Trade & Lottery Stalls	151,014.46	301,428.53	210,713.29	404,738.28
Roundabouts, Traffic Islands maintenance and beautification	910,272.01	861,944.70	521,646.49	850,898.58
Fiber Optical Poles/TV Cable Network & Telephone Exchange	25,677,670.94	33,146,421.98	55,086,586.60	60,038,025.32
Underground cable laying	124,639.14	134,285.12	34,286.26	81,679.94
Resting Park	1,672,114.57	1,763,257.12	2,025,714.29	2,251,142.85
Trade Stalls during Festival Season at N'Eliya	----------	----------	----------	----------
Total	90,313,474.40	115,019,175.55	198,253,385.16	224,728,601.52
	==========	==========	==========	==========

Figure 22: Revenue Collection for The Period of 2011 – 2014



Certain limitations adopted by environmental authorities on display of hoardings, banners and pennants on the road reservations this has been given adverse affect to the income generation of this nature.

No outstanding amount for the rentals of Borella Shopping Complex in this year except shop No.01 & 02. Legal action has been taken against the owners of the Shop No.01 and 02. Lease agreements have been renewed for Kurunegala & Borella Shopping Complex.

3.18.5 Road Beautifications Works

Aim of this project is beautify and maintain Centre Islands & Roundabouts and the Road Reservations located at important places. It has been decided to get the sponsorship of the private parties for this works. This works started in April 2010 during this year there are 34 road islands has been given to private parties to beautify and maintain under RDA regulations. This was identified as a source of income too of RDA by allowing sponsors to display their small advertisements in these areas under RDA approved rates. This rates has been revised and the relevant regulations also revised to attract sponsors for this beautification works In addition to that, PM&R Division is now handling of the beautification and maintenance of Roundabouts and Centre Islands starting from Devi Balika Junction to Ayurveda Junction, Cotta Road and Old Kesbewa Road from Kattiya Junction to Nugegoda Rail Gate Section. In addition to that during January – February 2014 arrange the road beautification work of Kuliyapitiya town area during the period of "Deyata Sevena Exhibition". 2.5Km length center median area filled using soil and

fertilizer mixture for prepartion of plant bed and planting Exora plants and other exotic flower plants with covering either sides edges using grass.

Designed am completed Pannala roundabout for beautification work.

3.18.6 Plant Nursery for Road Beautifications Works



To fulfill the plant requirement for beautification works operated by PM&R Division, Flora plants nursery has been established at Homagama Depot. Earlier it was at Kaduwela RDA Depot. At the end of the year 2014, there are 7,700 exotic plants. Some of these plants are (Naa, Nadun, Phibiya, Goraka, Katu Atta, Madan, Kohomba, Wood Apple, Mango, Guava, Ambarella, Pomeganate) received from the Ministry of Environmental and Renewable Energy under "Deyata Sevana" Tree Planting Programme and National Food Promotion under "Divinaguma National Programme". Some plants verities (Koboneela, Boganvilla, Exora, Kelani Tissa, Idda,) were produced by PM&R Division to use for beautification works. During this period about 5225 plants were planted in Sethsiripaya Center Medium of the Kotte-Bope Road infront of the Sethsiripaya, Polduwa Junction, Nugegoda Old Kesbewa Road & Centre median from Devi Balika Junction to Ayurveda Junction, Cotta Road & Battaramulla- Pannipitiya Road

Table 51: Maintenance of Beautification Work in year 2014

Road Section	*Activity*
At the Centre Median from Devi Balika to Ayurveda Junction on Kollupitiya – Sri Jayewardenepura Road	Beautification work, Fertilizing, Watering, Prune of Exora Plant
At the Centre Median from Ayurveda Junction to Polduwa Junction on Kollupitiya – Sri Jayewardenepura Road	Cutting Grass, Watering, etc.
At the Centre Median from Polduwa Junction to Sethsiripaya 1st gate section on Kollupitiya – Sri Jayewardenepura Road	Weeding & Grass Cutting
2900 m^2 area from the Nugegoda Rail gate up to Kattiyahandiya Junction on Nugegoda Old Kesbewa Road	Maintenance & Landscaping, Watering, Grass Cutting, Grass Turfing etc.
Battaramulla – Pannapitiya Road (B047)	400 numbers of Naa plants have been planted PM&R is attending to Fertilizing, watering, cleaning works of these 400 plants
Borella Rajagiriya Road	Beautification work, fertilizing watering prune of Exora plant and weeding & grass cutting.
Pannala Rounabout, Kollupitiya centre median	Beautification work, Fertilized, Planted of Exora planning

3.18.7 Road side shading tree plantation programme



Monitoring the progress of tree planting programme held in EE Divisions conducted by Ports & Shipping Highways Ministry and Road Development Authority with Environmental and Renewable Energy Ministry. This programme Co-ordinated by RDA. (PM&R Division). Arrangements have being made to report the Progress & feed back to the Ministry on the tree Plantation Programme.

Relevant information related to road side tree planting collected from all Executive Engineers Divisions and prepared the plants requirements for the 2nd stage of tree plantation programme & necessary action has been taken to obtain the plant quantities

from Environmental and Renewable Energy Ministry.

Monitoring the above activities monthly by studying their reports their future needs and difficulties has been identified and necessary steps has been taken about the tree plantation progress of road side reservations in all EE Division.

- Arrangement have made to make space to expand the existing plant nursery using the land left behind Homagame Quarters by filling & leveling from available soils. This will be using for the preparation and keeping plants to be used for future requirement of road side of tree plantation programme.
- After filling & leveling the land behind the Homagame Quarters make fence using barbed wire was done through Executive Engineers Office, Avissawella.
- Directed EE Offices to obtain plants from Forest Department for the Deyata Sevena tree plantation programme 2014.
- Arrangements have made to obtain fruit plants from Divinaguma National Programme conduct through Divisional Secretariat Offices for plant fruits in road side reservations.

3.18.8 Rest Area Programme

RDA decides to built resting parks with wash rooms to provide facilities to road users in major highways. in order to implement this collected relevant information from all Executive Engineers Divisions to construct.Small type rest areas in RDA road reservations.

Arrangements have been made to collect the information by using questionnaires from selected parties related to the suitable places for rest areas to be constructed in the road sides and the features to be available in such places.

Draft sketch of buildings to be established in small type test areas has been sent to the Engineering Services Division to prepare the building plans.

3.18.9 Divinaguma National Programme

In accordance with the circular letter No.DFO/Divinaguma/2015 dated 2014.08.13 received from the Ministry of Finance & Planning and the directions made by the Ministry of Highways Ports & Shipping.

As per this programme it is expected to plant vegetable and fruits in selected RDA premises within Western Province Offices & Depot premises. This programme co-ordinated by PM&R Division RDA.

Under this programme planed fruit & vegetables in the premises of Colombo District EE' s offices & depots 333 Nos of fruit plants which received from National Food Promotion Board for this purpose & distributed to Western Province Office & Depot premises and planted on 20.01.2014 in above locations.

3.19 Mechanical Services

Mechanical Services are conducted through the Mechanical Division of RDA. The Director (Mechanical) provides professional support directly to the Director General with the assistance of the Deputy Director, Mechanical Engineers, Plant Engineers and other supporting staff. Since the Director Post is not filled Deputy Director (Mechanical) is covering the duty of Director (Mechanical). Mechanical Division consists of the Director's office and Transport Division at the head office and a maintenance workshop at Angulana and Anuradapura. Mechanical Division also handles the maintenance of asphalt premix plants and Crusher Plants installed at varies locations.

The Mechanical Division is responsible for providing vehicles, construction machinery and equipment, production plants, launch & ferry services and related services required such as operation, monitoring, maintenance and management for the smooth functioning of the Road Development Authority using the available resources. Mechanical Division provides necessary assistance and consultation in major machine repairs work for Rural Bridge Rehabilitation workshop at R&D premises and repairs to machinery taken over from Maga Neguma Road Construction Equipment Co. Ltd.

3.19.1 Progress and Performance in Mechanical Service for the year 2014

During the year 2014, the Mechanical Division of RDA performed following services in order to achieve the objectives of the RDA.

- Prepared the specification and bid document for procurement of following machinery and vehicles and submitted for procurement committee approval and proceeded for procurement.
    1. 35 Units Plate Compactors
    2. 11 Units Asphalt Cutters
    3. 10 Units Tower Light Plants

    4.02 Units Water Tanker Trucks
- Five Units Single Drum Walk Behind Type Vibrating Rollers(Which were ordered in 2013) were delivered by the supplier to RDA and they were distributed among five selected Executive Engineers for their road maintenance works

- Ten Units Double Drum Walk Behind Type Vibrating Rollers (Which were ordered in 2013) were delivered by the supplier and distributed among ten selected Executive Engineers for their road maintenance works
- Eleven Units Asphalt Cutters were purchased at a total cost of rupees 4,326,562.24 including vat and distributed among selected CE divisions
- Ten Units Tower Light Plants were purchased at a total cost of rupees 3,850,000.00 including vat and distributed among selected EE divisions
- Two units truck mounted water tanker trucks were procured and handed over to Expressway Operation and Management and Maintenance Division for the utilization for expressway maintenance
- 42 vehicles were hired from outside for the use of RDA officials and others and spent Rs.15,042,578.20 for hire charges during the year 2014.
- Bids were invited for the disposal of 109 lots discarded items available in the Angulana Workshop premises.

3.20 Manpower Development

Implementation of manpower development is conducted through the Training Division of RDA. The Additional Director General (Administration & Finance) and the Director (Training) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

The Road Development Authority is the principal highway authority in the country. The availability of an adequately skilled and contented work force is essential for the development of a dynamic highway institution capable of carrying out the functions entrusted to it. The RDA considers training as a very important function of the organization and as an investment, which is an absolute necessity in a developing technical world. The Training Division is entrusted with the responsibility of carrying out the training function in the Organization. The main objective of the Training Division is to provide facilities for all categories of employees in the RDA to enhance their knowledge, upgrade their skills and develop appropriate attitudes in order to improve their effectiveness and efficiency at work. These objectives are generally achieved by identification of training needs and preparation and implementation of the training programme. The training programme usually consists of lectures, seminars, workshops and field demonstrations organized in-house and supplemented where appropriate, by making use of training courses conducted at other organizations.

3.20.1 In – House Training Programme

Certain training programmes were conducted within training division by arranging RDA employee as a resource person and RDA resources to implement. In year 2013 1,964 RDA employees were followed in – house training programme.

Table 53: In – House Training Programme in year 2014

No	Description Training	No of Groups	No of participants per group	No of days per group
01	AutoCAD Civil 3D for Engineers	03	10	05
02	Short Course on Material Testing in Highway	01	20	07
03	Troubleshooting, maintenance & minor repairs to Personnel computers	04	15	06
04	AutoCAD for Technical Assistances & Work Supervisors	03	15	05
05	One day Computer Training programme on "Introduction to Internet & E-mail" in Kalutara Region (Two groups)	02	10	01
06	One day Computer Training programme on "Introduction to Internet & E-mail" in Western Project & Executive Engineer's Region (Two Groups)	02	12	01
07	Basic English Language Course – Colombo Region	01	31	12
08	Basic English Language Course – Sabaragamuwa Province	01	30	14
09	One day workshop for Maintain of Contract file & Registers (Three Groups)	03	40	01
10	One day workshop for Stores Procedures & Fixed assets management (Three Groups)	03	41	01
11	Lecture serious to Technical Officers for NPQ promotion exam	01	33	02
12	One day Computer Training programme on "Introduction to Internet & E-mail" in Sabaragamuwa Province	01	15	01
13	One day Computer Training programme on "Introduction to Internet & E-mail" for middle managers	01	13	01
14	One day workshop for Computer Operates (Microsoft office 2013)	02	15	01
15	Primavera P 6.0 for Engineers	01	18	04
16	Induction course for newly recruited Management Assistant	01	40	05
17	The Project Management & Road Maintenance Methodologies one day training programme for RDA all PD's, CE's & EE's	01	125	01
18	Induction course for newly recruited Management Assistant	01	46	03
19	Lectures for Internal promotion exam - Lab Assistants to Research Assistants	01	13	12

No	Description Training	No of Groups	No of participants per group	No of days per group
20	One day workshop on Contract Administration for RDA all PD's, CE's & EE's	01	125	01
21	One day workshop on Contract Administration(Dispute Resolution) for All Resident Engineers from Local Funded Bank Projects	01	50	01
22	One day workshop on progress Report preparation	01	125	01
23	Lectures for Internal promotion exam - Research Assistants to Material Engineers	01	29	11
24	Workshop on Role of Executive Engineer	01	35	02
25	Site visit for Internal promotion exam - Lab Assistants to Research Assistants	01	13	01
26	Site visit for Internal promotion exam - Research Assistants to Material Engineer	01	29	01
27	Half Day workshop on Contract Administration	01	55	0.5
28	Marbey Bridge Local Training Programme-Flyover Deck Repairing	01	6	01
29	Marbey Bridge Local Training Programme-Class room Training	01	12	0.5
30	Marbey Bridge Local Training Programme - Seminar & Site Visit	01	52	02
31	Training Programme on the pavement thickness Design for low volume traffic & axle lord	01	80	01
32	Workshop and Seminar on Land Slide Disaster Protection Project of the National Road Network under Capacity Development Programme- 1st Seminar	01	41	01
33	Half Day workshop on Contract Administration	01	55	½ x 2 (2 half days)
34	Excel for Beginners	01	17	03
35	Training Programme under French Bridge Project	01	55	01
36	Workshop on Asphalt Concrete	01	120	01

3.20.2 Training at Outside Organizations

In addition to the in – house training activities described above, the Training Division nominated 756 officers of the RDA for relevant training courses and seminars conducted in outside organizations.

Table 54: Training Programme at Outside Organizations in year 2014

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
01	Construction Equipment Training Center (CETRAC)	Workshop on "Servicing of Construction Equipment"	02	03
		Training programme on "Maintenance of hydraulic System"	02	10
		Training programme on "Maintenance of Steering Clutch & Brake Systems "	02	05
		Workshop on "Administrative Method and Human resources Management"	13	01
		Workshop on "7th Annual National Conference on Cyber Security"	05	02
02	University of Moratuwa	Workshop on "Design & Construction of Testing of Piles	25	04
		Workshop on "Loan Accounting & Servicing Website"	01	03
		Seminar on "9th Asia Pacific Conference on Transportation and the Environmental & Transport Research Forum"	50	02
03	University of Peradeniya	Workshop on "Construction Management".	01	04
04	Institute of Engineers, Sri Lanka (IESL)	Workshop on Managing Development for Engineers	02	14
		NPQ promotion exam conducted by IESL	33	02
		CPD course on "Corrosion & Anti Corrosive Protective coatings	06	08
		CPD course on Project Management.	03	10 (2½ hrs per day)

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
05	Skilled Development Fund Limited	Workshop on "Transport Management"	02	01
		Workshop on "The Revenue Amendment (Tax) proposed in Budget 2014"	07	01
		Workshop on "Labour Low for Administrative Professionals"	10	02
		Workshop on "Skills for front office personnel"	01	01
		Six Months Certificate course in English language (Western Province)	18	12
		Six Months Certificate course in English language (Sabaragamuwa Province)	27	12
		Workshop on "Scheme of Recruitment"	06	02
		Workshop for Drivers	07	01
06	Society of Structural Engineering	Seminar on "Transportation Structures : Design, Construction, & Maintenance "	10	01
		Workshop on "Annual Sessions 2014 ".	15	01
07	Institute for Construction Training and Development	Seminar on "Newly drafted Civil Engineering Method of Measurement - Sri Lanka"	06	01
		Workshop on "Safe & Economical Driving of Motor Vehicles"	45	01
08	Sri Lanka Institute of Development Administration	Workshop on "Labour Low for Administrative Professionals"	10	02
09	PRAG Institute	Workshop on "EPF, ETF & Gratuity payments"	04	01
10	Sri Lanka Standards Institutions	Workshop on "Quality Management"	05	10

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
11	Sri Lanka Institute of Printing	Training Programme on Book binding & finishing	14	½ x 28 (28 half days
12	Knowledge Agent Pvt. Ltd.	Seminar on "Sri Lanka Public sector Accounting Standards "	15	01
		Workshop on "Public Sector Accounting Standards"	13	01
		Workshop on "Development of Supervisory Skills - Sinhala Medium"	07	01
		Seminar on "Supervisory Development"	08	01
13	Institute of Personnel Management	Workshop on "The Role of the Project Manager in National Development Projects"	03	01
		Workshop on "National HR Conference"	21	02
14	Institute of Incorporated Engineers.	CPD programme on "Effective Maintenance of Vehicle".	13	01
15	Roadseal (Pvt) Ltd	Workshop on "Slurry seal/ Micro surfacing of Bitumen Emulsions	80	01
16	Microsoft , Srilanka	Workshop on "Latest Microsoft Products"	22	½
17	Centre for Banking Studies	Workshop on "Accounting Standards".	11	02
18	SriLanka Geotechnical Society	Workshop on "Early warning & Mitigation of Landslides.	10	01
19	Institute of Industrial Technology	Workshop on "Industrial & Road noise Modeling"	02	01
20	GIS SOLUTIONS	Workshop on " GIS in the Cloud"	18	01
		Training for "WEB GIS "	02	03
21	CIOB	Workshop on "World Construction Symposium"	03	½ X 4
22	Business Management Centre	Seminar on "Intensive Course on Project Management Primavera".	32	½ X 4 (04 half days)

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
23	Computer Society of SriLanka	Seminar on "National Information Technology Conference 2014"	08	02
24	Pro Consulting International Pvt (Ltd),	Seminar on "Modern Project Controlling & Innovative Approaches to Project Management "	01	01
25	Institute of Supply & Materials Management.	Work shop on "Foundation Course in Purchasing "	03	08
26	Lanka Construction Servces & Skills Development Company,	Seminar on "Important Aspects of Highway Construction "	05	½
		Seminar on "Overview of the TAX System in Sri Lanka "	12	01
27	TECH One	Seminar on "Autodesk Solutions Day"	03	01
28	Consultancy Services for Capacity Development of Agencies and Users	Work shop on "Improving Traffic Management & Road Safety in Road construction "	60	½
29	Consultancy Services for Capacity Development of Agencies and Users	Work shop on "Improving Traffic Management & Road Safety in Road construction" for Contractor's Representatives.	50	½
30	Soil Tech Ltd	Demonstration on "Land slide protection works"	19	½
31	Mequire Corporate Training,	Workshop on "Latest legal Trends in Employment Law"	03	01
Total			**756**	

3.20.3 Opportunities to Follow Long Term Courses at Local Universities/ Institutions

Table 55: Long Term Courses at Local Universities/ Institutions in year 2014

No	Organization	Details of Training	No of officers
01	University of Moratuwa (UOM)	M.Eng in Highway & Traffic Engineering 2014/2015	04

No	Organization	Details of Training	No of officers
02	National Institute of Business management (NIBM)	Advanced National Diploma in Human Resource Management	05
		One year Advance National Diploma in Human Resource Management (Sinhala medium),	03
03	Institute for the Development of Commercial Law and Practice	Diploma in "Commercial Arbitration"	11
Total			**23**

Twenty three officers from RDA were nominated to follow long term courses such as M.Eng, M.Sc., PG Diploma and Diploma etc. in local universities or institutions.

3.20.4 Overseas Training

Only Twenty Eight (28) nos of overseas training courses, workshops and conferences (Out of Thirty-one (31) nos) were approved by RDA during 2014 & Forty Five (45) officers of the RDA were participated.

Table 56: Overseas Training Programme in year 2014

No	Country	Details of Training	No of Officers participated	No of Days
01	Japan	Training course on "Operation & Maintenance of Monorail" from 10th of July to 17th of July 2014.	01	07
		Training course on "Environmentally Sustainable Urban Transport Planning" from 27th of August to 11th of October 2014.	01	46
		Training course on "Public Work Administration in Regional Government" from 20th of August to 11th of October 2014.	01	53
		Training course on "Comprehensive Bridge Engineering" from 08th of September to 27th of October 2014.	01	48
		Seminar on "Expressway Construction Management Operation/Maintenance" from 13th of October to 01st of November 2014.	02	20

No	Country	Details of Training	No of Officers participated	No of Days
		Seminar on "Comprehensive Urban Transportation planning" from 14th of October to 13th of December 2014.	01	61
		Seminar on "Trunk Road Management & Maintenance" from 27th of October to 13th of December 2014.	01	47
		Seminar on "Road Maintenance & Management" from 22nd of October to 06th of December 2014.	01	46
		Training course on "Environment Impact Assessment in ODA Projects from 09th of November to 06th of December 2014.	01	27
02	China	Training course on "Infrastructure Construction & Planning for Sri lanka" from 06th of March to 26th of March 2014.	01	20
		Seminar on "Infrastructure Planning & Construction for Asian Countries" from 17th of July to 07th of August 2014.	01	20
03	India	Training course on "Network Security Assessment & Proactive Defense" from 27th of January to 21st of March 2014.	01	55 (02 months)
		Training course on "General Management for Senior Executives" from 06th of January to 31st of January 2014.	01	25 (01 month)
		Training course on "Application Development using GIS & Remote Sensing" from 17th of February to 09th of May 2014.	01	83 (03 months)
		Training course on "Hardware & Networking" from 10th of February to 02nd of May 2014.	02	83 (03 months)
		Training course on "Wireless Networking Administration" from 17th of March to 23rd of May 2014.	01	67 (02 months)
		Training course on "CADD Engineering" from 24th of March to 13th of June 2014.	01	82 (03 months)

No	Country	Details of Training	No of Officers participated	No of Days
		Seminar on CSIR-CRRI Training Programme for the year 2014-2015 Bridge Design & Construction from 13th of October to 17th of October 2014.	01	05
		Training course on "Environmental Impact (EIA) & Environmental clearance Process for Road & Highway projects" from 10th of November to 13th of November 2014.	01	04
		Seminar on "Pavement Evaluation Techniques & their applications for maintenance & rehabilitation" from 24th of November to 28th of November 2014.	01	04
		Seminar on Training slots under the India Technical Economic Co-operation (ITEC) Scholarship Scheme of the Ministry of External Affairs from 12th of December to 27th of February 2015.	01	81
04	Korea	Seminar on "SAARC Special Training Proggramme - Transportation Policy course for the Infra Development" from 18th of September to 08th of October 2014.	01	21
		Seminar on "Global Infrastructure Cooperation Conference -2014" from 17th of September to 19th of September 2014.	01	03
05	Thailand	Training course on "Finance & Economic Analysis for Highway Engineering" from 02nd of March to 12th of March 2014.	10	10
06	Singapore	Training course on "International Programme on Project Management" from 23rd of June to 04th of July 2014.	02	10
07	Philippine	Seminar on "Action on Climate Change in South Asia" from 10th of September to 12th of September 2014.	01	03

No	Country	Details of Training	No of Officers participated	No of Days
		Seminar on "ADB Transport Forum 2014 - Transport in the Asian Century 15-17 September 2014" from 15th of September to 17th of September 2014.	02	03
08	Indonesia	Seminar on "Road Safety Workshop" from 15th of September to 16th of September 2014.	04	02
09	Germany	Postgraduate Course in DAAD Scholarship Programme for professionals with relevance in Developing countries 2013/2014 from 1st of September2014 to 31st of December 2016.	01	822 (28 months)
Total			**45**	

3.20.5 Training of Engineers for the Professional Review

The nomination of engineers for design office training under the design office priority list is functioning smoothly under the supervision of the Training Division. During the year 2014, Twenty nine (29) engineers were nominated for design training to design offices as follows.

Table 57: Design Training Programme for Engineers in year 2014

Name of the Design Office	No of Engineers nominated
Highway Design Office	12
Bridge Design Office	08
Kandy Design Office	05
Rathnapura Design Office	02
Kurunegala Design Office	02
Total	29

3.20.6 Training Opportunities for Undergraduates and Apprentices

Opportunities were also provided by the Training Division for undergraduates and apprentices from universities, technical colleges and institutes in collaboration with National Apprentice and Industrial Training Authority (NAITA) to obtain their in-plant training in RDA.

Table 58: Training Opportunities for Undergraduates and Apprentices

No.	Local universities and institutes	No of Students
01	Faculty of Engineering, University of Peradeniya	71
02	Faculty of Engineering, University of Moratuwa	07
03	Institute of Engineering Technology, Katunayake	19
04	Faculty of Transport & Logistic Management University of Moratuwa	04
05	Institute of Information Technology (SLIIT)	01
06	South Asian Institute of Technology and Medicine (SAITM)	01
07	Asian Institute of Technology (AIT) , Thailand	01
Total		**104**

3.20.7 Promotion Examinations

Under Training Division, Promotion Examination of Competitive Examination for Internal Recruitment of Post of Account Assistant/ Audit Assistants was held in year 2014 for 71 employees.

Table 59: Promotion Examinations Organized by the Training Division

No	Examination	No of Officers participated
01	Competitive Examination for Internal promotion exam – Technical Officers to NPQ Engineers	33
02	Competitive Examination for Internal promotion exam - Research Assistants to Material Engineers	27
03	Competitive Examination for Internal promotion exam - Lab Assistant to Research Assistants	11

3.21 Legal Services

Legal Service activities are carried out by the Legal Division of RDA at Head Office. It is one of the divisions directly reporting to the Director General. The Legal Division is headed by a Director who is assisted by five Legal Officers and supporting staff.

The RDA as an organization having large number of employees to take care of its assets all over the island and carrying out development activities which involves recovering its right of way and reservations and taking over of private lands for the improvement works throughout the island come across litigations against it and its employees. Furthermore, The RDA also needs to deal with the actions filed by its own employees at the Labour Tribunal. The Legal Division of the RDA deals with the legal activities connected with litigation involving the RDA.

Legal Division filled cases under section 42 of the National Thoroughfares Act against the persons who violates the building limit and section 50 for the encroachments under the New Thoroughfares Act No. 40 of 2008.

Legal Division has filled 133 Magistrate Court cases in various provinces and managed to get the orders in favour of the RDA which would help the RDA to clear the Road Reservations belonging to the RDA and to clear the building limits for future developments.

Generally following legal services were carried out by the Legal Division of RDA.

- Drafting and Filing plaints, answers, objections and various other types of pleading on behalf of the RDA.
- Appearing before the District Courts, Court of Appeal and the Supreme Court as instructing Attorney and assisting the Attorney General's Department for such cases were implemented under Legal Division.
- Giving opinion on various legal issues.
- Drafting agreements and deeds on behalf of the RDA and projects.

A summary of cases filed against the RDA and the cases filed by the RDA during the year 2014 is given below.

Table 59: Cases filed during the year 2014

Description	*Cumulative up to 31.12.2013*	*Cases filed against RDA in year 2014*	*RDA filed against outsiders in year 2014*	*Completed Cases during 2014*	*Total as at 31.12.2014*
Supreme Court	08	-	01	02	07
Court of Appeal	22	14	-	07	29
District Court	98	32	04	13	121
High Court	15	04	01	03	17
Labour Tribunal	03	01	-	02	02
Human Rights Council	01	08	-	-	09
Magistrate Court	72	-	133	27	178

3.22 Procurement Services

Procurement Services are conducted through the Procurement Division of RDA. The Additional Director General (Administration & Finance) and the Director (Procurement) provide professional support to the Director General with the assistance of supporting staff.

Mandate envisaged with the division is to handle the procurement activities of road and bridge improvement works under the GOSL funding and the stationery & goods acquisitions in bulk for the RDA. Main functions include inviting bids, evaluation and awarding the contracts for the development activities while supporting the supply chain requirements of the Organization.

Road and bridge works for construction were not directed to the division to attend the procurement process. Consumables and stationery worth of Rs. 24.6 Mn was purchased for consumptions.

3.23 Personnel Management

Personnel management activities are carried out by the Administration Division of RDA at Head Office. It is one of the divisions coming under the purview of Additional Director General (Finance & Administration). The Administration Division is headed by a Director who is assisted by a Deputy Director, 05 Administrative Officers and supporting staff.

Administration Division is responsible for the overall Human Resource Management functions relevant to the RDA. Personnel management activities such as recruitment, development, promotion, disciplinary actions, management of attendance and leave of employees etc. are carried out by the Administration Division.

Table 60: Workforce of RDA as at 31.12.2014

Category	*Existing cadre as at 31.12.2014*
Senior Management Service	81
Engineering Service	652
Accountant's Service	32
Administrative Officer's Service	18
Information Technology Service	16
Legal Officer's Service	6
Junior Administrative Service	57
Account/ Audit Assistant's Service	75
Associate Officer's Service	77
Technical Service – 1	57
Management Assistant Service – Technical	878
Management Assistant Service – Non Technical	1899
Supportive Staff	2589
Road Maintenance Labourer	4980
Total	***11,417***

3.23.1 Human Resource/ Personnel Functions

Employees are the main assets that contribute the RDA to lead functions consistency with high quality to improve the national road network in Sri Lanka. At the end of the year 2014, RDA totally consist of 11,417 employees and thus the personnel management considered as major function in the organization. Following personnel functions are carried out through the Administration Division during the year 2014.

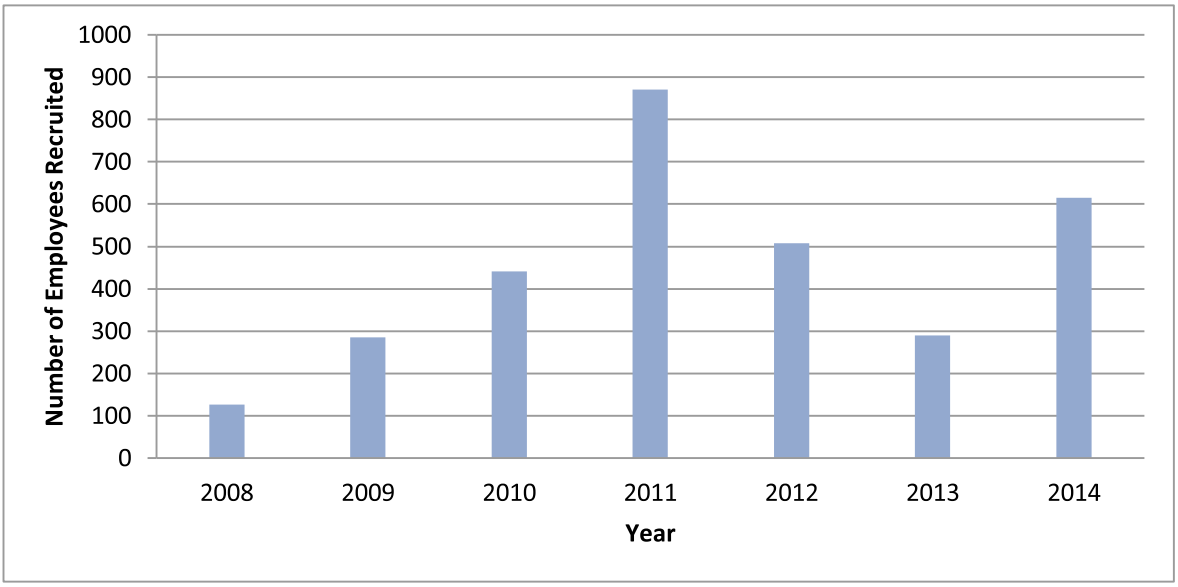
3.23.1.1 Recruitment of Employees

615 employees were newly recruited during the year.

Table 61: Details of Employees recruited during year 2014

Designation	No. of Employees
Management Assistant	110
Technical Officer	04
Mechanical Superintendent	02
Light Vehicle Driver	12
Teller	129
Patrolling Crew Person	20
Helper	02
Research Assistant	11
Circuit Bungalow Keeper	01
Mechanist	60
Engineers	59
Work Supervisor	16
Watcher	05
Resettlement Assistant	01
Field Monitoring Assistant	01
Transport System Analyst	05
Deputy Director	01
Socio – Economic Analyst	01
Draughtsman	06
Light Equipment Operator	99
Office Aide	33
Office Labourer	36
Traffic Enumerator	02
Total	**615**

Figure 23: Number of Employees Recruited during 2008 – 2014 period



3.23.1.2 Placement of Employees

Annual transfer applications were called and appointed transfer board recommended the transfers.

3.23.1.3 Training and Development of Employees

Training and development of employees is a critical function of RDA and the approvals for such programmes are considered as personnel management where to obtain through administration division. Therefore, in year 2014, administration division obtained the approval from External Resource Department and Honorable Minister for the 94 officers who had been awarded overseas scholarships, trainings and workshops during the year.

3.23.1.4 Promotion of Employees

Internal promotions were granted to 303 employees. Applications were called for grade promotion from all categories according to the cadre ratio. 33 employees were granted for grade promotions.

3.23.1.5 Functions relating to the Salaries and Remuneration of Employees

Prepared the final draft of Scheme Of Recruitment (SOR) where the functions relating to the salaries and remuneration of employees were mentioned. With the amendments revision of SOR completed around 98%.

3.23.1.6 Industrial relations

As a leading government body that stands on national highway sector, RDA bound to oblige the activities related to highway

engineering service in Sri Lanka. Thus, RDA contributed flexible, friendly and professional industrial relationship between the other international and local government, semi government and private organizations in highway sector to improve the national highway network.

Involved in construction of RDA stalls for "Deyata Kirula Exhibition" held during the year.

3.23.1.7 Grievances Handling

As an organization the grievance handling process was implemented by the personnel management of the RDA. Psychological Causes induced due to difficulty in adjusting with each other both employer and worker in order to clash of personalities and Industrial Causes induced due to terms and conditions of employment, working condition, wages and other benefits and denial of other rights of workers were handled by the personnel management.

3.23.1.8 Disciplinary Functions

To maintain the disciplinary of the organization personnel management of the RDA implemented the disciplinary actions.

- 09 numbers of disciplinary inquiries were completed and 19 numbers were commenced.

3.23.1.9 Management of Attendances and Leave of the Employees

Following actions which related to the management of attendances and leave of the employees were handled by the personnel management of the RDA.

- Granted "No Pay Leave" for 08 employees for employment.
- 07 employees were served with vacation of the post notices.
- 18 employees were resigned from the post.
- Actions were taken in connection with retirement of 33 employees.
- Checked leave particulars of all employees of the RDA for payment of Medical Encashment and Incentives.

3.23.2 General Administrative Functions

Functions relating to the office space and maintenance are conducted under the personnel management. Providing of supporting services such as telephone, office equipment and furniture to enhance the organization environment to improve the quality of the workplace is also a major activity implemented by the personnel management.

3.23.3 Establishment Functions

Formulation of policies, rules, regulations, procedures, manuals and instructions related to the personnel and office management is carried out under establishment function of the personnel management. And also, issuing of circulars which imposing rules, regulations and procedures as well as monitoring the implementation of circulars are important work handle by the personnel management to improve the employee environment.

- 72 numbers of Administrative Circulars Letters and 11 numbers of Administrative Circulars have been issued.
- Participated at the meetings called by the Ministry of Public Management Reform to implement 10 recommendations for the RDA and commenced the implementation of the recommendations.

At the same time, personnel management carried out the welfare activities as a beneficiary that helps to increase the living condition of the employees. Following welfare activities were carried out during the year 2014.

- Paid self insurance scheme benefits to 143 employees amounting of Rs. 16, 564, 290.61.
- Processed and forwarded 32 Duty Free Vehicle applications to the Department of Trade Tariff & Investment Policy and Ministry of Highways, Ports & Shipping.
- Paid gratuity to 86 employees amounting Rs. 44, 153, 609.19.
- Paid language allowance to 12 employees and paid additional incremental allowance to 35 employees.
- Paid 10 Months Loan to 627 employees amounting Rs. 105, 460, 020.00.
- Paid Motor Bicycle Loan to 49 employees amounting Rs. 7, 350, 000.00.
- Paid Push Bicycle Loan to 5 employees amounting Rs. 50, 000.00.
- RDA is providing Bank Loan Facility to vehicle permit holding executive offices with a ceiling of Rs. 7.8 million reimbursing a part of interest rate.
- Provided Bank Loan facility to 47 numbers of executive offices during the year on concessionary interest rate reimbursing a percentage of the interest from the RDA.
- Assisted 86 employees to get their Employees' Provident Fund (EPF) and 86 employees to get their Employees' Trust Fund (ETF) benefits.
- Book advance checked and approved the applications for 801 employees amounting Rs. 2, 002, 500.00

Other than these functions following general activities has been done under the personnel management.

- Translation of Annual Report 2012 into Sinhala and Tamil language.

3.24 Financial Management

Financial management activities are carried out by the Finance Division of RDA at Head Office. It is one of the divisions coming under the purview of Additional Director General (Finance & Administration). The Finance Division is headed by Director Finance and is assisted by two Deputy Directors, a team of Accountants and supporting staff. There are ten Regional Accountants and related staff in all ten Regions. They are administratively under Provincial Directors.

Finance Division is vested with the responsibility of the overall Financial Management of the Road Development Authority. It manages the funds received from the Ministry for road construction and maintenance and funds received from various Government/ Private Institutions and Individuals for reinstatement of road damages done by those parties for their utility works.

The Accountants attached to Rural Bridge Construction Unit, Asphalt Plants Maintenance Unit, Expressway Operation, Maintenance and Management Division and Research and Development Division are administratively under the Director of the relevant Unit/ Division. Project Payment Unit in Head Office is administratively under the Director (Construction).

In addition to above, all Chief Engineers (CEE) operate their official bank accounts for making minor payments in respect of civil works and overhead using the funds released to them by the Finance Division. This has shown a good performance on the road maintenance and development work handled by CE as they are authorized to purchase material and services using the funds subject prescribed finance authority limits.

3.24.1 Financial Performance of the RDA

During the year under review the overall financial performance of the RDA on the works and the operational cost of RDA (Overhead) were as given in the table.

Table 62: Overall Financial Performance of RDA in year 2014

Category	*Allocation (Rs. Mn)*	*Funds Received and Spent (Rs. Mn)*	*Percentage of Achievement (%)*
Road Works	25,165.3	25,165.3	100.0
RDA's General Maintenance	5,500.00	5,500.00	100.0
Total	**30,665.3**	**30,665.3**	**100.0**

Table 63: The Summary of Financial Position of RDA during 2010 – 2014 period

	Rs. (Mn) in 2010	*Rs. (Mn) in 2011*	*Rs. (Mn) in 2012*	*Rs. (Mn) in 2013*	*Rs. (Mn) in 2014*
Assets& Liabilities					
Current Assets	8,417.85	12,550.81	15,364.93	16,504.76	25.615.10
Non Current Assets	2, 018.49	1,810.33	81,465.98	162,165.72	280,350.56
Total Assets	**10, 436.34**	**14, 361.14**	**96,830.91**	**178,670.48**	**305,965..66**
Non Current Liabilities	1, 711.22	437.51	8,940.25	37,689.4	112,434.04
Current Liabilities	12, 754.29	17,032.95	18,535.20	16,428.5	22,897.90
Total Liabilities	**14,465.51**	**17,470.46**	**27,475.45**	**54,117.9**	**135,331.94**
Net Assets	**(4,029.17)**	**(3,109.32)**	**69,335.46**	**124,552.57**	**170,633.72**
Equity	*Rs. (Mn) in 2010*	*Rs. (Mn) in 2011*	*Rs. (Mn) in 2012*	*Rs. (Mn) in 2013*	*Rs. (Mn) in 2014*
Capital & Reserve	1,013.80	2,330.4	77,561.13	132,564.68	184,209.80
Accumulated (Defecit)	**(5,042.99)**	**(5,439.78)**	**(8,205.67)**	**(8,012.31)**	**(13,576.08)**
Total Equity	**(4,029.17)**	**(3,109.32)**	**69,335.46**	**124,552.57**	**170,633.72**

3.24.2 Revenue of RDA

The Revenue Unit of the Finance Division was able to earn total income of Rs. 4,099.11Mn which includes Rs. 633.21Mn as income from services provided, hire of machinery etc. The allocation of revenue was done through the Revenue Unit of the Finance Division and the Unit also carried out fund management. The Unit has earned Rs. 100.4Mn as interest from their fund management activities during the year.

3.24.3 Salaries for RDA Employees

The Salaries Unit of the Finance Division is preparing salaries for around 6,000 employees and also attends maintaining EPF and ETF records. The Unit also attends the payment of staff loans and recovery process. In addition to 6,000 employees, 5,174 permanent and non permanent direct labourers are employed in RDA Province Offices and their salaries are paid through the Province offices.

3.24.4 The Assets & Stores of RDA

The Assets & Stores Unit of the Finance Division attends to supply of office equipment and stationary to Divisions in Head Office and sometimes to Regional Offices too. The Unit also exercises assets stock control measures and maintains assets register for all assets including office furniture, machinery, land & buildings etc. The verification of fixed assets is carried out island wide annually. The verification for 2014 was carried out in October 2014 and completed was as scheduled. Physical verification of stocks/ inventory items too was completed as scheduled.

3.24.5 Financial Accounts and Financial Information of RDA

The Final Accounts Unit of the Finance Division is responsible for preparation & submitting the Monthly & Annual Financial Statements and other financial information to the Management & Board of Directors. This Unit is also responsible of maintaining general ledger accounts by obtaining related information from the regional accounts unit & other functional units in the Finance Division.

In addition to that this unit is entrusted with gathering information from the functional Divisions in Head Office and Provincial Offices for answering to audit quarries and audit reports.

3.24.6 The Regional Accounting Unit of RDA

The Regional Accounting Unit in Head Office coordinates all Regional Accountants in Provinces for release of imprest for works and their overheads.

3.24.7 The Payment Unit of the RDA

The Payment Unit of the Finance Division attends the settlement of all the payments relating to the Division in Head Office (except work bills of Construction Division, RDA which are attended by the Construction Unit). Those payments include payments for civil works and overhead payments such as fuel, repair & maintenance of office equipment, vehicles, rent, office requisites staff salaries, loans etc.

3.24.8 The Budget and Tax Unit in RDA

The Budget and Tax Unit of the Finance Division is entrusted with attending the preparation of overhead estimate for the RDA. This Unit is responsible for preparation & submitting overall budget of RDA to the Board of Directors as per the Finance Act.

In addition to that this Unit is responsible for preparation of periodical tax computations & sending the returns to Department of Inland Revenue according to tax statues by collecting information from other functional units in Finance Division & Regional Offices / Divisions in RDA.

3.25 Performance of Internal Audit Function

Performance of Internal Audit Function is carried out under Internal Audit Division. This is coming under the Chairman of RDA and headed by a Director who is assisted by Deputy Director, Internal Auditors, Audit Officers, Technical Officers and supporting staff.

Internal Audit work is carried out according to the Internal Audit Programme for the year approved by the Board/Authority. This programme has been designed taking into consideration, the organizational structure, the accounting system, methods, controls and procedures followed, volume of the transactions covering operational and financial activities of RDA all over the Island.

3.25.1 Works carried out under Internal Audit Function

- Assisting the top management that the policies of RDA are effectively applied throughout the RDA in an efficient manner and organization is effectively fulfilling its objectives.
- Planning and coordinating the works of the Internal Audit Division, so as to ensure that the overall objectives of the organization are met in the most effective and economic manner.
- Carrying out independent appraisals of Internal Control operations and ascertaining the soundness and the adequacy of the internal checks for the prevention and detection of errors and frauds.
- Reviewing the systems, controls and procedures in the organization and ensuring effective operation of the systems.
- Identifying weaknesses and shortcomings and recommending compliance / improvements to the systems, controls and procedures.
- Developing audit objectives and related audit techniques in areas needing audit attention including audit programmes laid down on development plans and preparing detailed audit programmes based on this objectives and techniques.
- Ensuring the accuracy and the completeness of records maintained by RDA and verifying the accuracy of the information produced by the Finance Division.
- Appraising the quality performance of staff and to ensure that responsibilities assigned to them are carried out.
- Submitting audit reports to Chairman on every Audit and Investigation carried out and ensure that the Internal Audit Division is used as an effective management tool in achieving RDA's objectives.

- Liaisons with the Government Auditors to ensure that both the Internal and External audit functions will be carried out efficiently and to the best interest of RDA.
- Ascertaining the extent to which the RDA assets are safeguarded from losses of all kinds.
- Ascertaining whether administration and financial rules of the RDA and other supplementary instructions issued by the Government from time to time are being followed.
- Maintenance of professionalism and independence of Internal Audit Division.
- Coordinating activities relating to Audit & Management Committee of RDA.
- Examining projects / maintenance works, labour utilization, control of inventory etc.
- Assisting in prevention of frauds and waste and reporting of waste and frauds noted.

Table 64: Audit Implemented As Per the Programmed Work for the Year 2014

	Nos. of Programmed Audit Reports	*Nos. of Completed Audit Reports*
Provincial Director's Offices	10	10
Chief Engineer's Offices	25	25
Executive Engineer's Offices	48	48
Field Audit – Districts	15	15
CE Project office	07	07
Asphalt Plants	11	11
LBF Projects	09	09
Divisions of RDA	10	10
Expressway Operation, Maintenance and Management Division	12	12
Finance Division	12	12
Investigations		09
Total	***159***	***168***

Constrains to Progress during 2014

Chapter 4 – Constrains to Progress during 2014

As the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network and the planning, design and construction of new highways, bridges and expressways to augment the existing network, RDA carried out activities satisfactorily in year 2014. RDA, while fulfilling its goals and objectives several constraints came into existence as barriers for aspired progress. Even in 2014, several constraints affect in delaying, diverting and contradiction in progress of the RDA annual programme.

These constraints were created due to several reasons such as natural condition, weather condition, social condition, financial condition etc. which may or may not satisfactorily handle by preventing, precluding or taking remedial actions.

4.1 Implementation of Road and Bridge Work

4.1.1 Constraints Appeared in Implementation of Roads and Bridge

Implementation of roads and bridge works encountered with the following constraints;

- One major constraint was the delays occurred in releasing the imprest by the treasury. As a result monthly work bills of the contractors could not be settled by RDA in time. This affected the progress of the project work and also increased the cost of the contract prices.
- Extra time taken during land acquisition caused undue delays in project implementation.
- Delays occurred in the relocation of utility services also contributed to the delays in project implementation.
- Change of scope of work due to actions taken to accommodate requirements of the other development activities of the areas was also a constraint.
- Unforeseen ground conditions in work sites affected the progress of work.
- Adverse weather conditions also affected project implementation.

4.1.2 Remedial Actions Taken & Proposed

Contractors have been granted time to complete the above Projects based on the provisions given in the conditions of the Contract. However, prolongation costs have not been paid to the contractor.

4.2 Land Acquisition and Resettlement

4.2.1 Constraints Appeared in 2014

Accordingly, though Land Division, playing a vital role of ongoing development in the country under the co-operate plan of RDA, some failures also could be observed which forms bottle necks of the process. These matters mostly makes the process under performance and can be discuss as follows,

Difficulties encountered during the year

Accordingly, though Land Division, playing a vital role of ongoing development in the country under the co-operate plan of RDA, some failures also could be observed which forms bottle necks of the process. These matters mostly makes the process under performance and can be discuss as follows,

- Inability of updating the Act in order to the present requirement of the road sector.
- Lack of priority given by the stockholders i.e Ministry of Land & Land Development, Department of Valuation, Department of Surveying and Divisional Secretariat offices which directly deal with the process activities.
- Lack of properly designed, computer network system for maintaining, handling and searching of data systems of data within the Division.
- Lack of prominent officials and trained staff available to cater the process in other departments and DS offices.
- Lack of funds availability for payment of compensation and complexity in ownership of lands as such legal implications and court proceedings to be dealt with in determination of ownership.

4.2.2 Remedial Actions Taken

Land Division is taking the following remedies to minimize the situations.

- Making and maintaining good relationship with other departments and Divisional Secretaries officials making proper incentive schemes and providing other necessary resources whenever possible.
- Monitoring and maintaining progress with relevant stakeholders. (such as Divisional Secretary, Department of Valuation, Department of Surveying)
- Preparing a data base and Land Acquisition Information System (LAIS) through a strong partnership with local authorities for easy access when handling and to make a finding records in Land Division.
- Updating Assets (Lands occupied by RDA) manual to identify the ownership and to make actions to transfer ownership to RDA.
- Publishing Section 44 for the acquired lands to date.

4.2.3 Proposing Remedial Actions

Further, following steps are also recommended to bring the situation to an acceptable level.

- Land acquisition activities of all road projects shall be conducted under the supervision and monitoring of Land Division, RDA.
- Establishment of "Central Database and unique Land Acquisition Information System (LAIS) at Land Division for all land acquired for RDA avoid integrate the system with GIS facility.
- Improving of IT capabilities.
- Necessary carder fulfillment, especially of Land Officers etc.
- Making the process efficient according to the present requirements.

4.3 Road Condition Data Collection and Evaluation

4.3.1 Issues related to MFNSV and FWD surveying

MFNSV

Table 65: Issues related and remedial measures taken on MFNSV

Issues	*Remedial measures and suggestions*
MFNSV surveys were delayed due to following reasons;	
faults in the Distance Measuring Device (DMI)	With the supplier's advices RDA staff was able to settle the faults on the centre asset camera and the laser.
faults in the centre asset camera	
faults in one laser	
MFNSV tyre replacement	
Back up vehicle repair	

FWD

Table 66: Issues related and remedial measures taken on FWD

Issues	*Remedial measures and suggestions*
FWD surveys got delayed mainly due to Breakdown of the tow vehicle.	Request to provide a suitable tow vehicle for the FWD machine.

4.3.2 Issues related to data analyzing and management

Constraints in data analyzing and management

- Not having a proper data storage system (server)
- Difficulty in using HIMS current version.(v1.3)
- Lack of properly designed project information database.
- Lack of staff for data analyzing

Suggestions

- It is required at least 8 Nos. Image Analysts to extract the road condition data (approximately 11,000 network km) within one year.
- Dedicated group of staff should be there to carry out a successful asset management.

4.4 Maintenance of Management Information System

Following constraints occurred in year 2014 under the Maintenance of Management Information System

- There is an ongoing process of formulating an Information Technology Division for RDA. It is very vital to consider overall IT requirement in RDA which covers across all the functionalities in all divisions.
- Difficulty in replacing network and hardware accessories (Ex. Wireless Access Points, Adapters etc.) or computer hardware items (Ex. Wireless network cards, hard disks etc.) This is due to lack of backup hardware accessories for the computer network.
- Lack of user commitment to day to day IT related issues in all divisions.
- Lack of proper AC power supply in "Sethsiripaya" premises.

4.5 Mechanical Services

4.5.1 Constraints to progress in 2014

- Insufficient funds allocation for procurement of new equipment for road maintenance works
- Delay in payments regards to the new procurement of vehicles and machinery
- Following inadequate facilities to cater the demand of repairs and maintenance works of more than 1500 units of vehicles and machinery
    - Specialized equipment such as overhead crane, hydraulic hoist, etc.
    - Stores facilities at the workshop
- A mechanical superintendent is required for the Transport division to handle minor repairs and routine maintenance of the vehicles attached to transport division
- The laborers assigned to operate the light machinery such as Pedestrian Rollers, Rammers and plate compactors in the regions, are changed frequently and this leads under utilization and additional repairs.

4.5.2 Remedial action taken and proposed

- Demanding sufficient funds in the budget for procurement of equipment for road maintenance works and workshop equipment to upgrade the facilities at the workshop at Angulana
- To smoothen the payment procedure from the road maintenance fund and Road improvement fund, for the payments regards to vehicle and machinery & plant repairs & maintenance
- Following staff should be appointed to strengthen the mechanical division and Angulana Workshop
    - 01 English Typist Cum Computer Operator for workshop
    - 03 Mechanical Superintendents for Angulana Workshop
    - 01 Accounting Assistant for workshop
    - 02 Management Assistant
    - 01 Store Keeper for workshop
    - 03 Mechanics
    - 05 Mechanics Helper
- Following staff should be appointed to commence the function of the Anuradhapura Workshop
    - 01 Mechanical Engineer
    - 01 Mechanical Superintendent
    - 02 Mechanics
    - 01 Electrician
    - 02 Helpers
    - 01 Store-man
    - 02 Management assistants
    - 01 Driver
- We propose to arrange full training programme on operation and routine maintenance for workers who operate and may operate the light equipment in the divisions
- We propose to appoint a Mechanical Superintendent to handle the minor repairs of pool vehicles at transport Division
- We propose to allocate one official (at least technical assistant) having interest in vehicle and machinery maintenance, from each province to handle the minor repairs and routine maintenance and to coordinate with mechanical division and Angulana workshop regarding the repairs and other maters related to vehicle and machinery in the provinces.

4.6 Manpower Development

Following constraints encountered by the Training Division

- Inadequate space available in the lecture hall and lack of facilities in the Computer room and lecture hall for conduct training Programmes.
- Cancellation of some Training Programmes due to poor attendance of participants.
- Difficulty to arrange some Training Programmes due lack of Resource persons.

4.7 Personnel Management

Following constraints occurred in year 2014 within the Administration Division

- Implementation of New SOR has been delayed due to the difficulties of getting in approval of Salaries and Cadre Commission.
- Objections of the Trade Unions to the Draft SOR have further delayed the implementation of New SOR.
- Difficulty in implementation of Annual transfers due to reasons cannot be controlled by the RDA.
- Lack of adequate office space to accommodate all the staff of the Administration Division

Foreign Funded Projects Implemented in year 2014

Chapter 5 –
Foreign Funded Projects Implemented in year 2014

The organizational structure of the Road Development Authority consists of Project Management Units which manage separate projects funded by Foreign Agencies in order to achieve the vision, mission, goal and objectives of the organization. The Project Management Units have been working on assigned roads/ bridge projects to improve the quality and traffic flow of the national road network.

Project Management Units (PMU) are engaged in construction of Expressways, Highways and Bridges under foreign funds and formed temporally for particular period for particular projects. Each PMU is headed by a Project Director and they are functioning as independent PMUs under the Ministry of Highways, Ports & Shipping. Deputy Directors, Project Engineers and supportive staff provide professional support to the Director to implement the project in success.

The main activities of the PMU's are;

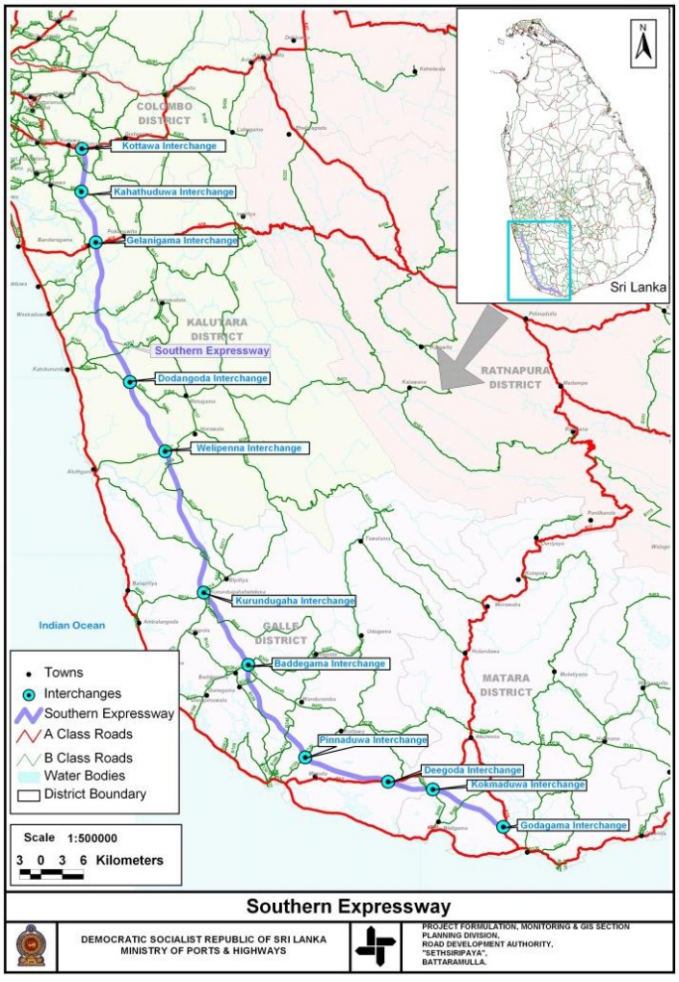
- Activities related to project loans and grants with relevant Donor Agencies.
- Procurement activities connected with consultancy and civil work contracts.
- Acquisition of Land and Resettlement.
- Payment of Compensation and Resettlement allowance.
- Coordination between relevant other organizations.
- Coordination between the Contractor and the Consultant.
- Monitoring and mitigating the environment measures according to the requirements of the Central Environmental Authority (CEA).
- Preparation of Environmental Monitoring Plan (EMP).
- Preparation of Resettlement Implementation Plan (RIP) for the Project.
- Carrying out awareness programme for the affected residents of the area
- Management of payments to the relevant parties involved in the project.

- Review of progress periodically of individual contracts identifying the slippages, problems and facilitating solutions in consultation with higher authorities.
- Implementing technical performance reporting procedure.
- Preparing Project Financial plan and Management
- Preparation of Budget Estimates, Engineer's Estimate, Monthly Progress Reports and Cabinet Papers.
- Management and Monitoring of the Consultancy Services of Projects.
- Management, Monitoring and certifying payments of the Civil work Contract of Projects.
- Evaluation, amendment and extension of Consultancy Services Contract
- Approval of Cost Variations and related time extension of Civil Works Contract.
- Arrangement of Monthly Steering Committee Meetings and other coordinating Meetings with Donor Agencies, Budget Department, External Resources Department and Utility Agencies.
- Attending to Legal Matters and Human Rights Cases of the Projects handled by the PMU.

5.1 Southern Transport Development Project

Southern Transport Development Project (STDP) constructs Southern Expressway which connects Kottawa in Colombo suburbs to Matara in the Southern Province with an access road from the Highway to Galle, which is the capital of Southern Province. Implementation of project activities has been commenced in January 2003. The section of expressway from Kottawa to Pinnaduwa (95.3 km) and Galle Port Access Road (5.8 km) commenced operations on 27th November 2011. Remaining section of the expressway from Pinnaduwa to Godagama (34.54 km) was completed and commenced operations in March 2014. STDP consists of several project components, financed by ADB, JBIC, NDF, SIDA and GOSL. Main objective of this project is to assist the development of the economy of Southern Province by encouraging growth in industries, tourism, fisheries and agriculture. Access to the expressway is only through eleven interchanges, which are located at places where Expressway crosses major roads/ highways.

Map 7: Southern Expressway



Following objectives are expected to be achieved after the implementation of this project.

- Improved transport facilities for future development of the Southern Region.
- Enhanced economical activities in the Project influence zone.
- Poverty reduction as a result of the economic development.
- Security against potential Tsunami impacts on the Western Coast.
- Reduction of fatal and non-fatal accidents (Most of the victims are pedestrians and cyclists) on Colombo – Galle – Hambantota – Wellawaya (A002) highway.
- Development of Galle Port.

Upon completion of the construction contracts, RDA decided to utilize the estimated savings of the CNTIC Contracts for the rehabilitation of separate national roads which have direct or indirect connectivity to the Southern Expressway and other following works. Following works have been awarded to the Contractor after signing on Memorandum of Understanding for rehabilitation and improvement works.

- Rehabilitation of six national roads

Road Name	Length of Road (Km)
Weligama -Kananke Road(B465)	9.6
Weligama -Thlijjawila Road(B466)	7.7
Dorape -Hiyare (B578)	8.7
Godagama-Thelijjawila Road(A24)	4.5
Yakkalamulla- Imaduwa Road (B238)	6.2
Imaduwa-Ahangama Road	10

Realignment of 4 lane section from 0+000 to 0+440 km on AA024

Laying and installation of water supply pipes & fittings approximately 17.6, 4.4, 13.0, 10.3 and 45.3 km length on Ahangama- Imaduwa road, Dorape-Hiyare road, Weligama-Kananke road, Weligama-Thelijjavila road, Godagama-Thelijjavila road respectively to present future damage to the roads being rehabilitated under the STDP

Table 67: Progress of Section from Pinnaduwa to Godagama (Ch 30+800 to Ch 61+050 Km) 2014

Description	*Progress Planned*	*Progress Actual*
Earth works	100	100
Base course	100	100
Pavement	100	100
Structures	100	100
Incidentals	100	100

Section from Kodagoda to Godagama





Table 68: Constraints to Progress for the section of Pinnaduwa – Godagama

Constraints Appeared	*Remedial Actions Taken and Proposed*
Contractor's lack of experienced personnel and insufficient resources and machineries.	Requested several times in various meetings to increase their capacity.
Disagreement and poor coordination between the Contractor and sub-contractors on the scope of work and financial matters.	Conducted weekly meeting to discuss their issues
	Carried out site inspections with all parties on weekly basis
	Considered payment of an on account payment to sub-contractors for improving their financial capacity
Lack of attention to expedite the procurement of materials, starting new activities and corrective actions on problems encountered.	Instructed the Contractor to review material requirement for the Project & work arrangement to obtain any deficient amount from outside sources
	Quick issue of design data & approval of drawings

Kokmaduwa Interchange



95.9Km Beginning of sourthern section



100+000km

Imaduwa Interchange



CCTV at Imaduwa Interchange



Imaduwa Interchange



At 101+000km



Toll building at Kokmaduwa Interchange

Table 69: Project Details

Details	JICA PKG 1 Kottawa to Dodangoda	JICA C PKG 2 Dodangoda to Kuru'hetekma	ADB Section Kuru'Hetekma to Pinnaduwa	SouthSection Pinnaduwa to Matara & GPAR
Donor	JICA	JICA	ADB	**EXIM BANK OF CHINA**
Length	34.4 km	31.6 km	29.3 km	**35.8 km**
Original No. of Lanes	4	2	2	**2**
Revised No. of Lanes	4	4	4	**4**
Contractor	China Harbour	Taisei	Kumagai Gumi	**CNTIC (China National Technical Import and & Export Corporation)**
Supervision Consultant	Oriental Consultants Japan	Oriental Consultants Japan	Roughton UK	**Joint Venture of RDC/ECL/MG Consultants**
Contract Commencement	19 Sept.2005	24 March 2006	25 April 2003	**Package 1,2 – 23 Apr 2011 GPAR – 20 Jan 2011**
Contract Completion (Original)	18 Sept.2009	23 March 2010	25 April 2006	**Package 1,2 – 22 Apr 2013 GPAR – 30 June 2011**
Revised Contract signed date	29 April 2009	22 November 2007	25 June 2008	**Not Applicable**
Revised Contract effective date	1 December 2007	7 September 2007	1 January 2007	**Not Applicable**
Contract Completion (Substantial Completion)	23 November 2011	23 November 2011	11 August 2011	**Package 1,2 – 14 March 2014 GPAR – 26 November 2011**
Original Contract Price (SLR Billion)	9.6	8.3	8.7	**Pkg 1 - 10.17 Pkg 2 – 8.53**
Revised Contract Price (SLR Billion)	21.97*	27.16	30.83	**Pkg 1 – 6.12 Pkg 2 – 8.12**
Current Progress	**100%**	**100%**	**100%**	**Pkg 1 – 100% ** Pkg 2 – 100% ** GPAR – 100%**

Table 69: Project Progress

No.	Road section	Length (km)	Total Estimated Cost (Rs. Mn)	Commencement Date	Anticipated date of Completion	Progress up to 2013 (%)	Expenditure up to 2013(Rs. Mn.)	Progress up to December 2014 (%)	Expenditure during 2014 (Rs. Mn.)
1	JICA PKg.1	34.4	54,922.11	19 October 2005	23 November 2011	100%	21,928.94	-	0.00
2	JICA PKg.2	31.61		24 March 2006	23 November 2011	100%	21,761.49	-	5,483.20
3	ADB Section	29.3	32,855.73	25 April 2003	11 August 2011	100%	31,358.30	-	3,251.80
4	South Section Pkg.1	14.2	20,049.00	20 April 2011	14 March 2014	86.72%	4,055.09	100%	1,448.33
5	South Section Pkg.2	20.35		20 April 2011	14 March 2014	92.22%	4,568.36	100%	1,716.98

- Total expenditure for land acquisition and resettlement from Kottawa to Godagama up to 2013 and during 2014 are Rs. 5,016.13 Mn and 88.62 Mn respectively (from GOSL funds).
- Total expenditure for Toll buildings, Generators, Fiber Optic Cables and Container cabins and other minor Contracts in south section up to 2013 and during 2014 are 3,041.00 Mn and 656.73 Mn respectively (from GOSL funds).

5.2 Southern Expressway Extention Project (Matara to Hambantota)

The National Road Master Plan (NRMP) established the National Expressway and National Highw upgrading program for the period 2007 – 2017. The extension of the Southern Expressway from Matara to Hambantota of total length 96 km was identified for implementation in the NRMP.

Development of the Southern Province has been a key component of the overall economic and social development strategy of the Government of Sri Lanka (GOSL) to uplift the socioeconomic status of the deprived areas. Hence it has been decided to improve a transport linkage between the Southern Province and Colombo, the administrative and commercial capital of the country. With this in view the Southern Expressway came into existence and is now operational from Colombo to Matara.

The extension of the Southern Expressway from Matara to Hambantota with links to the Hambantota Sea Port and the Mattala International Airport has been identified for implementation as a key component in the development of the Southern Province. The project of total length 96 km consists of 4 separate sections as given below:

Section 1 from Matara to Beliatte (30 km)
Section 2 from Beliatte to Wetiya (26 km)
Section 3 from Wetiya to Andarawewa (15 km)
Section 4 from Mattala to Hambantota via Andarawewa (25 km)

The Feasibility Study for the project was carried out in 2013. The Environmental Impact Assessment has also been completed and the necessary environmental approvals have been obtained. Land acquisition is currently in progress.

Detailed description and progress of the Project is given below:

No.	Contract No.	Name of the Ex.way Section/Road	Section length (km)	Name of the Contractor	Contract Amount	Contract Agreement signed Date	Duration (Months)
1	RDA/SEEP/CONT/S1	Matara to Beliatta (0.0 – 30.0 km) Section 1	30	China National Aero Technology International Engineering Corporation (CATIC – ENG)	103,280,000,000.00 (USD 804,110,868.89)	31.10.2013	42
2	RDA/SEEP/CONT/S2	Beliatta to Wetiya (30.0 – 56.0 km) Section 2	26	China State Construction Engineering Corporation Ltd.	55,200,000,000.00 (USD 423,875,233.25)	29.09.2014	36
3	RDA/RNIP/HH/01	EPC under Hambantota Hub Develpoment Project 1. Wetiya to Andarawewa (Section 3 of Extension of Southern Expressway Road) 2. Sooriyawewa – Galwewa Junction – Moraketiya – Embilipitiya Road (18.5 km) 3. Ranna – Wetiya Road (18.0 km)	15	China State Construction Engineering Corporation Ltd.	31,574,100,000.00 (USD 252,532,192.27)	23.08.2013	24
4	RDA/SEEP/CONT/S4	Mattala to Hambantota via Andarawewa (71.0 km – 96.0 km) Section 4	25	China Harbour Engineering Company Ltd.	52,156,184,936.52 (USD 412,432,270.57)	19.11.2013	36
Total Contract Amount in				RS	242,210,284,936.52		
				USD	1,892,950,564.98		

Summary of the Civil Work Contract is given in the Table below;

Details and Status of Loans

Two GCL loans and One PBC loan agreement have already been signed between EXIM Bank of China and Government of Sri Lanka. Summary of the loan details and status is given in the Table below.

Description	Loan No	Date of Signing	% of GOSL Component	% of Loan Component	Amount
Section I – Matara to Beliatta	CHINA EXIM BANK PBC NO. (2014)27 TOTAL NO. (321)	23rd December 2014	15%	85%	US$ 683,494,300.00
Section II – Beliatta to Wetiya	Under Evaluation of Exim Bank of China				
Section III – Wetiya to Andarawewa	CHINA EXIM BANK PBC NO.(2014)17 TOTAL NO. (520)	16 September 201 4	-	100%	¥ 1555995249.00 (Eq. US$ 252532192.27)
Section IV – Mattala to Hambantota via Andarawewa	CHINA EXIM BANK PBC NO.(2014)18 TOTAL NO.(521)	16 September 2014		100%	¥ 2528171834.05 (Eq.US$ 412432270.57)
Interest Rate	2%				
GCL	Government Concessional Loan		Section 03 & Section 04		
PBC	Preferential Buyer's Credit Loan		Section 01		

Maturity Period 20 Years
Grace Period 05 Years
Repayment Period 15 Years

Consultancy Service

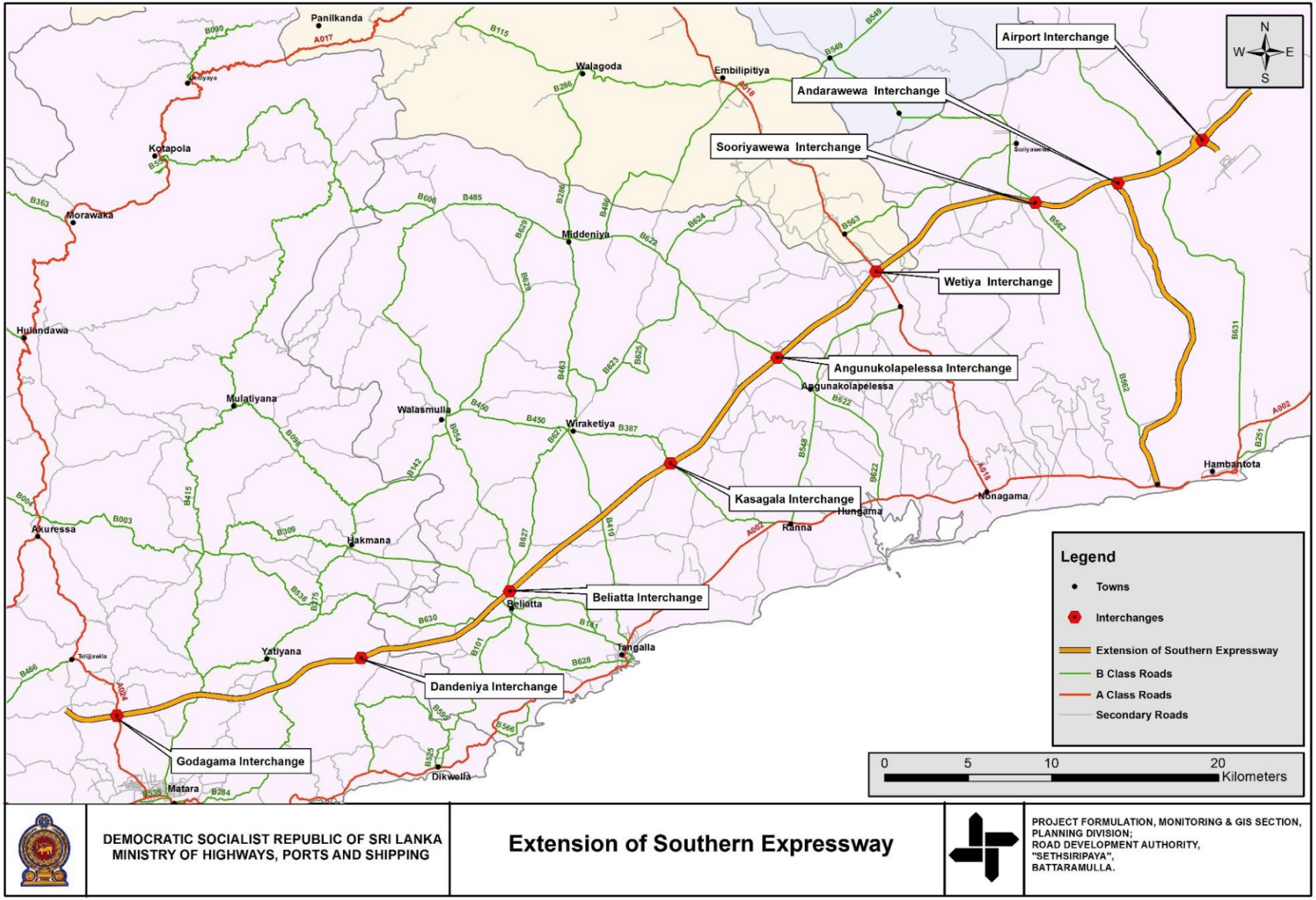
An Agreement with China Railway First Survey & Design Institute Group Co. Ltd.(FSDI) has been signed for execution of Supervision Consultancy work of the Southern Expressway. The Agreement has been forwarded to External Resources Department (ERD) for the arrangement of financing.

Progress of Activities

Name of road	Reconstructed length (km)	Remarks/ Status
Section I – Matara to Beliatta		Detailed Survey work ,soil Investigation Test Pile for via duct completed. Formation of Service Roads in progress.
Section II – Beliatta to Wetiya		Detailed Survey work completed
Section III – Wetiya to Andarawewa		Detailed Survey work, soil Investigation completed.
Section IV – Mattala to Hambantota via Andarawewa		Detailed Survey work and soil Investigation in progress.

Land Acquisition in respect of four Sections has already been commenced and work is in progress.

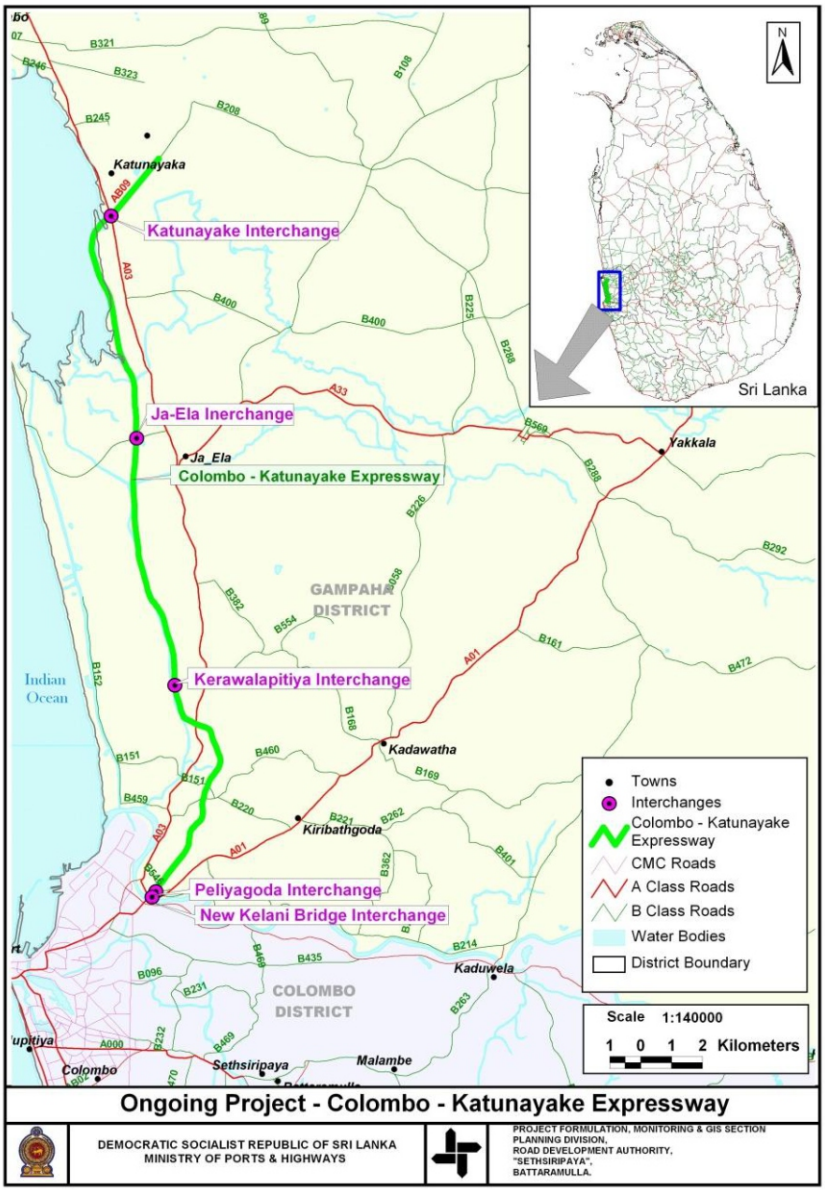
5.3 Map 8: Southern Expressway Extention Project (Matara to Hambantota)



5.3 Colombo – Katunayake Expressway Project

Colombo – Katunayake Expressway (CKE) Project is responsible for the implementation of Colombo – Katunayake Expressway which is 25.80 km length that linking Colombo and the International Airport at Katunayake. With funds provided from Exim Bank of China & GOSL, CKE was constructed and opened to public in 2013 which facilitates easy access to Colombo for the passengers coming from Katunayake Airport. Access to the expressway is only through four interchanges, which are located at places where Expressway crosses major roads/ highways.

Map 8: Colombo – Katunayake Expressway



- Land Acquisition & Resettlement works are in progress with 98.1% cumulative progress at year 2014 for a value of Rs. 2,653.80 Mn.
- Shifting of utility services were completed.
- Construction of the Colombo – Katunayake Expressway was completed and opened for public on 27th October, 2013.

  During year 2014, Contractor, China Metallurgical (Group) Corporation (MCC) involved in monitoring and remedying the effects of the Colombo – Katunayake Expressway. Work related with the installation of electronic toll collection (ETC) and communication systems have been carried out.

  The construction of quarters facilities at Thlangapatha have been completed. Building construction for CKE operational personnel at Seeduwa are in progress.
- The project indicates that the overall completed construction of 99.2% with financial expenditure of Rs. 41,113.00 Mn. as at the end of 2014.

Table 70: Project Detail of Colombo – Katunayake Project

Road/ Bridge Name	Length	TEC	Date of Commencement	**Anticipate Date of completion	Progress up to 2013 (%)	Expenditure up to 2013 Rs. Mn	Progress as at end of 2014 (%)	Expenditure during 2014 Rs. Mn
Colombo Katunayake Expressway project	25.8Km	52,380	18.08.2009	30.09.2015	99%	41,855	99.2%	3,422.75



Building construction of type L



Building construction of type I



Roof construction at type A1 building



Completed quarters building

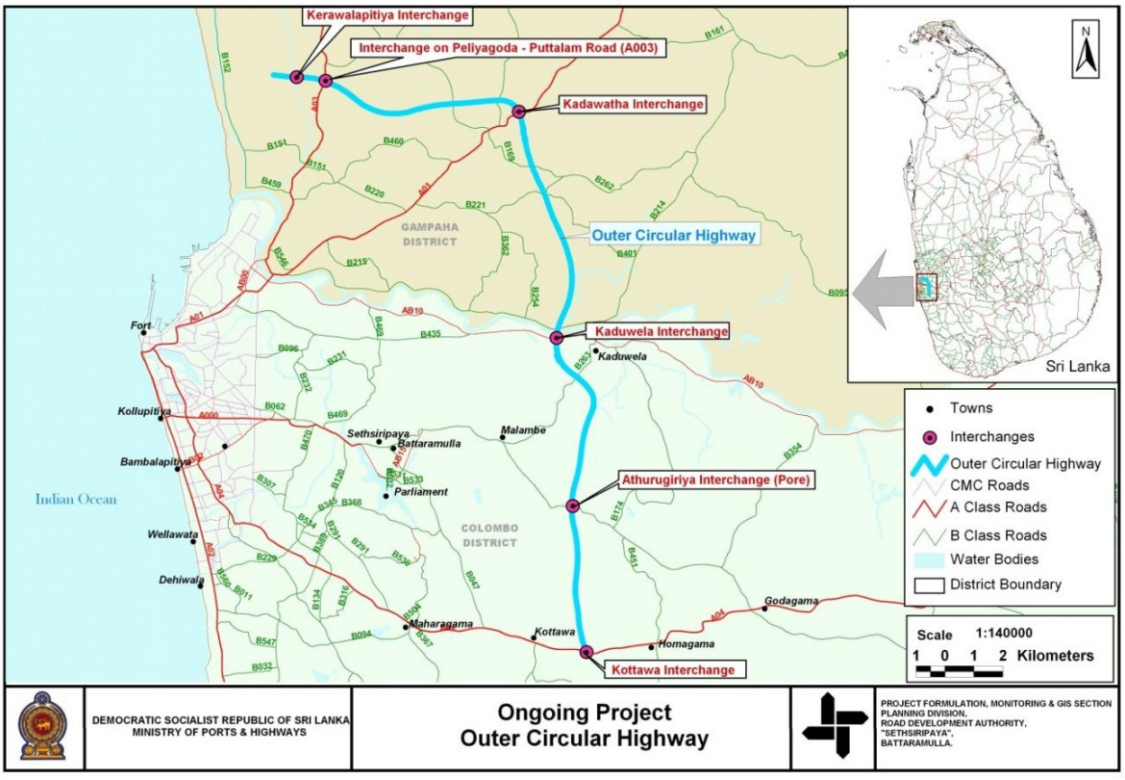


Water tank construction

5.4 Outer Circular Highway Project

Outer Circular Highway (OCH) Project is responsible for the implementation of Outer Circular Highway is 29.20 km in length and limited access highway (expressway) approximately 20 km away from city of Colombo connecting all expressways and A – class highways radiating from city of Colombo. The OCH starts from Southern Expressway at Kottawa and traverses through Maharagama, Kaduwela, Biyagama, Mahara, Wattala Divisional Secretariat areas and ends up at Kerawalapitiya. It stretches out 10-15 km away from the city centre. It will connect North and South as a ring expressway to the city of Colombo with the prime objective of easing out traffic congestion in Colombo Metropolitan Region and also for other connected economic and social developments. Initially OCH will be constructed as a 4 lane expressway and to be expanded to a 6 lane expressway in future, depending on the traffic demand. OCH Project is taken up in three phases, Phase I – OCH – Southern Section (OCH-SS), Phase II – OCH – Northern Section I (OCH-NS I) and Phase III – OCH – Northern Section II (OCH-NS II). There are six inter changes to access to the expressway.

Map 9: Colombo – Outer Circular Highway



5.4.1 Outer Circular Highway Phase 1

Phase 1 of the OCH Project is responsible for the implementation section from Kottawa to Kaduwela which is 11.00 km in length. Phase 1 is headed by Project Director (Phase I) and the project is funded by JICA. Construction of this section was completed and opened to public in March 2014.







Civil works

Overall progress as at 31st December 2014 - OCH Main Line 100%

Athurugiriya Interchange 55%

Section of the expressway from Kottawa to Kaduwela was opened for traffic in March 2014.

Table 71: Progress of Construction Activities in OCH Phase 1

Item	Description	Cumulative Progress End of December 2014 (%)	
		Planned	Actual
1.	Embankment Filling (Earth Work)	100.00	100.00
2.	Sub-Base and Base Course	100.00	100.00
3.	Pavement	100.00	100.00
4.	Structures	100.00	100.00
5.	Drainage	100.00	100.00
6.	Incidentals & Facilities	100.00	100.00
7.	Day Works	100.00	100.00
Overall		**100.00**	100.00



Subsurface Drain at 24+900 – 25+000 km



Asphalt curb at Kothalawala temporary interchange area



Side Ditch at 25+050 – 25+200 km



Asphalt layaing



Earth Drain Excavation at 24+800 km



Foundation work for tall plaza started in Kothalawala temporary interchange



Instruction Sign board at 25+880 km LHS



Road Marking at 23+420 km

Land Acquisition

Land within ROW was handed over to the contractor as scheduled before the date of commencement.

Expenditure

1. Land Acquisition - Rs. 2,550.00 Million
2. Consultancy & Civil Works - Rs. 25,165.18 Million

Table 72: Progress at OCH Phase 1

Road Section	Length	TEC (Rs. Mn)	Date of Commencement	Anticipated date of completion	Progress Up to 2013	Expenditure Up to 2013 (Rs. Mn.)	Progress as at end of 2014	Expenditure during 2014 (Rs. Mn.)
OCHP – Phase I	11 km	Land Acquisition – 2,026 Civil Work - 24,982	07.12.2009	30.04 2015	93.50%	21,872.47	100%	74.501

Table 72: Constraints to Progress at OCH Phase 1

Issues Encountered	Action Taken
Construction of Kottawa Interchange was delayed by about 8 months.	Extensive discussions were held with the Contractor to find the causes of the delay. Action was taken to increase the resources in order to meet the target.
Contractor's quality assurance system was ineffective resulting in many abortive work and delays.	Contractor was instructed to increase his QA staff. Consultant's supervision of the work was also strengthened and the situation was monitored.
Contractor's cash flow situation was quite unsatisfactory.	An additional advance payment of Rs.1,000,000,000 million was released.
Human resources employed by the Contractor was inadequate.	Contractor was insisted on increasing his skilled labour force and certain specialized staff. Assistance was given to obtain visa for expatriate personnel.
Contractor's attention to safety aspects of work was insufficient.	Contractor was persuaded to increase safety measures through frequent inspections and safety review meetings.
Unforeseen rock outcrop at Kothalawala end of the OCH – SS	GSMB (Technical Services) was engaged for blasting work. Close supervision was carried out to expedite the work.
Contractor's progress was behind the work programme due to inadequate resources and poor planning.	Close monitoring and frequent site meetings were conducted.

5.4.2 Outer Circular Highway Phase 2

Phase 2 of the OCH Project is responsible for the implementation section from Kaduwela to Kadawatha which is 8.90 km in length. Phase 2 is headed by Project Director (Phase II). This section is currently under construction and scheduled to be completed by January 2015 under JICA funding. At the section of Kaduwela – Kadawatha there are two Inter Changes at Kadawatha and Kaduwela, seven bridges and five overpasses. Road is constructed as a four lane toll road with provision for expansion to six lane in future.

The civil works of this project is now in progress and as at the end of December 2014; contractor has achieved an overall progress of 89.1% and contractor has achieved 86.5% of financial progress at the end of 2014. Up to December 2014 the contractor has completed the activities i.e. Soft Ground Treatment, Pile foundation, Girder Fabrication & Girder Erection. And also 99% of earth works, 63% of sub-base and base construction works, 48% of Asphalt Binder course, 98% of super-structure works has completed up to December 2014.



Completed superstructure work



Base course laying & compaction



Asphalt laying work



Girder erection for viaduct

Table 73: Progress of Construction Activities in OCH Phase 2

Name of the project Road (Road Section)/Bridge	Length of the road	Total Estimated Cost Rs. Mn.	Commencement Date	Anticipate (Actual) date of Completion	Physical Progress Up to 2013	Expenditure Up to 2013 (Rs.Mn)	Physical Progress as at end of 2014	Expenditure during 2014 (Rs. Mn)
Outer Circular Highway Project(Phase II)	8.9 km	49,317	09.01.2012	15.07.2015	41.6%	22,110.27	89.1%	14,440.58

5.4.3 Outer Circular Highway Phase 3

The Government of Sri Lanka (GOSL) has applied for a long term loan from the EXIM bank of China for the Construction of the Outer Circular Highway – Northern Section II (OCH-NS II) from Kerawalapitiya to Kadawatha of 9.32 km length. Phase 3 is headed by Project Director (Phase III).

The contract agreement for the civil work Contract was signed on 22 February 2013 with M/s Metallurgical Corporation of China Ltd (MCC) for construction of civil works of the OCH Phase III project.

OCH-NS II Project will be implemented on the basis of a BOQ, measure and pay type contract. The RDA, the Employer, has decided to employ a suitably qualified, national/international consultant to supervise and monitor the project under FIDIC Conditions of Contract (Fourth Edition 1987). The cost of the civil works will be funded by EXIM Bank of China.

The major items of work to be carried out by the Contractor include the following, but not limited to: detailed engineering designs for

The contract sum is Rs. 66.7 billion and the project is implemented on measure and pay basis. The project duration is 42 months. The loan processing is almost completed and the loan agreement will be signed with the EXIM bank of China in near future. structures, soft soil treatment and toll system including all related facilities, and construction of the entire 9.32 km long new outer 4 lane expressway with provision for expansion to 6 lanes in future. Initial outer 4 lane expressway comprises of each 3.5 m wide lanes, 3.0 m hard shoulders on the left side and 2.0 m on the right side with a median. Under this contract only the outer four lanes will be constructed and the embankments, cuttings and substructures of bridges, viaducts etc. will be constructed to 6 lane width.

Progress of Activities in OCH phase 03

No	Description	Estimated Cost Rs Mn	Cumulative Expenditure as at end of 2013 Rs Mn	Physical Progress as at December 2013 (%)	Allocation 2014 Rs Mn	Expenditure in year 2014 Rs Mn	Cumulative Physical Progress as at December 2014 (%)
1	Land Acquisition	6000.0	2920.014	92	1325.0	707.25	94.6
2	Civil work Contract	66690.0	0	0	7800.0	0	0
3	Supervision Consultancy	1592.0	0	0	200	182.266	7.1
4	PMU Expenditure, Survey, Field Testing	1018.0	736.28	25.0	675.0	48.75	44.2
	Sub Total 1	**75300.00**	**3656.29**		**10,000.00**	**938.26**	
	NSB Loan						
	Land Acquisition				343.413	343.413	
	PMU Expenditure, Survey, Field Testing				8.1	8.1	
	Sub Total 2				**351.51**	**351.51**	
Total					**10351.51**	**1289.78**	

Progress of Civil work contract

Road Section km	Length km	TEC Rs Mn	Anticipated Date of commencement	Anticipated date of completion	Progress up to 2013	Expenditure up to 2013	Progress as at end of 2014	Expenditure during 2014
0-9.32	9.32	66,690	01.03.2015	31.08.2018	None	None	None	None

Constraints

- The Contract Sum of the project is 520.4 Mn US$ and the China EXIM Bank loan is only 494.04 Mn US$ (95 % of the Contract Sum). As per the loan agreement the balance 5 % of the Contract sum (Rs. 3,334.5 Mn) has to be paid to the Contractor by RDA before the first disbursement.
- The advance payment first half (7.5 % of the Contract sum) has to be paid to the Contractor and the Contractor has submitted the Performance Security, Advance payment guarantee and fulfilled all the requirements. Once we make the above 5 % payment then the disbursement certificate could be sent to the Exim Bank to pay the balance 2.5 %.
- The approval has been granted by the Cabinet of Minister at the meeting held on 17.12.2014 to get a loan from the National Savings Bank (NSB) to pay the above & some land acquisition payments. The Loan Agreement between the RDA and the NSB has not been signed yet.



Working platform Kerawalapitiya

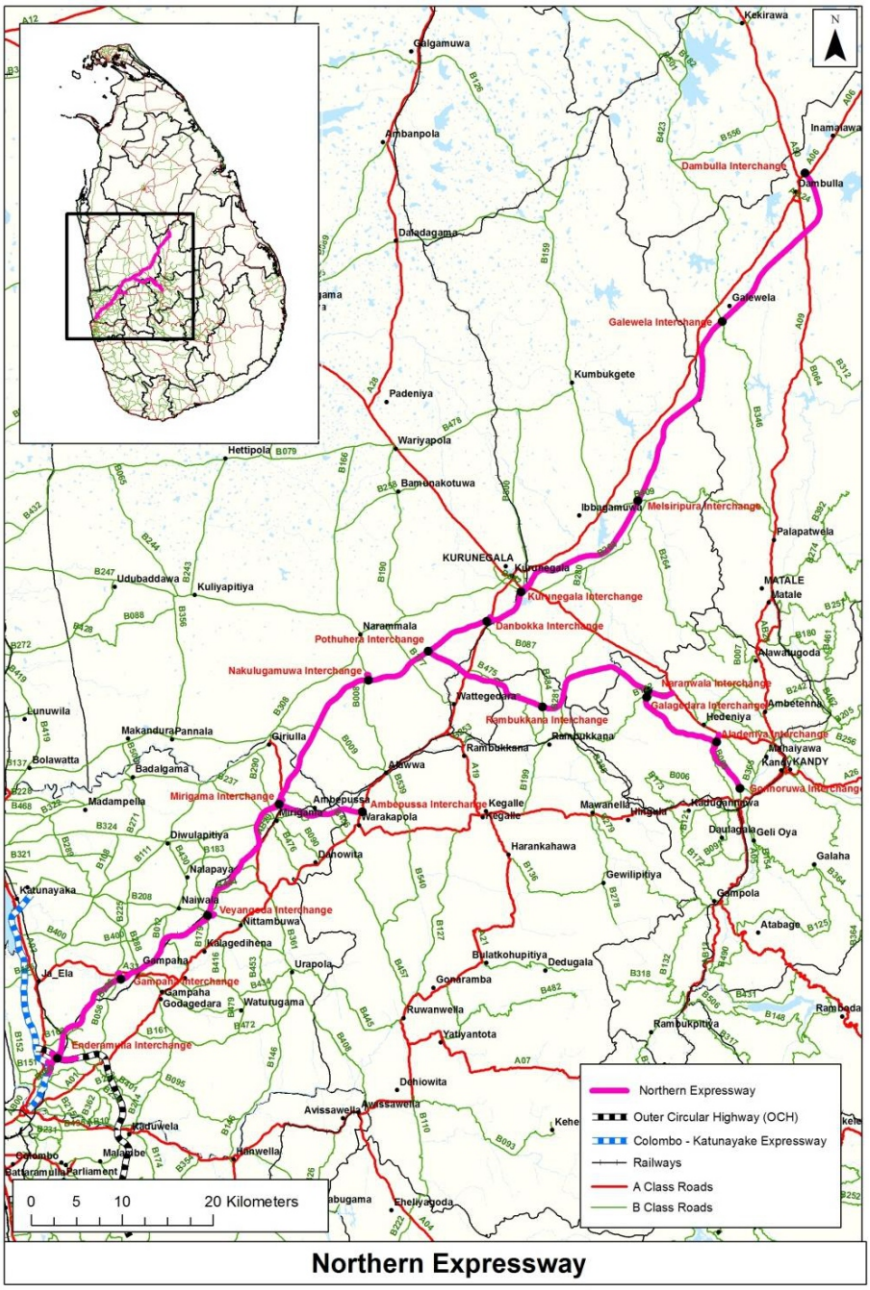


Service road construction at 4+200km Interchange area

5.5 Northern Expressway Project

Northern Expressway Project is responsible for the implementation of Northern Expressway to link the Northern Province to the other provinces and assist to the development of the economy of the Province by encouraging growth in industries, tourism, fisheries and agriculture.

Map 10: Northern Expressway Project



The Northern Expressway is one of the expressways identified for implementation in the National Master Plan for 2007-2017. Accordingly, the Government of Sri Lanka (GOSL) has decided to find out a suitable road corridor to construct the Northern Expressway with an expressway link to Kandy, considering present and future development scenario of the country and also having minimum relocations of the General Public and land acquisition cost.

The Feasibility Study of the project has been completed and reports have been submitted by M/s. SMEC International Pty Ltd as at December 2014.

Meanwhile Government decided to split out the NEP in to 10 packages as described in the table 01 below:

Table 01: Contract Packages of the Proposed Northern Expressway

CONTRACT PACKAGE	NAME OF THE SECTION	LENGTH - km
Package 01	Enderamulla - Veyangoda	28.0
Package 02	Veyangoda – Meerigama	16.0
Package 03	Meerigama - Nakalagamuwa	18.0
Package 04	Nakalagamuwa - Alkoladeniya	20.1
Package 05	Alkoladeniya – Meddekatiya	16.9
Package 06	Meddekatiya – Galewela	19.0
Package 07	**Pothuhera – Rabukkana**	17.5
Package 08	Rabukkana – Galagedara	18.5
Package 09	Galagedara – Gannoruwa	19.0
Package 10	Galewela - Dambulla	18.5

Cabinet approval has been granted on 08th October 2014 by the Cabinet of Ministry to call for detailed technical financial proposals from well-established local construction firms who have adequate financial capacity and technical capacities and proven experience in construction of expressway or experience in at least one major road construction project exceeding Rs. 2 billion.

Progress of Activities

Status of Land Acquisition & Resettlement Processes.

In general Land Acquisition & Resettlement WORKS are in progress at present. Table below provides the status of Land Acquisition & Resettlement process as at December 2014.

Status of Land Acquisition & Resettlement process

Description of Contract Package	Present Status
Package 01	In Progress
Package 02 - 06	30% of the Land Acquisition is to be completed by the end of 2015
Package 07 & 08	In Progress
Package 09 & 10	Initial stage

Status of Environmental Impact Assessment Process

In general EIA is in progress; the Table 08 provides the present status of the environmental impact assessment process.

Status of EIA process

Description of Contract Package	Present Status
Package 01 – 04	Whole EIA Process completed. Final approval letter is awaiting from CEA.
Package 05 & 06	EIA Process is on its final stage
Package 07 & 08	EIA Process is on its final stage
Package 09 & 10	EIA Process in progress (Initial stage)

Summary of the Progress of Northern Expressway Project for the year 2014

Name of Expressway	Length	TEC	Date of commencement	Anticipate date of completion	Progress up to 2013	Expenditure up to 2014	Progress as at end of 2014	Expenditure during 2015
Northern Expressway	199 km (Approx.)	Contract Amount for the feasibility study AUD 7,175,391.54 SLR 618,986,451..93	10.09.2012	31.12.2014 (to complete feasibility study)		SLR 1,333,500,000.00	100%	SLR 12,368,766.96 (Cumulative Expenditure up to 31st April 2015) (Vote No. 117-2-3-7-2502(11) – Northern Expressway Project)

5.6 Special Projects Management

Special Projects Management (SPM) unit carries out Projects Financed by Japan International Co–operation Agency (JICA) & Kuwait Fund for Arab Economic Development (KFAED). Currently, Unit of the SPM is involved in construction of Manmunai Bridge, construction of Southern Extension of Baseline Road (Phase III), Major Bridges Construction Project of National Road Network, Reconstruction of 25 Bridges Project and Development of Intelligent Transport System for Expressways in Sri Lanka.

Construction of Manmunai Bridge across Batticaloa Lagoon





Construction of Manmunai Bridge is implemented under JICA Grant Aid and Construction works completed in April 2014.The following works were carried out during the year 2014

- Bridge works
  - finishing works
- Causeway works
  - East Causeway concrete pavement work in progress
    - Embankment & Rip Rap slope protection works in progress





Construction of Southern Extension of Baseline Road (Phase III)

The proposed road is going to be constructed with 3 lane dual highway of 0.86 km including an overpass at Kirulopona Junction and one underpass over Balapokuna Road

Land acquisition process is in progress.

There are 146 numbers of lots (Dehiwela DS division 11 Nos & Thimbirigasaya DS division 135 Nos) to be acquired and 4 numbers of lots were already acquired.

Progress of Land acquisition

Thimbirigasaya DS division

- Section 38 A published for 11 lots & out of which 9 lots already taken over by RDA.
- Section 38A to be published -124 Nos (sent to press for publishing)

Dehiwela DS division

- No of lots 38 A to be published -11

Total amount paid for Land acquisition work: Rs.423.43 Mn

Major Bridges Construction Project of National Road Network (JICA step loan)

Loan Agreement was signed on 14th March 2013 and amount of loan is Japanese Yen 12,381 million funded by Japan International Cooperation Agency (JICA).

Consultancy agreement was signed on 19th December 2013 .

MAJOR BRIDGES CONSTRUCTION PROJECT OF NATIONAL ROAD NETWORK -Civil works

Project was subdivided into 5 packages. (Packages 1, 2 & 3)

Scope of Package 1 – Reconstruction of 10 bridges in Southern Province

List of Bridges given below

1) Bridge No :148/1 on Colombo-Galle-Hambantota -Wellawaya Road (AA002); Polwathumodara
2) Bridge No :148/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) - Polwathumodara Box Bridge
3) Bridge No.138/4 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) – Goviyapana
4) Bridge No.133/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002)Kathalu (Pol Oya)

5) Bridge No.1/1 on Palana -Polwatta - Polwatte Bridge
6) Bridge NO. 10/4 on Hikkaduwa-Baddegama-Nilhena Road B153) – Halpatota
7) Bridge No.1/4 on Weligama-Kananke (B 465)- Kole Danda Bridge
8) Bridge No.15/2 on Galle-Baddegama (B128) - Kihimbi Ela Bridge
9) Bridge No: 4/1 on Weligama - Telijjawila (B466) - Denipitiya Bridge
10) Bridge No: 4/1 on Hakmana-Meella-Talahaganwaduwa (B142) - Denagama Bridge

Progress during 2014:

Civil works Package 1: design & Tender doc. preparation Completed. Procurement works completed & Contractor was selected and Letter of Acceptance (LoA) issued.

Civil works Package 2

Scope of Package 2 – Reconstruction of 10 bridges listed below

1) Bridge No.310/1 on Kandy-Jaffna Road (A009)- Kaithadi Bridge
2) Bridge No.315/1 on Kandy-Jaffna Road (A009)- Navatkuli Bridge
3) Bridge No.31/1on Medawachchiya-Mannar- Thalaimannar Road (A014)
4) Bridge No.39/2 on Navatkuli-Jeraitivu-Mannar Road (A032)
5) Bridge No.66/5 on Navatkuli-Jeraitivu-Mannar Road (A032)
6) Bridge No.7/1 on Thallady- arippu- marichchukkaddi Road (B403)
7) Bridge No.21/1 on Thallady- arippu- marichchukkaddi Road (B403)
8) Bridge No.39/2 on Thallady- arippu- marichchukkaddi Road (B403)

Progress during 2014 - Civil works Package 2

Design & Tender document preparation. Bid Invitation called and closing of bids in feb.2015

Civil works Package 3:

List of Bridges given below

1) Kaduwela fly over (over Kelani river)
2) Kaduwela fly over (over AB010- Colombo-Hanwella Low level Road)
3) Bridge on B263 (Malabe-Kaduwela Road)

Progress during 2014 - Civil works Package 3

Design in progress

Reconstruction of 25 Bridges Project (KFAED loan) Reconstruction of 25 Bridges Project (KFAED loan)

The following works were carried out during the year 2014

Consultancy Services- 95 % of procurement activities were completed and negotiation is in progress with 1st Rank Consultancy firm.

Reconstruction of 25 Bridges Project –Civil Work

- Project was subdivided in to three packages. i.e Package 1,2,3 .

Scope of Work for Package-1 – Reconstruction /Widening of following Bridges

List of Bridges are given below

1. 14/3 Galagedera –Horana Road (B123)
2. 14/8 Galagedera –Horana Road (B123)
3. 11/4 Kegalle-Bulathkohupitiya road (AA021)
4. 10/2 Ampilanthurai-Veramunai raod (B018)
5. 2/2 Tangalle –Weeraketiya road (B410)
6. 2/3 Tangalle –Weeraketiya road (B410)
7. 32/1 Veyangoda –Ruwanwella road(B445)

Progress of Civil works Package-1 during 2014

Land acquisition work is in progress and 50% completed.

Procurement status of Package 1 – 100% of procurement activities were completed for. As the Major scope change was introduced immediate after the selection of contractor, MOU was drafted and subjected to SCAPC approval. Scope of change was to delete the proposed Kaduwella Bridge from the list of bridges which will not find a solution for the traffic congestion exist at the bridge.

Expected date of award for the contract is End of February 2015.

Package-2

Scope of Work for

Package 2 – Reconstruction /Widening of 9 Bridges listed below.

1. 2/2 Dehiovita –Deraniyagala-Noori road (B093)

2. 5/3 Dehiovita –Deraniyagala-Noori road (B093)
3. 7/3 Dehiovita –Deraniyagala-Noori road (B093)
4. 8/10 Dehiovita –Deraniyagala-Noori road (B093)
5. 14/3 Dehiovita –Deraniyagala-Noori road (B093)
6. 4/3 Ebilipitiya –Middeniya road (B486)
7. 15/2 Marawila –Udubaddawa raod (B272)
8. 76/1 Katugasthota-Kurunegala-Puttalam road (AA010)
9. 17/1 Mawanella – Hemmathagama- Singhapitiya road (B279)

Progress of Civil works Package-2 during 2014

Procurement status of Package-2;

Bidding document is under review of TEC Inviting of Bids will be issued in Fe.2015

Land acquisition work in progress and 50% completed

Package 3

Scope of Work for Package-3 :

Reconstruction /Widening of 8 Bridges listed below.

1. 33/6 Kalawana – Deepadene -Rakwana road (B181)
2. 22/5 Kegalle –Bulathkohupitiya- Karawanella road (AA21)
3. 8/2 Jaffna-Ponalai-Point Pederoo road (AB 021)
4. 104/6 Awissawella- Hatton -Nuwaraeliya road (AA007)
5. 75/1 Katugasthota-Kurunrgala- Pattalam road (AA010)
6. 10/3 Anamaduwa-Uswewa -Galigamuwa road (B019)
7. Ch 71+660 Navakkuli-Kerative- Mannar raod (AA032)
8. 3/6 Battuluoya- Udappawa- Andimunai road (B614)

Progress of Civil works Package-3 during 2014

Procurement status of Package-3- Design of bridges in progress Bidding document is under preparation and Invitation of bids may be in June 2015. Land acquisition work in progress and

THE DEVELOPMENT OF INTELLIGENT TRANSPORT SYSTEM FOR EXPRESSWAYS IN SRI LANKA (JICA GRANT)

Grant agreement was signed on 18th March 2013 amounting to Japanese Yen 940 million.

Consultancy services agreement was signed on 29th pril 2013 & Contract work was signed on 29th November 2013.

The Project scope consists of fixing of Variable Message Sign boards (VMS), Traffic Counters (TC) & Rain Gauges (RG) from Kaduwela to Godagama in the Outer Circular Highway and Southern Expressway and Traffic Information boards at the service areas of the southern expressways.

The total No of VMS Type A in Expressway –

The total No of VMS Type B in Approach Roads- 10

The total No of TC -20

The total No of RG -11

Progress during the year 2014

Installation of Variable Message Sign Board (Type A) : 14 nos installed out of 21

Installation of Variable Message Sign Board (Type B) : 4 nos installed out of 10

Installation of Traffic counters : 13 nos installed out of 20

Installation of Rain Gauges : 3 nos installed out of 11

Installation of Monitoring equipment at Gelanigama Traffic Control centre





Variable massage signboard

Table 81: Project Detail of Special Projects Management Unit for the year 2014

Road/Bridge Name	Length (M)	TEC (Mn)	Date of Commencement	Anticipate Date of completion	Progress upto 2013	Expenditure up to 2013 Rs MN	Progress as at end of 2014	Expenditure during 2014
Reconstruction of 25 bridges Project funded by KFAED - Package 1								
14/3 Galagedera –Horana Road (B123)	12	61			Procurement started & Land Acquisition commenced	2.94	Procurement completed Land acquisition in progress	**3.10**
14/8 Galagedera –Horana Road (B123)	12	71						
11/4 Kegalle-Bulathkohupitiya road (AA021)	40	76						
10/2 Ampilanthurai-Veramunai raod (B018)	50	184						
2/2 Tangalle –Weeraketiya road (B410)	13	74						
2/3 Tangalle –Weeraketiya road (B410)	7							
32/1 Veyangoda –Ruwanwella road(B445)	19	153						

Road/Bridge Name	Length (M)	TEC (Mn)	Date of Commencement	Anticipate Date of completion	Progress upto 2013	Expenditure up to 2013 Rs MN	Progress as at end of 2014	Expenditure during 2014
Major Bridges Construction Project of the National Road Network – Consultancy Services & Civil works Package 1								
Consultancy Services			Dec.2013		Agreement signed in Dec.2013	7.56		
Bridge No :148/1 on Colombo-Galle-Hambantota -Wellawaya Road (AA002); Polwathumodara	165	1848.66	Feb.2015	Feb. 2017			Procurement completed . Contractor was selected and Letter of Acceptance (LoA) issued.	303.62
Bridge No :148/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) - Polwathumodara Box Bridge	10.4	96.82						
Bridge No.138/4 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) - Goviyapana	60	764.76					Land acquisition in progress	
Bridge No.133/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002)Kathalu (Pol Oya)	70	820.36						
Bridge No.1/1 on Palana - Polwatta - Polwatte Bridge	120	667.17						
Bridge NO. 10/4 on Hikkaduwa-Baddegama-Nilhena Road B153) - Halpatota	90	970.62						
Bridge No.1/4 on Weligama-Kananke (B 465)- Kole Danda Bridge	57	429.46						
Bridge No.15/2 on Galle-Baddegama (B128) - Kihimbi Ela Bridge	60	450.45						
Bridge No: 4/1 on Weligama - Telijjawila (B466) - Denipitiya Bridge	57	470.68						
Bridge No: 4/1 on Hakmana-Meella-Talahaganwaduwa (B142) - Denagama Bridge	90	579.11						

Road/Bridge Name	Length (M)	TEC (Mn)	Date of Commencement	Anticipate Date of completion	Progress upto 2013	Expenditure up to 2013 Rs MN	Progress as at end of 2014	Expenditure during 2014 Rs.Mn
The Project for Development of Intelligent Transport System (ITS) of fixing of Variable Message Sign boards (VMS), Traffic Counters (TC) & Rain Gauges (RG) from Kaduwela to Godagama in the Outer Circular Highway and Southern Expressway and Traffic Information boards at the service areas of the southern expressways.		1220	Dec.2013	May 2015	Contractor mobilized to site as Agreement signed in Nov.2013	0.00	83%	757.68

5.7 Miscellaneous Foreign Aided Project

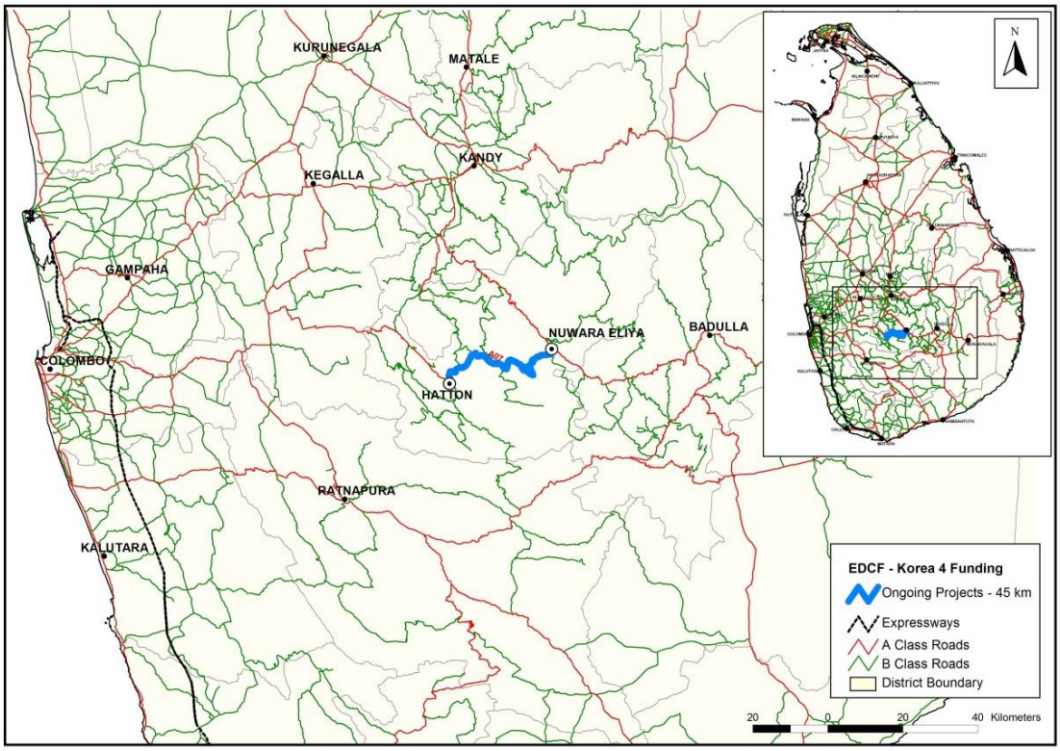
Miscellaneous Foreign Aided Project (MFAP) was created in year 2000 to handle the Foreign Aided Projects which are mostly bi – lateral agencies. At the beginning, Kuwait fund was the funding agency. Presently, the unit handles the OPEC Fund for International Development (OFID), Saudi Fund for Development (SFD), Economic Development and Co–operation Fund Korea (EDCF) and France Aided Development projects.

Projects handled by the MFAP unit in year 2014

In 2014, six projects were handled by the MFAP unit namely Improvement of Hatton – Nuwara Eliya Road (A007), Reconstruction of 46 Bridges under French Government Financial Package, Road Network Development Projects funded by the Saudi Fund for Development (SFD), National Road Improvement Projects funded by the OPEC fund for International Development (OFID 1), Rehabilitation & Improvement of Road under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2) and KFAED Funded Bridges Rehabilitation/Reconstruction Project.

Improvement of Hatton – Nuwaraeliya roa

Map 12: Improvement of Hatton – Nuwara Eliya Road



The project of Improvement of Hatton – Nuwara Eliya road for the section of Ch. 72+000 – 115+567 km is funded by EDCF. Total length of the road to be improved under this project is 35.6 km including Kotagala tunnel (75 m) at 79+500 km and Nanu Oya underpass at 109+100. Following are the expected objectives in improving of Hatton – Nuwara Eliya road (A007).

- To support the regional economy growth
- To shorten the travel time
- To create the road network hub of central mountains
- To improve the quality of transportation services
- To enhance safety travel

Construction work of the road has been completed and Kotagala tunnel and Nanu Oya under pass reached progress of 72% and 90% respectively.

Land Acquisition

Right of Way handed over to the Contractor. Payment of compensation is in progress.



Hatton Nuwaraeliya Road
Complete section.



Construction of Kotagala
Tunnel at (Ch. 79+510)

Reconstruction of 46 Bridges under French Government Financial Package

Reconstruction of 46 bridges will be constructed with the loan amount of Euro (£) 22.05 Mn. The supply Contract Agreement signed between the Ministry of Highways, Ports & Shipping on behalf of GOSL and the Consortium Matiere & Eiffage Construction Metalliques for the supply of Uni-bridges and Associated Services on 12th December 2012 for a sum of Euro (£) 22.02 Mn. According to the agreement construction of sub structure, Transportation & erection of steel super structure and construction of immediate approaches are the responsibilities of Road Development Authority (GOSL) except 5 or 6 bridges to be constructed under the Suppliers responsibility. The designs of bridges are carried out either by Matiere & Eiffage of France or RDA. The selections of Contractor for the construction of brides are carried out through Local Competitive Bidding. After signing of the Supply Contract, MoP&H established a Project Management Unit (PMU) of Miscellaneous Foreign Aided Project (MFAP) Division to oversee the implementation of the Construction of 46 Nos. bridges under French Government financial package. The Director General, RDA is the Employer for the purpose of the Contract and the Project Director (MFAP), RDA is the Employer's Representative. Deputy Project Director is the Engineer under the Contract and Engineer's Representative and the Technical Officers are assigned from the MFAP Division to supervise each Bridge Contract. Reconstruction of 35 numbers of bridges is in progress during the year 2014.

Land Acquisition

Right of Way handed over to Contractors. Land acquisition process is in progress to finalize payment of compensation.



Bridge No.204/6 CRWB Road



Bridge No. 8/2 Badalkumbura – Buttala – Sellakataragama

Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD)

The project consisted Rehabilitation and Improvement of following 6 roads having total length of 79.32km. All these roads spread in Central, Eastern, Sabaragamuwa and Western provinces.

1. Katugastota- Alawatugoda section of Kandy-Jaffna (A-09) Road (4.6 – 15.57 km)
2. Alawatugoda- Palapathwela section of Kandy-Jaffna(A-09) Road (15.57-32.54 km)
3. Palapathwela- Naula section of Kandy-Jaffna (A-09) Road (32.54-54.18km)
4. Thampalagamuwa-Soorangal Junction section of Thampalagamam- kinniya (B-541) Road (0.0 – 8.5 km)
5. Dehiovita- Deraniyagala section of Dehiovita- Deraniyagala- Noori (B-093) Road (0.00 – 14.00 km)
6. Peliyagoda –Kiribathgoda section of Colombo kandy (A-01)Road (5.86 – 13.10 km)

In line with the Government's Poverty alleviations plan proposed project aim at improving the road network connectivity in order to meet the rapidly growing transport sector demands through road widening, rehabilitation, improvement and bridge construction. The project is envisaged to reduce vehicle operating cost to enhance the highways capacity and level of service, thus promoting economic activity and community development in the areas. This will thereby contribute to the socio-economic development of the country.



Alawatugoda- Palapathwela section of Kandy-Jaffna Road (15.57-32.54 km)



Katugastota- Alawatugoda section of Kandy-Jaffna Road (Ch. 4+620 km)

Land Acquisition

Right of Way handed over to Contractors. Land acquisition process is in progress to finalize payment of compensation.

Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC Fund for International Development (OFID-1)

The Government of Sri Lanka (GOSL) has obtained US$ 40 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of roads under National Roads improvement projects. The project consisted Rehabilitation and Improvements of following 3 Roads having total length of 36.57 km and Reconstruction of Bridge No.3/2 across Ma Oya on Polgahawela Kegalle Road. The proposed bridge is 120m in length and has two standard lanes with foot walks on both sides. All these roads spread in Sabaragamuwa, Western and North western provinces.

1. Rakwana- Madampe section of Galle Deniyaya-Madampe(A-017) Road (130.00 – 143.93 km)

2. Reconstruction of bridge No.3/2 of A019 Road (Karandana Bridge) (length120.0m)

3. Eheliyagoda –Dehiovita section of Eheliyagoda-Dehiovita(B-110) Road (00.00-16.69km)

4. Ethulkotte-Kohuwala section of Ethulkotte-Mirihana-Kohuwala(B-120) Road (0.00 – 5.95 km)

In line with the Government's Poverty alleviations plan proposed project aims at improving the road network connectivity in order to meet the rapidly growing transport sector demands through road widening, rehabilitation, improvement and bridge construction. The project is envisaged to reduce vehicle operating cost to enhance the highways capacity and level of service, thus promoting economic activity and community development in the areas. This will thereby contribute to the socio-economic development of the country.

At the end of 2014, Reconstruction of bridge No. 3/2 of A019 Road (Karandana Bridge) and Ethulkotte - Kohuwala section of Ethulkotte-Mirihana-Kohuwala (B-120) Road have been completed and other two projects are in progress.



Asphalt Laying at Ch. 140+240 on A017 Road



Laying Binder Course at 3+900 km on B120 Road

Rehabilitation & Improvement of Road under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2)

It has been decided to rehabilitate 13 roads having 65.45 km in length and widening bridge No. 2/1 on Narahenpita – Nawala-Nugegoda Road having span 34.14 m under this contract package.

a) Widening of Bridge No. 21/ on Narahenpita – Nawala-Nugegoda Road
   1st stage construction is completed and 2nd stage Nugegoda end deck concrete was completed and Nawala end span abutment and pier reached to deck level.
b) Improvement of Approach Road to Jayawardanapura Hospital, Dematagoda – Wellampitiya Road, Kolonnawa – Yakbedda Road, Welikada – Kohilawatta Road, Centre Road

Construction work was commenced in December 2014.

Land Acquisition

This component entails the cost of strip land acquisition which is necessary in case of road widening, but not entailing resettlement of affected parties.



2nd stage construction in progress



1st stage allow for the traffic

KFAED Funded Bridges Rehabilitation/Reconstruction Project

Kuwait fund for Arab Economic Development Grant two loans (466/627) amounting KD 5,100,000.00 to improve 32 bridges and one under pass.

After completion of the above constructions there is a balance loan amounting KD 256,224.426 and decided to reconstruct 3 bridges namely 1/3, 2/1 and 51/1 on Galle – Deniyaya – Madampe Road under two contract package.

Contract package RDA/MFAP/KF/17

Construction of bridge No. 1/3 and 2/1 under take under this Contractor.

Construction bridge No. 1/3 was completed and bridge No. 2/1, 1st stage construction complete and 2nd stage reached to beam launching stage.



Complete Bridge 1/3



2nd stage construction in progress (Bridge 2/1)

Contract package RDA/MFAP/KF/18

Construction of bridge No. 51/1 under take under this contract package and of bridge construction was completed and approach road to be done.



Complete Bridge deck 51/1

Table 83: Progress of Projects of Miscellaneous Foreign Aided Project in year 2014

Road Section	*Length (km)*	*TEC (Rs. Mn)*	*Date of Commencement*	*Anticipated Date of Completion*	*Progress up to 2013(%)*	*Expenditure up to 2013 (Rs. Mn)*	*Progress as at end of Dec. 2014 (%)*	*Expenditure during 2014 (RS. Mn)*
Economic Development Co-operation Fund								
Improvement of Hatton – Nuwara Eliya Road (A007) section of Ch.72+000 – 115+567 km	35.62	9,061.00	01.12.2011	02.03.2015	46.00	2358.84	100.0	2003.90
Reconstruction of 46 bridges under French Government Financial Package								
Construction of Br. No. 8/10 on Rathnapura - Wewelwatta Road (B391)	Single Span 40.2m	102.74	14.06.2013	14.06.2014	46.00	25.34	100.0	52.67
Construction of Br. No. 194/6 on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A004)	Single Span 34.2m	51.95	31.05.2013	31.05.2014	63.00	10.49	100.0	26.81
Construction of Br. No. 204/6 on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A004)	Two Span 28.8m	86.47	31.05.2013	31.05.2014	71.00	14.39	100.0	39.24
Construction of Br. No. 17/5 on Badulla - Karamatiya (B036)	Two Span 57.6m	109.26	31.05.2013	30.11.2014	63.00	23.23	99.0	36.77
Construction of Br. No. 207/1 on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A004)	Single Span 22.8m	98.48	26.08.2013	25.08.2014	22.00	15.02	100.0	36.22
Construction of Br. No. 24/3 on Wandurambe - Ethumale - Yakkatuwa (B454)	Single Span 17.4m	59.85	11.06.2013	10.03.2014	55.00	11.0	100.0	36.59
Construction of Br. No. 182/6 on Peradeniya -Badulla - Chenkaladi (A005)	Single Span 11.4m	42.78	26.08.2013	25.05.2014	29.00	6.52	100.0	30.02
Construction of Br. No. 48/2 on Avissawella - Haton - Nuwara Eliya Road (A007)	Single Span 17.4m	61.27	04.01.2014	03.01.2015	(Mutual termination)			

Road Section	*Length (km)*	*TEC (Rs. Mn)*	*Date of Commencement*	*Anticipated Date of Completion*	*Progress u to 2013(%)*	*Expenditure up to 2013 (Rs. Mn)*	*Progress as at end of Dec. 2014 (%)*	*Expenditure during 2014 (RS. Mn)*
Construction of Br. No. 11/2 on Hanwella - Pugoda - Urapola (B146)	Single Span 17.4m	63.23	06.07.2013	06.04.2014	15.00	7.56	100.0	47.07
Construction of Br. No. 9/8 on Matale - Illukkumbura - Pallegama (B274)	Single Span 28.8m	84.05	26.08.2013	25.05.2014	8.00	5.67	97.0	48.59
Construction of Br. No. 2/8 on Matale - Illukkumbura - Pallegama (B274)	Single Span 28.8m	141.52	26.08.2013	25.08.2014	5.00	9.34	34.0	9.34
Construction of Br. No. 41/1on Bodagama-Hambegamuwa - Kalthota Road (B528)	Single Span 40.2m	72.55	26.08.2013	25.08.2014	35.00	-	92.0	38.46
Construction of Br. No. 194/1 on Peradeniya - Badulla - Chenkaladi (A005)	Single Span 17.4m	75.92	26.08.2013	25.05.2014	62.00	11.92	100.0	32.50
Construction of Br. No. 177/9 on Peradeniya - Badulla - Chenkaladi (A005)	Single Span 11.4m	44.41	26.08.2013	25.05.2014	38.00	6.84	99.5	26.60
Construction of Br. No. 9/5 on Thawalama - Neluwa - Batuwangala Road (B411)	Single Span 17.4m	74.56	26.08.2013	25.08.2014	39.00	12.38	92.0	33.54
Construction of Br. No. 28/2 on Wattegama - Kandenuwara - Wariyapola Road (B461)	Single Span 40.2m	69.83	04.01.2014	03.01.2015	-	-	45.0	23.45
Construction of Br. No. 8/2 on Badalkumbura - Buttala - Sellakataragama Road (B035)	Single Span 11.4m	64.94	02.09.2013	01.06.2014	8.00	6.05	100.0	58.60
Construction of Br. No. 8/5 on Ehaliyagoda - Dehiovita Road (B110)	Single Span 11.4m	78.18	04.01.2014	03.01.2015	-	-	67.0	27.42
Construction of Br. No. 1/1 on Kirindiwita-Aswennawatta Road (B225)	Single Span 28.8m	78.27	29.07.2014	28.04.2015	-	5.49	21.0	38.46
Construction of Br. No.12/3 on Dambagahapitiya-Pinnagolla-Arawa-Meegahakiula Road	Single Span 34.2m	63.53	25.07.2014	24.07.2015	-	-	16.0	11.88
Construction of Br. No. 30/4 on Embilipitiya - Panamura-Buluthota Road	Single Span 34.2m	60.47	25.07.2014	24.04.2015	-	-	12.0	11.23
Construction of Br. No. 1/1 on Badulla Station Road	Two span 17.4m+34.2m	179.09	05.12.2014	04.12.2015	-	-	-	11.23

Road Section	*Length (km)*	*TEC (Rs. Mn)*	*Date of Commencement*	*Anticipated Date of Completion*	*Progress up to 2013(%)*	*Expenditure up to 2013 (Rs. Mn)*	*Progress as at end of Dec. 2014 (%)*	*Expenditure during 2014 (RS. Mn)*
Construction of Br. No. 3/2 on Thudella-Pamunugama-Thalahena-Negombo Road (B425)	Single Span 34.2m	140.50	08.08.2014	07.08.2015	-	-	18.0	18.20
Construction of Br. No. 32/2 on Negombo - Giriulla Road (B322)	Single Span 22.80m	17.47	04.01.2014	03.08.2014	-	-	100.0	2.79
Construction of Br. No. 29/8 on Thiriwanaketiya - Agalawatta Road (B421)	Single Span 22.80m	21.60	04.01.2014	31.12.2014	-	-	86.0	3.93
Construction of Br. No. 5/8 on Delgoda - Dompe - Giridara Road (B095)	Single Span 17.40m	40.12	21.01.2014	18.08.2014	-	-	100.0	16.00
Construction of Br. No. 10/1 on Makola - Udupila Road (B262)	Single Span 22.80m	18.54	21.01.2014	18.08.2014	-	-	100.0	7.66
Construction of Br. No. 5/4 on Ingiriya - Halwatura - Egaloya Road (B068)	Single Span 22.80m	23.98	04.01.2014	03.08.2014	-	-	100.0	-
Construction of Br. No.33/1 on Wandurambe-Ethimale-Yakkatuwa Road (B454)	Single Span 17.4m	68.35	14.11.2014	13.11.2015	-	-	-	3.39
Construction of Br. No.21/1 on Galle-Deniyaya-Madampe Road (A017)	Single Span 28.8m+28.8m	88.79	05.12.2014	05.03.2016	-	-	100.0	7.01
Construction of Br. No. 34/2 on Negombo-Giriulla Road (B322)	Single Span 17.4m	96.43	13.11.2014	12.11.2015	-	-	-	5.61
Construction of Br. No.145/3 on Peradeniya-Badulla-Chenkaladi Road (A005)	Single Span 22.8m	130.10	05.12.2014	04.12.2015	-	-	-	8.35
Construction of Br. No.9/1 on Kirimatiya-Yala Road (B224)	Single Span 34.2m	211.61	05.12.2014	04.12.2015	-	-	-	13.04
Construction of Br. No. 19/4 on Negombo-Giriulla Road (B322)	Single Span 28.8m	155.43	05.12.2014	04.12.2015	-	-	-	10.06
Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development								
Rehabilitation /Improvements to A009 Kandy - Jaffna Road section from Katugastota to Alawathugoda (4+600km-15+570km)	10.97	767.04	03/06/2013	02/06/2014	-		99.80	401.77

Road Section	*Length (km)*	*TEC (Rs. Mn)*	*Date of Commencement*	*Anticipated Date of Completion*	*Progress up to 2013(%*	*Expenditure up to 2013 (Rs. Mn)*	*Progress as at end of Dec. 2014 (%)*	*Expenditure during 2014 (RS. Mn)*
Rehabilitation /Improvements to A009 Kandy - Jaffna Road section from Alawathugoda to Palapathwela(15+570km-32+540km)	16.97	949.16	03/06/2013	25/11/2014	189.82	98.20		211.95
Rehabilitation /Improvements to B541 Thampalagamam - Kinniya Road section from Thambalagamuwa to Surangal Junction(0+000km-8+500km)	8.50	875.85	07/06/2013	06/12/2014	87.58	82.5		180.52
Rehabilitation /Improvements to B093 Dehiowita - Deraniyagala - Noori Road section from Dehiowita to Deraniyagala(0+000km-14+000km)	14.00	1092.57	05/06/2013	04/12/2014	109.25	43.57		233.77
Rehabilitation /Improvements to A009 Kandy - Jaffna Road section from Palapathwela to Naula (32+540km-54+180km)	21.64	1330.61	13/03/2014	12/03/2015	-	22.37		-
Rehabilitation /Improvements to A001 Colombo -Kandy Road section from Peliyagoda to Kiribathgoda (5+860km-13+100km)	7.24	1939.93	13/12/2013	12/12/2014	-	99.99		521.50
Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC fund for International Development (Phase–I)								
Reconstruction of Bridge No. 3/2 on Polgahawela - Kegalle Road (Karadana Bridge)	0.12	247.66	21/06/2013	20/12/2014	24.76	83.5		120.92
Rehabilitation /Improvements to A017 Galle - Deniyaya - Madampe Road section from Rakwana to Madampe (130+000km-143+930km)	13.93	2051.4	01/07/2013	31/12/2014	307.68	66.00		725.38

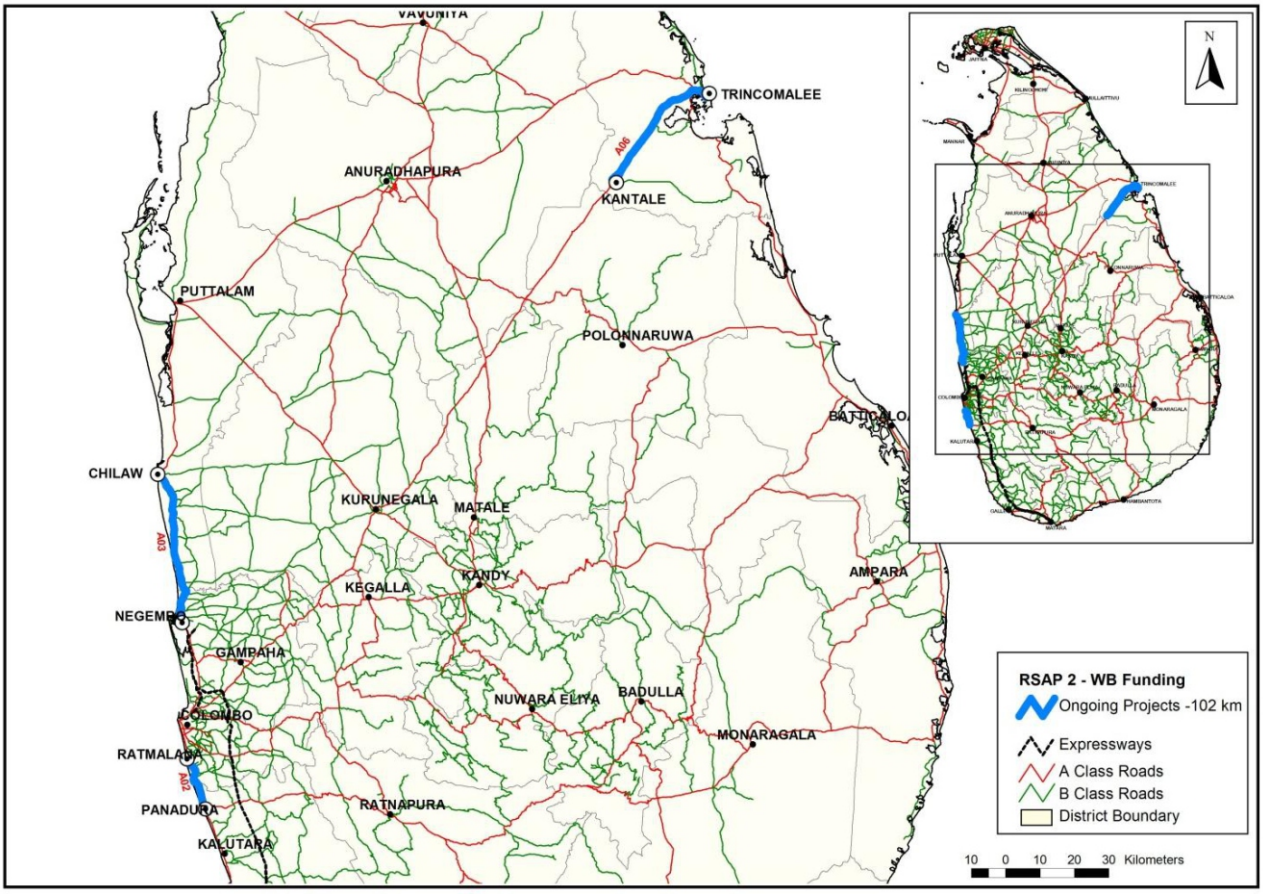
Road Section	*Length (km)*	*TEC (Rs. Mn)*	*Date of Commencement*	*Anticipated Date of Completion*	*Progress up to 2013(%)*	*Expenditure up to 2013 (Rs. Mn)*	*Progress as at end of Dec. 2014 (%)*	*Expenditure during 2014 (RS. Mn)*
Rehabilitation /Improvements to B110 Eheliyagoda - Dehiowita Road (0+000km-16+690km)	16.96	1807.31	10/12/2013	09/06/2015	- -	51.46		510.54
Rehabilitation /Improvements to B120 Ethulkotte - Mirihana - Kohuwala section from Ethulkotte to Kohuwala Road (0+000km-5+950km)	5.95	864.17	10/12/2013	09/09/2014	- -	95.00		252.87
Rehabilitation & Improvement of Road under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2)								
Widening of Bridge No. 2/1 on Narahenpita - Nawala - Nugegoda Road	34.14 m	225.68	12/11/2013	03/10/2015		75.07		114.53
Improvement of Approach Road to Jayawardenapura Hospital, Dematagoda-Wellampitiya Road, Kolonnawa – Yakbedda Road, Welikada-Kohilawatta Road, Centre Road	12.47	1575.08	23/12/2014	24/03/2016	Work just started			
KFAED Funded Bridges Rehabilitation/Reconstruction Project (Loan No. 466/627)								
Construction of Bridge Nos. 1/3 and 2/1 on Galle - Deniyaya - Madampe Road	1/3 span (10.55 m) 2/1 span (32.11m)	138.25	01/01/2014	30/09/2014 extended up to 24/12/2014	-	63.00		70.77
Construction of Bridge No. 51/1 on Galle - Deniyaya - Madampe Road	Span 4.58 m	38.66	15/03/2014	15/12/2014	-	62.00		16.69

*This is a tentative amount as the designs of remaining bridges are in progress

5.8 World Bank funded Road Sector Assistance Project

World Bank funded Road Sector Assistance Project (RSAP) unit was created to handle the projects funded by World Bank. The World Bank provided Financial Assistance of a sum of USD 100 Mn as second Additional Finance to the Democratic Socialist Republic of Sri Lanka towards the improvements of the National Highways net work under Road Sector Assistance Project.

Map 13: World Bank funded Road Sector Assistance Project



The World Bank provided Financial Assistance of a sum of USD 100Mn as second Additional Finance to the Democratic Socialist Republic of Sri Lanka towards the improvements of the National Highways net work under Road Sector Assistance Project (RSAP).

Project Management Unit was established under the Ministry of Highways, Ports and Shipping to administrate the rehabilitation and improvement of 10.265 km of road section on A002 Galle Road (Maliban Junction – Cross Junction Section and Panadura Bridge – Nalluruwa Junction Section), 6.78 km of road section on AB011 New Galle Road (Cross Junction – Panadura Bridge Section) and 17.71 km of road section on A003 Peliyagoda – Puttalam Road (Peliyagoda Bridge – Jaela section) under RSAP Phase 2.

The improvements of A002 (from 13+275km to 18+480km & 25+240km to 30+300km), AB011 (from 0+000km to 6+780km) & A003 (from 0+600km to 18+310km) Road Sections are divided into four Lots to award as four Contract Packages.

Phase 1 of RSAP

Phase 1 of RSAP unit includes length of 45.40 km road section which comprised of following road sections.

- Contract 1 – KT 01: Section from Kantale to Gantalawa (Ch. 157+000 – 167+280 km) on Ambepussa – Kurunegala – Trincomalee Road (A006) and 3.1 km on Kantale Perathuveli Road (B196)
- Contract 2 – KT 02: Section from Gantalawa to Thambalagamuwa (Ch.167+280 – 178+000 km) on Ambepussa – Kurunegala – Trincomalee Road (A006)
- Contract 3 – KT 03: Section from Thambalagamuwa to Sardapura (178+000 – 190+000km) on Ambepussa – Kurunegala – Trincomalee Road (A006)
- Contract 4 – KT 04: Section from Sardapura to Trincomalee (190+000 – 199+300km) on Ambepussa – Kurunegala – Trincomalee Road (A006)

All Contract Packages under Phase 1 are commenced on 11.07.2011 and completed on 2013.




Kantale to Gantalawa on A006




Gantalawa to Thambalagamuwa on A006





Thambalagamuwa to Sardapura on A006





Sardapura to Trincomalee on A006

Phase 2 of RSAP

A002 Road Maliban Junction – Cross Junction Section and Panadura Bridge – Nalluruwa Junction Section 10.265 km, AB011 Road Cross Junction – Panadura Bridge Section 6.78 km and A003 Road Peliyagoda Bridge – Jaela section 17.71 km

Contract 1 – Lot 01, A002 Road Maliban junction to Cross Junction (13+275km - 18+480km) and, on AB011 Road Cross junction to Panadura Bridge (0+000km - 0+080km)

Contract 2 – Lot 02, A002 Road Panadura Bridge to Nalluruwa Junction (25+240km - 30+300km) and, on AB011 Road Cross junction to Panadura Bridge (0+080km - 6+780km)

Contract 3 – Lot 03, A003 Road Peliyagoda to Mahabage (0+600km - 9+000km)

Contract 4 – Lot 04, A003 Road Mahabage to Ja-ela (9+000km - 18+310km)

All Contract Packages under Phase 2 are commenced on 07.07.2013 and Contract Package Lot 01 is completed on 31.08.2014.





Completed Projects - A002 Road Maliban junction to Cross Junction





Ongoing project - A002 Road Panadura Bridge to Nalluruwa Junction





Ongoing project - A003 Road Peliyagoda to Mahabage





Ongoing project - A003 Road Mahabage to Ja-ela

Table 84: In Progress Project Detail of World Bank funded Road Sector Assistance Project in year 2014

No.	Road Name	Length (Km)	TEC	Date of Commencement	Anticipate date of Completion	Progress up to 2013	Expenditure up to 2013 (RS. Mn)	Progress as at end of 2014	Expenditure during 2014 (Rs. Mn)
Lot 01	A002 Road from Maliban junction to Cross Junction (from 13+275km to 18+480km) and, on AB011 Road from Cross junction to Panadura Bridge (from 0+000km to 0+080km)	5.285	1870.8 Mn	07.07.2013	31.08.2014	8.0%	421.256	99.5%	721.362
Lot 02	A002 Road from Panadura Bridge to Nalluruwa Junction (from 25+240km to 30+300km) and, on AB011 Road from Cross junction to Panadura Bridge (from 0+080km to 6+780km)	11.76	2959.3 Mn	07.07.2013	06.07.2014	3.0%	498.139	85.0%	979.982
WB/ RSAP II/W K/NC B 01	Construction of Overhead Bridge and Supply, Installing and Commissioning Escalator and Lift near Panadura Private Bus Stand	-	168.986 Mn	20.12.2013	20.06.2014	-	-	84.0%	85.738
Lot 03	A003 Road from Peliyagoda to Mahabage (from 0+600km to 9+000km)	8.40	1848.9 Mn	07.07.2013	06.07.2014	4.0%	310.614	93.0%	760.507
Lot 04	A003 Road from Mahabage to Ja-ela (from 9+000km to 18+310km)	9.31	1690.8 Mn	07.07.2013	06.07.2014	4.0%	284.06	91.5%	681.604

5.9 CLIMATE RESILIENCE IMPROVEMENT PROJECT (CRIP) – Transport Continuity Sub Programme

INTRODUCTION

The transport component of the Climate Resilience Improvement Project (CRIP) funded by the World Bank and the Government of Sri Lanka will implementation of remedial measures for improvement of safety and operational efficiency in Roads and Bridges. The Dam Safety Water Resources Planning Project of the Ministry of Irrigation & Water Resources Management functions as the Project Management Unit and the RDA function as the Implementing Agencies for the bridges and roads in National Highways.

It is intended that part of the proceeds of this credit will be applied to eligible payments under the Consultancy Services for Investigation, Design and supervision of implementing landslide rectification measures for selected roads.

The project area is consisted of the affected areas of landslides and slope failures located along the Kandy – Mahiyangana Road (A026) stretch between the 29th Km post and 60th Km post, unstable slopes at Haggala along Peradeniya – Badulla – Chenkaladi Road (A005) from 82+100 Km to 82+700 Km, 02 unstable slopes in Bandarawela along Colombo – Rathnapura – Wellawaya – Batticaloa Road (A004) at 194/11 & 185/6 culverts, 02 unstable slopes along Kegalle – Bulathkohupitiya – Karawanella Road (A021) from 19+800 Km to 20+000 Km and unstable slope at Bridge No:48/2 along Avissawella – Hatton – Nuwara Eliya Road (A007).

The above rectification works will be carried out under the Climate Resilience Improvement Project consists of 07 contract packages.

Package No.	Name
CRIP/WORKS/RDA/NCB/305	Rectification of unstable slope segments between 29+050 Km and the Culvert 42/08 on Kandy – Mahiyanganaya Road (A026)
CRIP/WORKS/RDA/NCB/306	Rectification of unstable slope segments between the Culvert 43/04 and 51/02 on the Kandy –Mahiyanganaya Road (A026)
CRIP/WORKS/RDA/NCB/307	Rectification of unstable slope segments between the Culverts 55/03 and 60th Km on Kandy –Mahiyanganaya Road (A026)
CRIP/WORKS/RDA/NCB/308	Rectification of unstable slopes at Haggala along Peradeniya – Badulla – Chenkaladi Road (A005)
CRIP/WORKS/RDA/NCB/309	Rectification of 02 unstable slopes in Bandarawela -along Colombo – Rathnapura – Wellawaya – Batticaloa Road (A004)
CRIP/WORKS/RDA/NCB/310	Rectification of 02 unstable slopes along Kegalle – Bulathkohupitiya – Karawanella Road (A021)
CRIP/WORKS/RDA/NCB/312	Rectification of unstable slope at Bridge no. 48/2 on Avissawella – Hatton Road (A007)

Contract Packages CRIP/WORKS/RDA/NCB/305, CRIP/WORKS/RDA/NCB/306 and CRIP/WORKS/RDA/NCB/307 on Kandy –Mahiyanganaya Road (A026) are commenced on 30.12.2014 and status report is given on next page.

No.	Road Name	TEC	Date of Commencement	Anticipate date of Completion	Progress up to 2013	Expenditure up to 2013 (RS. Mn)	Progress as at end of 2014	Expenditure during 2014 (Rs. Mn)
305	Rectification of unstable slope segments between 29+050 Km and the Culvert 42/08 on Kandy – Mahiyanganaya Road (A026)	152.98 Mn	30.12.2014	29.03.2016	-	-	-	-
306	Rectification of unstable slope segments between the Culvert 43/04 and 51/02 on the Kandy – Mahiyanganaya Road (A026)	183.45 Mn	30.12.2014	29.03.2016	-	-	-	-
307	Rectification of unstable slope segments between the Culverts 55/03 and 60th Km on Kandy – Mahiyanganaya Road (A026)	247.91 Mn	30.12.2014	29.03.2016	-	-	-	-
300	Re-construction of Nedimale Bridge (4/1) on Dehiwala Maharagama Road (B094)	188.12 Mn	26.11.2014	25.02.2016	-	-	11.0%	22.217
303	Re-construction of Bridge No. 4/3 & 27/6 and Widenning of Bridge No. 10/2 & 10/6 on Polonnaruwa – Thambala – Sangawila – Somawathiya Road (B488)	196.75 Mn	31.12.2014	29.06.2016	-	-	-	-

Construction/ widening/ re-construction of 12 Bridges will also be carried out under this Project consists of 07 contract packages.

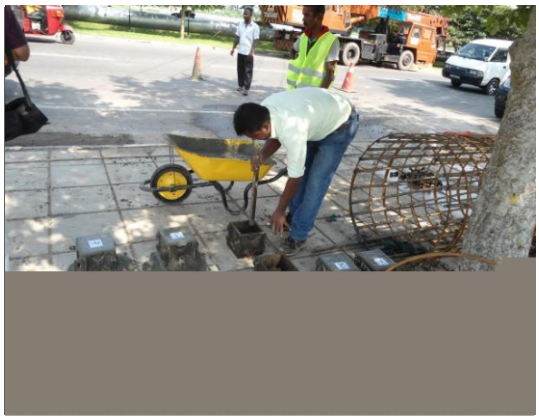
Package No.	Name
CRIP/WORKS/RDA/NCB/300	Re-construction of Nedimale Bridge (4/1) on Dehiwala Maharagama Road (B094)
CRIP/WORKS/RDA/NCB/301	Re-construction of Bridge No.37/8 and Re-construction of Bridge No.19/10 & 20/1 on Mathale – Illukkumbura – Pallegama Road (B274)
CRIP/WORKS/RDA/NCB/302	Re-construction of Koddamunai bridge (1/1) on Baticalo – Trikondimadu – Trincomalee Road (A015)
CRIP/WORKS/RDA/NCB/303	Re-construction of Bridge No. 4/3 & 27/6 and Widenning of Bridge No. 10/2 & 10/6 on Polonnaruwa – Thambala – Sangawila – Somawathiya Road (B488)
CRIP/WORKS/RDA/NCB/304	Re-construction of Bridge No.53/1 on Colombo – Ratnapura – Wellawaya Road (A004)
CRIP/WORKS/RDA/NCB/313	Construction of New Bridge across Katuela on Gangodawila Boralesgamuwa Road (B134)
CRIP/WORKS/RDA/NCB/314	Re-construction of Bridge for 3/1 Causeway on Bagahawewa-Pulmudai Road (B488)

Contract Packages CRIP/WORKS/RDA/NCB/300 and CRIP/WORKS/RDA/NCB/303 are commenced on 26.11.2014 and 31.12.2014 respectively. The status report is given in Annex I.

Ongoing Projects

CRIP/WORKS/RDA/NCB/300 – Re-construction of Nedimale Bridge (4/1) on Dehiwala Maharagama Road (B094)





5.10 National Highway Sector Project

The National Highway Sector Project (NHSP) is the first sector loan project implemented in Sri Lanka. The objective of the project is to promote the economic and social development with the enhancement of the role played by the highway network of the country. Currently, NHSP is engaged in three projects where two are funded by Asian Development Bank (ADB) and the other is funded by OPEC Fund for International Development (OFID).

5.10.1 ADB Loan No. 2217 SRI

The Asian Development Bank (ADB) has supported the reform program and finances the improvements & upgrading of national highways (NHs). On 15 December 2005, ADB Board of Directors approved a loan of $150 million from its ordinary capital resources to help finance the National Highways Sector Project. The Project is the first sector loan in Sri Lanka. The Loan was signed in Colombo on 14 December 2006 and became effective on 20 February 2007.

The project outputs are:

5.10.2 Policy and Institutional Support Component

The Project will assist the Ministry of Highways and Road Development (MOHRD) and RDA in policy and institutional aspects, e.g., reviewing and implementing the road sector master plan, transport sector policy, regulatory framework, road classification, road safety and heavy vehicle control.

The Project will also review and improve RDA's human resources development policies and strategies, assess the current and future workload, qualification and skills requirement, staff shortages/excess, and training needs, recruitment strategies, a performance evaluation system, and a career development program.

To assist MOHRD and RDA in keeping track of the progress of all projects, especially foreign-funded projects, an international institutional and policy development consultant; and a national institutional and policy development consultant have been engaged.

5.10.3 National Highways upgrading and Performance-based Maintenance

The scope of the component - Road Rehabilitation and Upgrading was revisited during ADB's mission held in Feb 2008 and considering the limited funds available under the Project and it was decided to reduce the scope to the following roads selected originally from the Investment Plan, through multi-criteria analysis of (i) economic benefit, (ii) social benefit, and (iii) the role of the highway in network development and economic growth. The selected roads could be categorized as (i) northern east-west corridor, (ii) hilly roads.

(a) Highways Upgrading

The roads, totaling about 225.5 km, have been selected as follows:

Road Section	Length (Km)
ICB-01: A- 012 Puttalam-Nochchiyagama(3.0Km-53Km)	83
ICB-02: A -026 Udatenna-Mahiyangana(31.2Km-72.2Km)	41
ICB-03: A -005 Nuwara Eliya- Badulla(75.5Km-133.0Km)	57.5
ICB-04: A -006 Habarana-Kantale (113Km-157Km)	44
Total	225.5

The roads will be widened, upgraded, and realigned as necessary, to meet the projected traffic demand for the next 20 years. The pavement is designed for a life of up to 10 years that could be extended to 15–20 years with proper maintenance and axle load control. Bridges, drainage structures, and culverts will be improved and replaced as necessary. Along the project highways, the need for axle load measurement will be identified and weigh stations will be provided accordingly as part of the civil works contracts. Road safety audit will be built into the engineering designs and followed through during construction.

(b) Performance-based maintenance

A pilot performance-based maintenance program of following national highways had been carried out to local private contractors from the date of 02-03-2011 to 01-09-2012 and successfully completed.

- Awissawella-Hatton Road 72.0 Km

- Homagama-Ratnapura Road 72.2 Km

Construction of Highway Secretariat Building

The Asian Development bank has expressed their no objection to use US$ 4 million savings from this loan for National Highways Sector Project for the construction of the first three levels of the Highway Secretariat Building at Denzil Kobbekaduwa Mawatha, Battaramulla.

Now this loan has changed as Additional Financing Loan no. 2767 SRI and the additional finance required for the completion of the Highway Secretariat building up to 10 floors shall be provided through local funds.

5.10.4 Supplementary Loan (ADB Loan No. 2767 SRI)

The First Additional Financing Project of US$85 million from ADB's ordinary capital resources for the NHSP's original loan was approved on 5 August 2011, signed on 14 December 2011, and became effective on 23 February 2012. The first additional financing includes rehabilitating and upgrading an additional 62 km of national highways.

The National High Ways Sector Project first additional financing has been improved about 49.4 kilometers of National highways comprising 31.60 km in the Western Province and 17.80 km in Southern Province. The benefit of the road development project is gone to western and southern provinces.

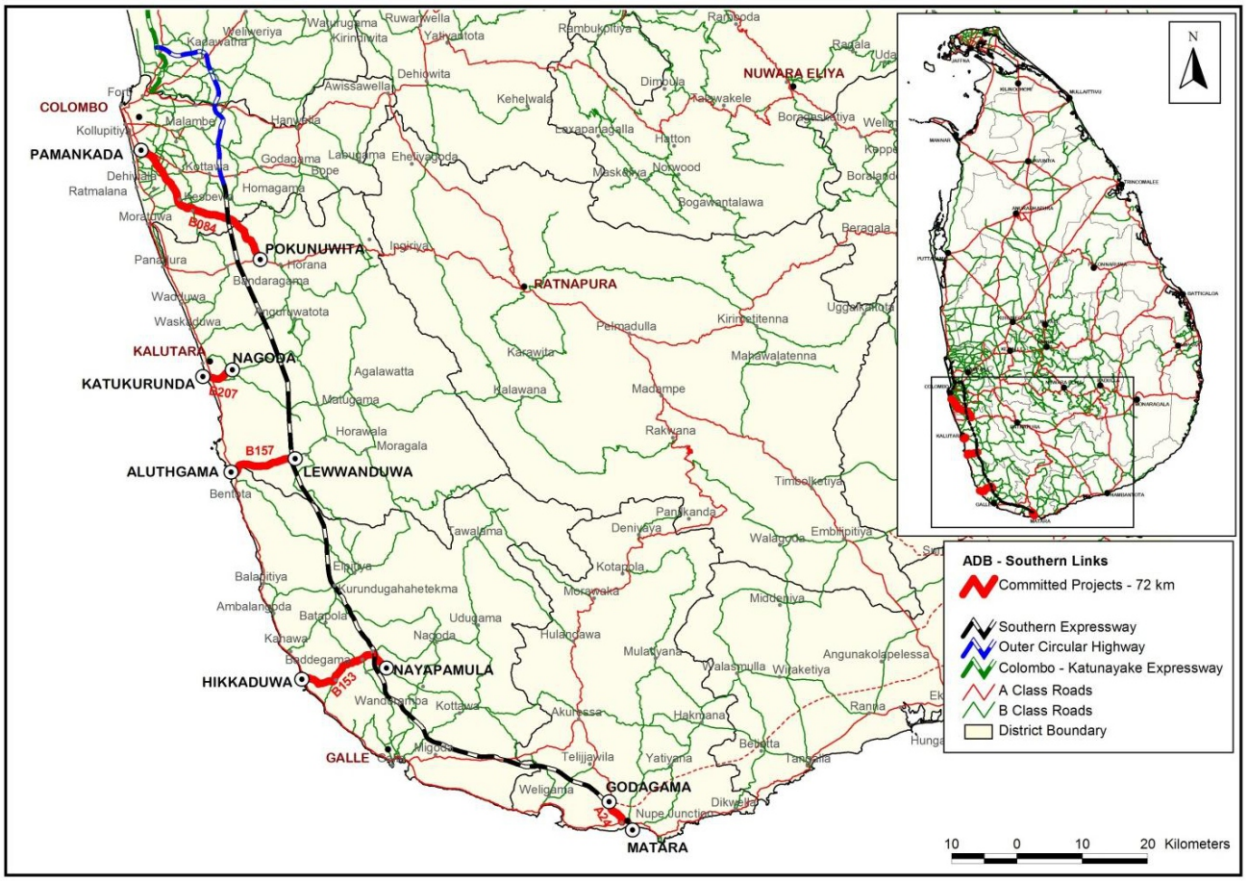
The main output of the project is rehabilitation and upgrading of six road section and these selected roads about 49.4 Km is shown in table of selected road sections of first additional financing of NHSP.

Selected Road Sections of First Additional Financing of NHSP

No.	Sections	Length (km)
CP1	A024: Matara - Akuressa Road	3.4
CP2	B153: Hikkaduwa - Southern Expressway Road	14.4
CP3	B157: Aluthgama - Southern Expressway Road	10.9
CP4	B207: Katukurunda - Neboda Road	2.7
CP5	A004: Kirulapona - Godagama Road	5.3
CP7	B084: Pamankada - Kesbewa Road including Piliyandala Bypass	12.7
Total		**49.4**

The road has been widened, upgraded and realigned as necessary to meet the projected traffic demand for the next 20 years. The pavement is designed for life up to 10 years that could be extended to 15-20 years with proper maintenance and axle load control. Bridges, drainage structures and culverts have been improved and replaced as necessary. Along the project highways, the need for axle load measurement has been identified and weight station will be provided accordingly as part of the civil works contracts. Road safety audit will be built into the engineering designs and followed through during construction.

Map 14: Road Projects of Supplementary Loan (ADB Loan No. 2767 SRI)



5.10.5 OFID Loan No. 1355P

The OPEC Fund for International Development has been funded for the rehabilitation of road section from Vilasitha Niwasa to Homagama of Colombo-Rathnapura-Wellawaya-Batticaloa road, under the National Highways Sector Project. The funding of us$ 8 Mn was confirmed by the Public Operations Officer of OPEC at the review meeting held on 22nd October 2009.

The OPEC funds for the rehabilitation and improvement of Colombo-Rathnapura-Wallawaya-Batticaloa road from Vilasitha Niwasa to Nugegoda (7.5Km – 9.4Km) and Nugegoda to Homagama (9.8Km – 24.5Km). The project improve the capacity of 17.1 Km of National Highway section to 4 lane standards and upgrade road surface to increase operation speeds and to reduce traffic congestion on this corridor.

5.10.6 Southern Road Connectivity Project

The Democratic Socialist Republic of Sri Lanka has applied loans for Southern Road Connectivity Project from the Asian Development Bank (ADB) which will be utilized for rehabilitation/ improvement of national highways linking the expressway network. Part of these funds shall be used for providing construction supervision, and Contract management for the Project.

The rehabilitation/ improvement includes clearing, earth works, widening of roads, widening/reconstruction of bridges and culverts, longitudinal drains, retaining walls, sub base, aggregate base, asphalt concrete pavement, shoulder and road marking and signing.

The Project roads given under Table below are situated in Western Province of the country.

Contract Package	Road Section	Length (km)
CP1	B295 Moratuwa - Piliyandala Road from 2+620km to 5+120km, B389 Ratmalana - Mirihana Road from 5+700km to 7+840km & A004Road Kirulapona–Godagama(00+130km– 01+000km) and (15+360km – 16+280km)	6.43
CP2	B084(South) Road Section from Kesbewa to Pokunuwita (13+800km – 28+180km)	14.38
CP3	B157(East) Road Section from Southern Expressway to Madurugoda (42+372 km- 30+000 km)	12.372

km= Kilometer

5.10.7 Progress of activities during the year 2014 – Civil works of the project

ADB Loan No. 2217 SRI

The National Highways Sector Project original loan (ADB Loan No. 2217 SRI) has been closed 18th June 2013. Most of the road construction works & Performance based maintenance contract work has been completed end of the year 2012. But, the Highway Secretariat Building construction works is continuing up to the year 2014 and the civil works completed on 25th June 2014. The lobby (GF), first floor & the 10th floor were furnished and the building was declared opened on 20th November 2014. The furnishing and partition works of the balance floors is in progress thereafter.

Completion Schedule of Road Improvement under ADB Loan 2217 - SRI

Package	Section Name	length (km)	Completion Date
ICB01	A012: Puttalam Nochchiyagama to Anuradahapura	50.0	Completed
	A012: Sevice and Villu road	19.1	Completed
	Additional 3 small sections	13.0	Completed
ICB02	A026: Udatenna Mahiyangana	41.0	Completed
ICB03	A005: Nuwara Eliya Badulla	57.5	Completed
ICB04	A006: Habarana Kanthale	43.5	Completed
Total		**224.1**	**-**

Construction of Highway Secretariat Building (RDA/AND/HS-S1)

Contract no. RDA/ADB/HS-S1 was awarded to Nawaloka Construction (Pvt) Ltd on 17th August 2010. The stage one works consist of three floors and a roof structure. Later RDA decided to commence the stage two works before completion of stage one and completed the whole 8 story building as one project. The intension of this is to continue the stage two seamlessly on from stage 1 with no delays or time related additional cost.

After that, the RDA has decided to add two more floors to the building under the stage three. Now the Highway Secretariat building have 10 floors with an auditorium. The contractor submitted final cost proposal and work programme to complete the entire revised scope has been accepted by the RDA. The final cost also been approved by the Cabinet of Ministers Sri Lanka. Accordingly, the revised contract amount has been approved as Rs. 1,963,167,999.10 and the original date of completion was fixed to 30th November 2013.

But, the Highway Secretariat Building construction progress of the end of year 2013 is 75.02% due to various practical reasons. Therefore, the construction works has been extend another few months. The actual completion date is 31 May 2014. The reason behind the delay of construction works is given below.

- Contractor cash flow has been affected due to delay in payment of IPCs by RDA.

- Insufficient progress in the most of activities due to shortage of skilled and unskilled labour force at the site.

Summary of the National Highways Sector Project original loan (ADB Loan No. 2217 SRI) is given below.

Ref. No.	Road / Bridge Name	Length (Km)	TEC (Rs.Mn)	Date of Commence	** Actual /Anticipated Date of Completion	Progress Up to 2014	Expenditure up to 2013 (Rs.Mn)	Progress as at end of 2013	Expenditure during 2014 (Rs.Mn)
(1) - 1A	**Civil works - Roads Upgrading**								
1A.1	ICB-01 Puttlam-Anuradapura-A012 Road	83	4896	01.08.2009	31.08.2012	100 %	4,872.385	100 %	0
1A.2	ICB-02 Kandy-Mahiyangana-A026 Road	46.8	5496.4	01.11.2008	29.02.2012	100 %	4,998.729	100%	288.622
1A.3	ICB-03 Nuwaraeliya-Badulla-A005 Road	57	5942.7	01.12.2008	31.07.2012	100 %	5,400.845	100 %	381.983
1A.4	ICB-04 Habarana-Kanthale-A006 Road	44	2705.3	11.07.2008	28.08.2010	100 %	2,705.274	100 %	0
1B	Performance Based Maintenance work CRWB & AHN Roads	108	324	02.03.2011	01.09.2012	100 %	323.670	100 %	0
1C	Construction of Highway Secretariat Building (Revised for Stage-III in 2013)	Entire Building	2253.8	04.11.2010	25.06.2014	99.7 %	1,428.860	75.02%	632.687
(2)	**Land Acquisition & Shifting of Services**								
	ICB-01 Puttlam-Anuradapura-A012	83	415	20.02.2007	31.12.2013	100 %	381.007	100 %	32.153
	ICB-02 Kandy-Mahiyangana-A026	46.8	337	20.02.2007	31.12.2013	100 %	336.559	100 %	0.790

	ICB-03 Nuwaraeliya-Badulla-A005	57	690	20.02.2007	31.12.2013	100 %	663.293	100 %	23.577
	ICB-04 Habarana-Kanthale-A006	44	74.5	20.02.2007	31.12.2011	100 %	74.418	100 %	-
	ICB-05 Nugegoda-Homagama-A004	14.1	93.5	01.01.2010	31.12.2012	100 %	93.439	100 %	-
	Handed over to Lands Division RDA			20.02.2007	31.12.2011	100 %	655.596	100 %	-
(3)	**Consultancy Services**								
3A	**Institutional & Policy (Consultancy)**		25.7	20.02.2007	31.12.2012	100 %	25.636	100 %	-
3B	**Construction Supervision Consultant**		834.6	30.04.2008	31.01.2012	100 %	834.540	100 %	-
(4)	**Project Management**		372	20.02.2007	30.11.2013	100 %	370.681	100 %	0.261
(5)	**Financial Charges**		585	20.02.2007	31.12.2012	100 %	584.333	100 %	-
	TOTAL		**25045**				**23,749.265**		**1,360.073**

Supplementary Loan (ADB Loan No. 2767 SRI)

CP01: A024 Matara – Godagama Road

The Contract were signed on 30 March 2013. The whole road section from Km 0+100 to Km 3+500 was handed over to the contractor on 13 May 2013 and the work was commenced on 15 of May 2013. The project was completed on 15th May 2014 and the road was handed over back to the RDA. The project is within the defect liability period and the final bill has to be submitted.

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	DAYS	730
	PERCENTAGE	100 %
FINANCIAL PROGRESS		99 %



Sub base preparation at Km 0+510, RHS



Asphalt laying at Km 1+020, LHS



Back filling at Km 0+340, LHS



Compaction works at Km 1+020, RHS



Priming at Km 0+500, LHS



ABC laying at Km 2+870, LHS

CP02: B153 Hikkaduwa - Southern Expressway

Contract No. RDA/NHSP/ICB/ADB/CP-2 was awarded to K D A Weerasinghe Co. Pvt. Ltd on 08 January 2013 and the Contract were signed on 18 January 2013. The whole road section from Km 0+000 to Km 14+340 was handed over to the Contractor on 14 May 2013. The wprk was Commenced on 15 of May 2013.

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	DAYS	595
	PERCENTAGE	99.17 %
FINANCIAL PROGRESS		63.69%

Due to the various practical and environmental reasons, the original date of completion has to be extended from 05th January 2015 to the 30th April 2015.

The Contractor has completed 85% of the excavation 85.2% of sub base, 71.0% of the lined drains and 83.9% DGAB base construction. The Contractor could completed 79% of Binder course, but he has not yet started Wearing Course up to date. The Contractor has to complete balance 11% of culverts and 39.5% of the bridge constructions within the scheduled completion date.



Drain construction at Km 0+730, RHS



DGAB construction at Km 1+630, LHS



Drain construction at Km 2+360, LHS



Culvert construction at Km 2+585, LHS



Culvert construction at Km 2+771, RHS



Culvert construction at Km 2+771, RHS

CP03: B157: Aluthgama - Southern Expressway

Contract No. RDA/NHSP/ICB/ADB/CP-03 was awarded to the JV of Beijing Municipal Group & K D A Weerasinghe Pvt. Ltd and the Contract was signed on 08 January 2013. The possession of site from Km 42+600 to Km 53+670 was given on 14 May 2013 and the Works commenced on 15 May 2013.

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	DAYS	595
	PERCENTAGE	99.17%
FINANCIAL PROGRESS		70.35%

Due to the various practical and environmental reasons, the original date of completion has to be extended from 05th January 2015 to 30th April 2015.

The Contractor has completed 93% of Earth work, 55% of lined drain construction, 100% soft ground treatment, 90% of Sub base and 85% of DGAB base construction up to the end of December 2014. The Contractor has also completed 73% of binder course and he could not achieved wearing course laying target beyond 9% of the total work.



1000mm pile boring for bridge no. 43/7 at Km 43+235, RHS



Construction of bridge no. 44/4 at Km 43+326, LHS



Boulder filling at Km 44+120, LHS



Embankment compaction at Km 44+125, LHS



Fabrication of reinforcement for culvert no. 45/1 at Km 44+295



Embankment construction at Km 44+125, LHS

CP04: B207 Katukurunda - Nagoda Road

Contract No RDA/NHSP/ICB/ADB/CP-04 was awarded to Star Construction & Engineers (Pvt) Ltd on 26 January 2012 and the Contract was signed on 22 March 2012. The site from Km 0+000 to Km 2+272 was handed over to Contractor and the work has been commenced on 25 May 2012.

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	MONTHS	19.23
	PERCENTAGE	100%
FINANCIAL PROGRESS		99.5%

The Contractor has completed the work on 31st January 2014 and handed over the project back to the RDA. The Project has completed its defect liability period on 31st January 2015 and the contractor has to submit his final bill.



Asphalt wearing course at Km 1+107, RHS



Laying asphalt wearing course at Km 1+080, RHS



Guard stones at Km 1+070, LHS



Guard stones at Km 2+240, RHS



Foot walk at Km 0+960, RHS



Construction of lead away drain at Km 2+267, LHS

CP05: A004 Kirulapone – Homagama Road

The contract was awarded on 26th October 2013. The site from Km 1+000 to Km 15+360 was handed over to Contractor and the work has been commenced on 18th December 2013

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	DAYS	377
	PERCENTAGE	68.9%
FINANCIAL PROGRESS		64.02%

The Contractor has completed 97.5% of excavation, 26% of lined drain, 44.7% of Sub base and 58.6% base construction. Even through the contractor has completed 83% of culvert construction, the foot bridge in front of Pannipitiya Dharmapala Collage has to be commenced. In addition to that, 49.6% of binder course laying and 83.5% of wearing course laying has been completed. Besides that, he has to complete construction works at Pannipitiya box cut section.

The physical progress is 6.70% behind the schedule and the contractor has to accerlate his progress after increasing his labour and material resources.

CP07: B084 Pamanka – Kesbewa Road including Piliyandala Bypass

The contract was awarded to Keangnam Enterprises Ltd on 01 October 2012 and the Contract were signed on 30 October 2012. The following road sections were handed over to the Contractor on 25 May 2012.

- Piliyandala By pass (Km 0+000 to Km 2+860) – 2.86 km
- Main Road (1+050 to 1+150, 5+560 to 6+060, 6+870 to 6+970, 8+775 to 8+875, 9+750 to 9+950, 10+400 to 10+600, 13+400 to 13+800) – 1.6 km

SUMMARY OF WORK PROGRESS		
TIME ELAPSED	DAYS	644
	PERCENTAGE	88.2%
FINANCIAL PROGRESS		60.27%

Piliyandala Bypass Section (2.86 kms)

Under this project, 04 nos. of bridges & 13 nos. of culverts for the by-pass road and 01 no. of bridge & 10 nos. of culverts for the cross roads have been reconstructed. The traffic signal lights at 04 main junctions and street lighting along the entire length of the road have been installed. In addition to that, along the By-pass road 1000 nos. of trees have been planted and the 04 main road junctions have been landscaped with ornamental bushes & flowers. The by-pass project road was completed and declared opened on 18th November 2014.

Main Road (B084)

Having considered the social and traffic issues, additional funds requirements for huge compensation for land acquisition and also to meet cost increase due to expansion of cross drainage structures across the project road for the requirements of "Weres Ganga Flood Control Project" had to be absorbed to the road project, a subsequent decision was taken to delete road section from 1+100 (Pamankada) to 4+100 (Pepiliyana). Since the bridge at 1+100 (Pamankada Bridge) was deleted from main scope of work, the balance works of the Br. 6/2 (Rattanapitiya Bridge) was added to the project. In addition to that, Bridge 9/2 of 40 m span, had to be constructed as per "Weres Ganga Flood Control Project" requirements had been deleted since the SLLRDC the implementing agency for "Weres Ganga Project" had failed to complete required land acquisition within the time duration of road project. Accordingly, a decision was taken to widen as per the road project standards.

However, out of the 13 nos. of bridges and 19 nos. of culverts within the road section from Pepiliyana to Jaliyagoda, except the bridge at 9/2 and 03 nos. of culverts, all other cross drainage structures have been either constructed or constructions is in progress. In addition to that, 96.5% of excavation, 68.9% of lined drain construction, 78.6% of Sub base, 52.7% of base construction of the project have been completed. Besides that, 52.7% of binder course and 33% of wearing course have been completed.

The reasons such as land acquisition issues due to institutional delay & inadequate funds, natural causes and delay in shifting of utility services the project period has to extended from 28th March 2015 to 30th June 2015.



Reinforcement work for wall and deck, bridge no.6/4 at Km 5+900, RHS



Excavation bridge no. 10/2 at Km 9+853, RHS



Encase concrete pipe culvert at Km 13+715, LHS



Lined drain form work at Km 13+770 to Km 13+800, LHS



Sub base compaction at Km 13+650 to Km 13+670, LHS



Sub grade preparation Km 10+540 to Km 10+600, RHS

Summary of the National Highways Sector Project supplementary loan (ADB Loan No. 2767 SRI) is given below.

Ref. No.	Road / Bridge Name	Length (Km)	TEC (Rs.Mn)	Date of Commence	** Actual /Anticipated Date of Completion	Progress Up to 2013	Expenditure up to 2013 (Rs.Mn)	Progress as at end of 2014	Expenditure during 2014 (Rs.Mn)
(1)	**Works - Roads Upgrading**								
1.1	CP-01 Matara-Godagama-A024 Road	3.4	795.92	15.05.2013	15.05.2014	45.34 %	382.909	100%	299.617
1.2	CP-02 Hikkaduwa-Southern Highway-B153 Road	14.34	1591.7	15.05.2013	05.01.2015	11.20 %	414.986	62.74%	439.294
1.3	CP-03 Aluthgama-Southern Highway-B157W Road	10.84	2125.32	15.05.2013	05.01.2015	19.58 %	672.300	69.05%	640.499
1.4	CP-04 Katukurunda-Nagoda-B207 Road	2.72	417.91	25.05.2012	31.01.2014	92.81 %	337.145	100%	80.645
1.5	CP-05 Kirulapona-Godagama-A004 Road	13.86	1269.12	09.12.2013	11.06.2015	-	209.442	57.81%	452.147
1.6	CP-07 Pamankade-Kesbewa-B084 Road	13.8	3419.75	28.03.2013	27.03.2015	14.88 %	1084.858	58.28%	753.610
(2)	**Consulting Services**		858	23.02.2012	31.12.2015	44%	449.946	80%	153.144
(3)	**Project Management**		300	23.02.2012	30.06.2016	42%	80.896	45%	70.244
(4)	**Financial Charges**		150	23.02.2012	28.02.2016	47%	29.970	50%	29.638
	TOTAL		**10927.72**				**3,662.45**		**2,918.83**

5.10.8 OFID Loan No. 1355P

The rehabilitation of road section from Vilasitha Niwasa to Homagama of Colombo-Rathnapura-Wellawaya-Batticaloa road works has been commence 01st June 2011. The 100% of construction works has been completed by 26th February 2013.

5.10.9 Southern Road Connectivity Project

The procurement process and the land acquisition process of the all packages are in progress.

- CP01: Moratuwa – Piliyandala Road (B-295) 2.55km & Rathmalana – Mirihana Road (B 389) 2.15km

The Contract was awarded to the Contractor M/s K.D. Ebert & Sons Holdings (Pvt) Ltd.

The road section from 2.62 km to 5.12 km of B-295 road and the road section from 5.7km to 7.84 km of B-389 road have been handed over to the contractor.

The first half of the advance payment has been paid to the contractor and once the project road is handed over to the contractor, he has to commence the work.

- CP02: Kesbewa – Pokunuwita Road (B-084) 14.4km & Kirulapana – Godagama Road (A-004) 1.59km

The documents have been prepared and submitted for ADB concurrence.

- CP03: Southern Expressway – Madurugoda Road (B-157) 12.37km

The procurement process is in progress.

5.11 Road Network Improvement Project

Road Network Improvement Project (RNIP) unit was engaged in the implementation of two foreign funded projects. In addition, RNIP is responsible for the financial management of Chinese funded Priority Road Projects (PRP 1, PRP 2S and PRP 2N) and Northern Road Rehabilitation Project.

The Project Management Unit for the Road Network Improvement Project (PMU-RNIP) during the year 2014 was engaged in the implementation of four foreign funded projects.

This Road Network Improvement Project is headed by a Senior Project Director with separate Project Directors as follows ;

1. Northern Road Rehabilitation Project
   1.1 Project Director (C1A & C1B)
   1.2 Project Director (C2 & C3)
   1.3 Project Director (C7)
   1.4 Project Director (C11A & C11B)

2. Priority Road Project 1
   Project Director (PRP1)

3. Priority Road Project 2
   Project Director (PRP2- NZ)
   Project Director (PRP2 SZ)

4. Priority Road Project 3 – Phase 1
   Project Director (PRP3) 1
   Project Director (PRP3) 2

The functions carried out by the Office of the Senior Project Director are all accounting functions carried out according to a uniform system, settlement of contractual disputes and payment disputes. Co-ordination and correspondence with the Ministry of Highways, Department of External Resources, Ministry of Finance and Donor agencies. Also preparation of progress reports to Ministry and other agencies to maintain uniformity

A brief description of the projects is given below.

5.12 Northern Road Rehabilitation Project

Northern Road Rehabilitation Project (NRRP) unit was funded by Exim Bank of China. Immediately after the liberation of the Northern Province, the Government of Sri Lanka launched a comprehensive programme for the accelerated development of the Province. An important sectoral component of this programme was the rehabilitation of the strategic road links throughout the region to provide an enabling environment to promote economic growth and community development. The work in the project includes the improvement and rehabilitation of 512 km of road in the Northern Province.

Map 15: Northern Road Rehabilitation Project



Immediately after the liberation of the Northern Province, the Government of Sri Lanka launched a comprehensive programme for the accelerated development of the Province. An important sectoral component of this programme was the rehabilitation of the strategic road links throughout the region to provide an enabling environment to promote economic growth and community development.

To support this initiative the EXIM Bank of China provided US $ 423.88 million for the improvement and rehabilitation of roads identified under the Northern Road Rehabilitation Project.

Under this project seven civil works contracts were awarded and work in six of these contracts commenced in 2011 while work in the other commence in 2012. Work on six contracts is completed and one C3 is nearing completion.

The work in the project includes the improvement and rehabilitation of 473.60 km of road in the Northern Province.

Donor	: China Exim Bank
Credit Facility Amount	: US $. 423.9 million
GOSL contribution	: Rs. 6,730.01 million
Consultant	: Central Engineering Consultancy Bureau (CECB)
Contractors	: 1. China National Aero Technology International Engineering Corporation (CATIC-ENG)

1. China Harbour Engineering Company
2. China Railway No. 5 Engineering Group Co. Ltd
3. Sinohydro Corporation Ltd

Item No	Road Name/ Bridge No	Road Length (Km)	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Cum. Progress up to 2013	Cum. Exp. up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During. 2014 (Rs.Mn)
1	Kandy - Jaffna Road (Galkulama to 230 Km) – **C1A**	63	9,810.00	07.02.2011	06.08.2013	100%	9,096.62	100%	706.34
2	Kandy - Jaffna Road (230 Km to Jaffna) - **C1B**	90	9,817.00	22.02.2011	21.08.2013	100%	9,436.23	100%	344.79
3	Navatkuli - Karaitivu - Mannar – **C2**	61.29	7,032.50	10.11.2011	09.05.2014	87.58%	3,350.02	100%	3,554.97
4	(a) Jaffna Point Pedro – **C7** (b) Puttur - Meesalai (c) Jaffna - Kankasanturai (d) Jaffna - Palai	84.0	10,641.50	09.06.2011	08.12.2013	99.35%	7,849.49	100%	2,707.32
5	Mulativu - Kokkilai - Pulmudai – **C11A**	42.4	5,958.12	14.02.2011	13.08.2013	100%	4,696.72	100%	1,261.41
6	Oddusudan - Nedunkerny – **C11B** Mulativu - Puliyankulam	52.6	5,943.88	15.08.2011	14.02.2014	100%	4,653.24	100%	1,291.28
7	Puttalam- Marichchikade-Mannar Road –**C3**	80.312	9,887.50	24.08.2012	23.02.2015	55.44%	3,679.96	98.34%	5,493.44
	Total	**473.60**	**59,090.50**				**42,762.28**		**15,359.55**
	Consultancy		1,650.00				1018.97		193.64
	Incremental Cost						167.58		66.96
	Shifting services		338.00				287.41		0.00
	Grand Total						**44,236.24**		**15,620.15**

Progress of Activities

Name of road	Reconstructed Length (km)	Remarks/ Status
Kandy - Jaffna Road (Galkulama to 230 Km) – C1A	63.00	Completed
Kandy - Jaffna Road (230 Km to Jaffna) – C1B	90.00	Completed
Navatkuli - Karaitivu - Mannar – C2	61.29	Completed
Jaffna Point Pedro Puttur - Meesalai C-7 Jaffna - Kankasanturai Jaffna - Palali	84.00	Completed
Mulativu - Kokkilai – Pulmudai – C11A	42.4	Completed
Oddusudan - Nedunkerny – C11B		Completed
Mulativu - Puliyankulam	52.6	Completed
Puttalam- Marichchikade- Mannar Road- C3	80.312	98.34% Completed

The reconstructed roads will have an asphalt concrete surfacing.









Priority Roads Project Funded by the China Development Bank

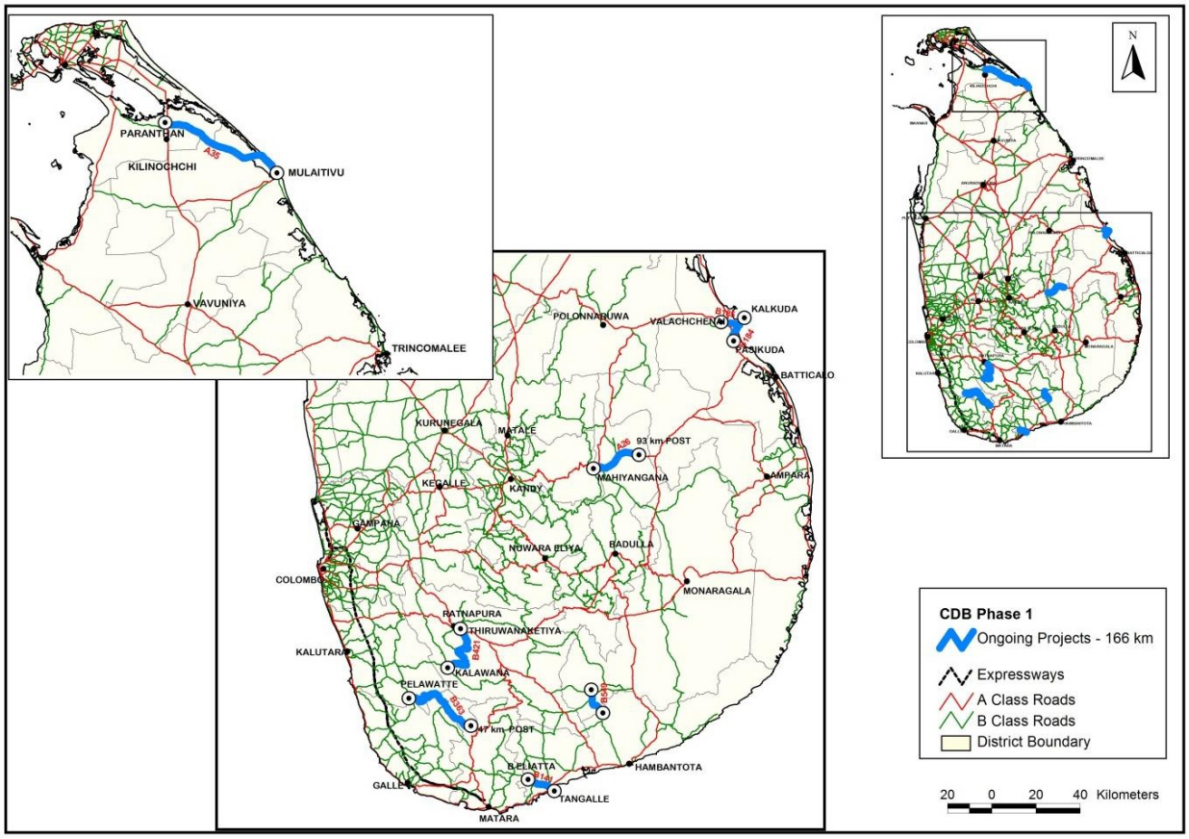
The Government of Sri Lanka (GOSL) and the China Development Bank Co Ltd (CDB) signed a Memorandum of Understanding (MOU) to establish a framework for cooperation and in terms of this MOU, the CDB has agreed to provide credit facilities to finance, inter alia, infrastructure development projects with great significance to economic development.

The objective of the project is to improve mobility of the National Highway Network of the country through the rehabilitation of sections of road selected on a priority basis spread throughout the country thereby facilitating access to vital services and contributing to economic development activities.

5.13 Priority Roads Project-1 (PRP-1)

The China Development Bank Co Ltd (CDB) provided US $ 152.80 Million in 2010 for the improvement and rehabilitation of roads identified under the Priority Roads Project (Phase I). The objective of the project is to improve the condition of 178.97 km of roads in the National Highway network in the Uva, Eastern, Sabaragamuwa, Western, Southern and Northern Provinces identified on a priority basis by the RDA.

Map 16: Priority Roads Project – 1



Item No	Road Name/ Bridge No	Road Length (Kms)	Total /revised Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2013	Cum.Exp. up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During 2014 (Rs.Mn)
1	**C1A (1)-**Beliatta - Tangalle Road	7.47	1,765.00	01/07/2011	30/06/2013	100%	1,561.65	100%	185.06
	C1A(2)- Bopale Junction - Kiriibbanara - Udamaura Road	8.50				100%		100%	
	C1A(3)- Construction of a flyover at Siribopura Junction		3,250.00	01/07/2011	31/10/2013	100%	2,528.26	100%	659.49
2	**C2A**-Pelawatta - Kankotiyawatta - Thiniyawala - Morawaka Road	47.00	3,900.00	01/07/2011	15/03/2014	78.7%	2,135.86	100%	1,290.11
3	**C3**- Thiruwanaketiya - Agalawatta Road	33.27	2,800.00	01/07/2011	15/07/2014	56.65%	1,526.20	100%	1,019.93
4	**C6A**-Kandy - Mahiyangana - Padiyathalawa Road	20.50	1,550.00	01/07/2011	30/06/2013	100%	1,356.40	100%	130.29
5	**C8**- Kalkudah Road Kalkudah-Valachchenai Road	5.63 4.42	700.00	01/07/2011	30/06/2012	100%	599.51	100%	-
6	**C11**-Paranthtan - Mullaitivu Road	52.25	6,096.30	22/06/2011	21/12/2013	99.38%	4,788.61	100%	1,205.81
	Total	**179.04**	**20,061.30**				**14,496.48**		**4,490.67**
	Incremental Cost		**340.00**				247.16		75.84
	Consultancy		**197.77**				136.81		53.23
	Shifting		**100.00**				89.29		1.10
	Grand Total		**20,699.07**				**14,969.74**		**4,620.84**



Bopale – Kiribbanara – Udamauara Road (After Construction)



Tangalle – Beliatta Road (After Construction)

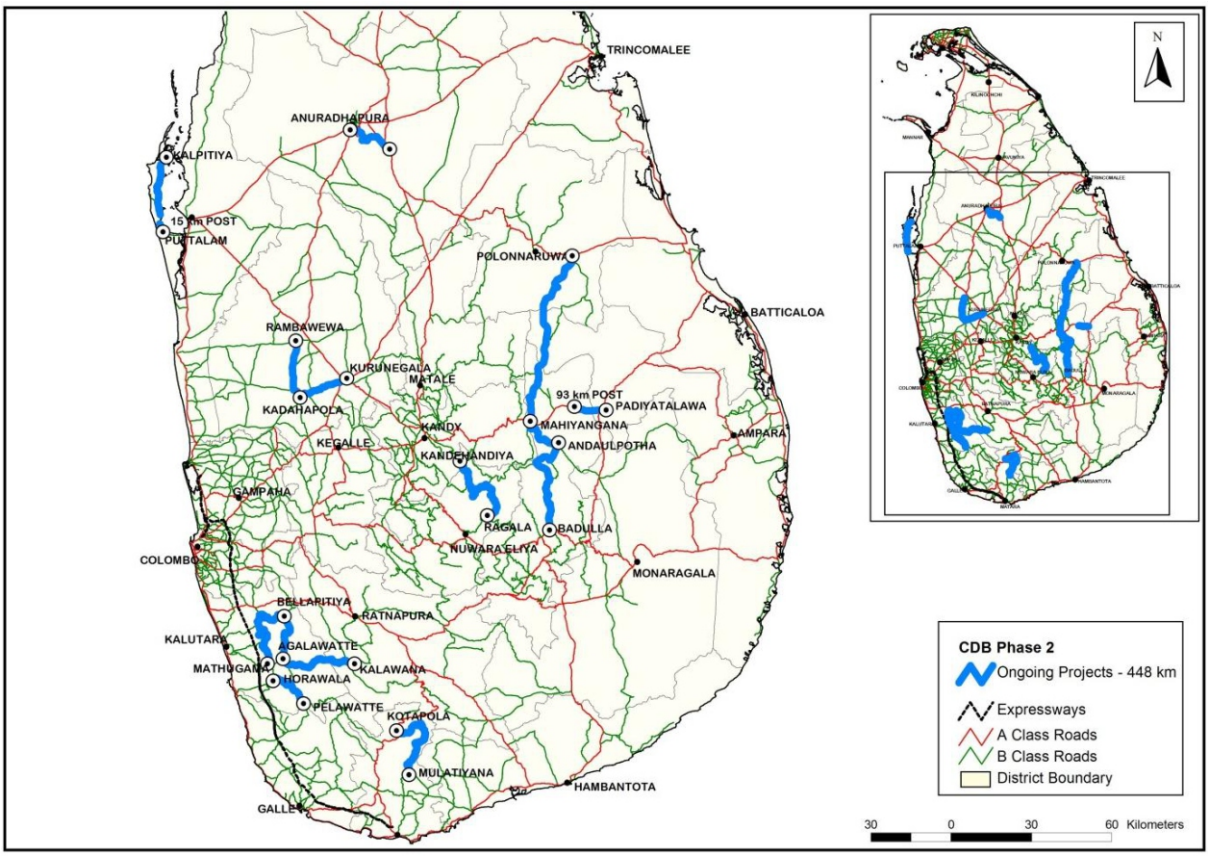


Construction of Flyover at Siribopura (After Construction)

China Development Bank Funded Priority Roads Project 2 (PRP-2)

Donor	: China Development Bank
Credit Facility Amount	: US $. 500.0 million
GOSL contribution	: US $ 56.0 million
Contractors	: China National Aero Technology International Engineering Corporation (CATIC-ENG) Xi'an Dagang Road Machinery Co. Ltd (DAGANG)/ Shaanxi Xianyang Road Bridge Engineering Company Hunan Construction Engineering Group Corporation

Map 17: Priority Road Project – 2



5.14 Priority Road Project – 2 (Southern)

Rehabilitation & Improvement 159.46 km length of A & B class roads, 30.0 km length of Provincial Roads and 02 Nos. of Flyovers including access roads in Hambantota. Final surfacing of the improved road would be asphalt concrete except 7 km length of road in which concrete surfacing would be done.

Item No	Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Mn)	Date of Commencement	Date of Completion	Cum. Progress up to 2013	Cum. Exp. up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During 2014 (Rs.Mn)
1	**C1A** - Horawela - Pelawatte - Pitigala Road	17.50	1789.32	06.12.2011	19.05.2014	64.20%	782.74	100%	549.54
2	**C4(i)** - Tiruwanaketiya - Agalawatte Road (34.35 Km)	67.96	3500.00	12.12.2011	15.07.2014	47%	1,514.00	99.60 %	1,560.35
	C4(ii) - Horana - Anguruwatota - Aluthgama Road (27.0 Km)		3206.43	12.12.2011	10.09.2014	71.3 %	1,673.21	100%	1,339.34
	C4(iii) - Horawela - Pelawatte - Pitigala Road (8.24 Km)		1051.77	12.12.2011	10.02.2014	82.71%	543.20	100%	179.68
3	**C9(i)** - Construction of a flyover at Mattala airport access road junction in Hambantota hub development		3185.00	07.12.2011	25.03.2013	100 %	2,792.43	100%	381.08
	C9(ii) - Construction of a flyover at 100 feet road and bypass road junction in Hambantota hub development		4521.04	12.12.2011	07.11.2013	97%	2,033.66	100%	2,356.39
4	**C21 -** Reconstruction / widening of Bridges on Tiruwanaketiya - Agalawatte Road (34.35 Km)		997.02	06.12.2011	31.01.2015	63.56%	606.64	98.82 %	135.21

Item No	Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Mn)	Date of Commencement	Date of Completion	Cum. Progress up to 2013	Cum. Exp. up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During 2014 (Rs.Mn)
5	**C24 –** Reconstruction / widening of Bridges on Horana - Anguruwatota - Aluthgama Road (27.0 Km)		360.44	06.12.2011	04.08.2014	96.04%	243.87	100%	94.52
6	**C10A** - Thihagoda - Kamburupitiya - Mawarala - Kotapola Road	44.00	4860.18	07.04.2012	19.03.2014	80.81%	1,941.32	100%	2,115.38
7	**C10B** - Hungama – Middeniya Road	30.00	2046.34	20.03.2012	06.04.2014	86.48%	1,198.38	100%	764.77
8	**C20** - Nagoda – Kalawellawa – Bellapitiya Road	30.00	3894.25	20.03.2012	31.12.2014	58.36%	1,869.84	100%	1,228.12
	Total	**189.46**	**29411.79**				**15,199.29**		**10,794.37**
	Incremental Cost						145.32		106.22
	Consultancy						99.10		73.60
	Shifting services						74.32		
	Grand Total						**15,517.86**		**10,974.19**

Progress of Activities



Thihagoda - Kamburupitiya – Mawarala - Kotapola Road



Nagoda – Kalawellawa – Bellapitiya Road



Reconstruction / widening of Bridges on Tiruwanaketiya - Agalawatte Road (34.35 Km)



Hungama – Middeniya Road

5.15 Priority Road Project – 2 (Northern)

Rehabilitation & Improvement 323.01 km length of A & B class roads in the Western, Uva, Eastern, North Western & North Central & Central provinces and 105.62 km length of Provincial Roads in Nuwara Eliya District. Final surfacing of the improved road would be Asphalt Concrete, except 8.05 km length of road in which concrete surfacing would be done.

Item No	Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Mn)	Date of Commencement	Date of Completion	Cum. Progress up to 2013	Cum. Exp.up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During 2014 (Rs.Mn)
1	**C2A -** Kandy - Mahiyangana - Padiyatalawa Road	9.13	625.00	07.12.2011	29/12/2012	100%	594.88	100%	29.96
2	**C2B** - Badulla - Karametiya - Andaulpotha Road	48.00	5,178.00	07.12.2011	25.07.2014	81.63%	2,752.62	98.58 %	1,657.59
3	**C5A-** Mahiyangana - Dimbulagala - Dalukkane Road	24.10	1,777.00	07.12.2011	29.04.2014	100%	1,393.11	100%	239.70
4	**C5B -** Bibile – Uraniya – Mahiyangana Road	17.58	1,600.00	20.03.2012	19.03.2014	90.9%	1,041.08	100%	532.77
5	**C6 -** Galkulama - Anuradhapura Road	16.64	1,491.00	07.11.2011	28.02.2014	97.5%	1,150.22	100%	300.18
6	**C7(i) -** Kadahapola - Rambawewa Road	59.57	1,950.15	18.06.2012	17.06.2014	89%	3,658.51	100%	2,378.04
	C7(ii) - Kurunegala - Narammala - Madampe Road		2,860.42		17.06.2014	90.1%		100%	
	C7(iii) - Galagedara - Rambukkana Road		2,459.43		23.12.2014	49.8%		95.50 %	
7	**C11 -** Tennekumbura - Rikillagaskada - Ragala Road	53.44	9,571.00	20.03.2012	02.01.2015	54.67%	3,801.70	87.62 %	3,767.40

8	**C12 -** Uswetakeiyawa Epamulla Pamunugama Road Negambo – Giriulla (3.7-12km)	8.05 8.3	1,702.00	09.01.2012 02.05.2013	10.09.2013 31.01.2014	 100%	1,023.28	100%	446.25
9	**C13 -** Palaviya - Kalpitiya Road	26.60	3,080.00	30.05.2012	29.05.2014	82.69%	1,657.97	100%	1,306.54
10	**C15 -** Mahiyangana - Dimbulagala - Dalukkane Road	48.70	4,250.00	06.06.2012	13.06.2014	75.8%	2,501.74	100%	1,246.33
	C15 - Manampitiya - Aralaganwila - Maduru oya Road	3.00							
11	**C17 -** Provincial Roads in Nuwara eliya Distr.	105.62	2,974.00	20.03.2012	31.10.2014	72%	1,838.71	95.30 %	862.42
	Total	**428.63**	**39,518.00**				**21,413.81**		**12,767.44**
	Incremental Cost						145.5		106.5
	Consultancy						99.10		73.60
	Shifting Services						105.85		-
	Grand Total						**21,764.16**		**12,947.54**

The reconstructed roads will have an asphalt concrete surfacing except 8.05 km.



Kurunegala - Narammala - Madampe Road



Badulla - Karametiya - Andaulpotha Road



Palaviya - Kalpitiya Road



Provincial Roads in Nuwara eliya Distr.

5.16 Priority Road Project -3 (Phase I)

Rehabilitation and Improvement of 313.81 km length of A & B class roads in the Western, Uva, Eastern, North Western & North Central & Central provinces and 85.01km length of Provincial Roads in Nuwara Eliya District. Final surfacing of the improved road would be Asphalt Concrete, except 8.05 km length of road in which concrete surfacing would be done.

Item No	Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Mn)	Date of Commencement	Date of Completion	Cum. Progress up to 2013	Cum. Exp.up to 2013 (Rs.Mn)	Cum. Physical Progress 2014	Exp. During 2014 (Rs.Mn)
1	**C1** - Kiriella - Nedurana - Eheliyagoda Road (0.00 - 14.75km)	14.75	3,422.00	09.09.2014	09.09.2016	-	-	9.87 %	959.40
2	**C2** - Ratnapura - Palawela - Karawita Road (0.00 - 21.28km)	21.28	4,301.00	09.09.2014	09.09.2016	-	-	14%	645.15
3	**C3 -** Ratnapura - Wewelwatte Road (0.00 - 27.50km)	27.5	4,626.28	09.09.2014	09.09.2016	-	-	13.84%	864.77
4	**C4** - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Road Package	19.8	3,174.00	24.10.2014	23.04.2017	-	-	7%	1317.24
	C4 - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Bridge Package		2,094.94			-	-	6%	
5	**C5** - Meegahajandura - Kumaragama Road (0.00 - 8.80km)	8.8	1,172.00	24.10.2014	23.10.2015	-	-	18%	351.60
6	**C6 -** Galle - Udugama Road (0.00 - 35.35km)	35.35	4,641.36	24.10.2014	23.04.2017	-	-	8%	696.20
7	**C7 -** Kandy - Jaffna Road (1.65 - 3.9km)	2.25	1,998.03			-	-	-	-
8	**C8 -** Marawila -	19.55	2,546.34	24.10.2014	23.10.2016		-	2.21	381.95

	Ududaddawa Road (0.00 - 19.55km)					-		%	
9	**C9 -** Rambukkana - Katupitiya Road (0.00 - 9.81km)	9.81	1,305.01	24.10.2014	23.04.2016	-	-	4.69 %	434.03
	C9 - Dambokka-Katupitiya Road (0.00 - 8.75km)	8.75	1,588.50					4.02 %	
10	**C10 -** Hiniduma - Opatha - Pitabaddara Road (0.00 - 31.5km) Road Package	31.35	4,642.73	09.09.2014	08.03.2017	-	-	9%	939.55
	C10 - Hiniduma - Opatha - Pitabaddara Road(0.00 - 31.5km) Bridge Package		1,620.93					4%	
11	**C12 -** Ayagama - Egaloya Road (0.00 - 23.00km)	23	4,015.09	09.09.2014	08.03.2017	-	-	16.58%	602.26
12	**C13 -** Mawanella - Hemmathagama - Gampola Road (0.00 - 26.00km)	26	5,769.52	-	-	-	-	-	84.21
	Total		**46,917.73**	-	-	**-**	**-**	**-**	**7,276.36**
	Incremental Cost								37.73
	Consultancy								
	Shifting Services								
	Grand Total								**7,314.09**

Progress of Activities

Name of road	Remarks/ Status
C1 - Kiriella - Nedurana - Eheliyagoda Road (0.00 - 14.75km)	Clearing and Grubbing 8.32 km Completed, Roadway Excavation 6.24 km Completed, Embankment 3.7 km completed, Sub Base 2.22 km Completed. Construction works of 13Culverts are Completed and 29 Culverts are in progress.
C2 - Ratnapura - Palawela - Karawita Road (0.00 - 21.28km)	Paid 1st Mobilization Advance to contractor for mobilized to the site survey work & design work commenced. Culverts construction is in progress.
C3 - Ratnapura - Wewelwatte Road (0.00 - 27.50km)	Clearing and Grubbing 15.5km Completed, Roadway Excavation 14.9 km Completed, , Edge Widening/ Sub Grade 8.8 km Completed, Sub base 0.7km completed and ABC 1.4 km Completed. 52 Culvert Completed and 19 Culverts are in Progress.
C4 - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Road Package	Paid 1st Mobilization Advance to contractor for mobilized to the site survey work & design work commenced. Culverts construction is in progress.
C4 - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Bridge Package	
C5 - Meegahajandura - Kumaragama Road (0.00 - 8.80km)	Paid 1st Mobilization Advance to contractor for mobilized to the site survey work & design work commenced. Culverts construction is in progress.
C6 - Galle - Udugama Road (0.00 - 35.35km	Paid 1st Mobilization Advance to contractor for mobilized to the site survey work & design work commenced. Culverts construction is in progress.
C7 - Kandy - Jaffna Road (1.65 - 3.9km)	Land Acquisition is delayed due to the shortage of funds. For Tunnel Construction Survey Investigation & Design Work started.
C8 - Marawila - Udubaddawa Road (0.00 - 19.55km)	Construction of 04 Culverts are in progress & 01 is completed. ABC work in progress in 1st km and sub base work in progress in 2nd - 3rd km.
C9 - Rambukkana - Katupitiya Road (0.00 - 9.81km)	Construction work at Rambukkana town1st km completed & kerb laying in progress.
C9 - Dambokka- Katupitiya Road (0.00 - 8.75km)	Construction of 27 culverts are in progress & 11 completed. Roadway excavation in progress & sub base work in progress at 4,6 & 8 km.
C10 - Hiniduma - Opatha - Pitabaddara Road (0.00 - 31.5km) Road Package	Paid 1st Mobilization Advance to contractor for mobilized to the site survey work & design work commenced. Culverts construction is in progress.
C10 - Hiniduma - Opatha - Pitabaddara Road (0.00 - 31.5km) Bridge Package	

Name of road	Remarks/ Status
C12 - Ayagama - Egaloya Road (0.00 - 23.00km)	Clearing and Grubbing 22 km Completed, Road Way Excavation 18 km Completed, Sub Grade and Edge Widening 7.6 km Completed, Embankment 4.9km Completed, Sub base 4.3km Completed, ABC 2.4km Completed,59 Culvert Completed and 54 Culverts are in Progress.
C13 - Mawanella - Hemmathagama - Gampola Road (0.00 - 26.00km)	Survey and Design work are in progress.



Hiniduma - Opatha - Pitabaddara Road (0.00 - 31.5km) Road Package



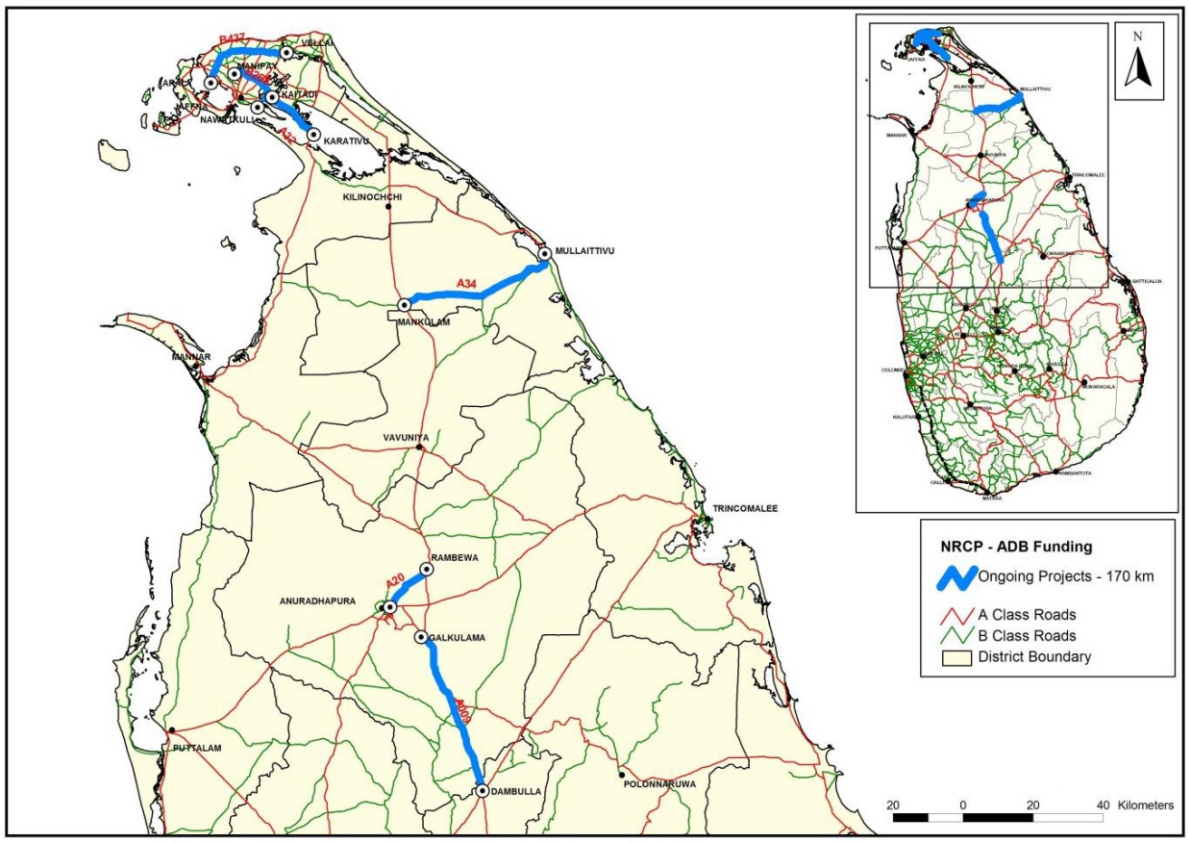
Kiriella - Nedurana - Eheliyagoda Road (0.00 - 14.75km)

5.17 Northern Road Connectivity Project

Northern Road Connectivity Project (NRCP) unit was created to rehabilitate and improve the National Roads in the Northern Region and it link roads with the assistance of the loan provided from Asian Development Bank (ADB). Four projects are under the purview of this PMU.

5.17.1 Northern Road Connectivity Project (NRCP)

Map 18: Northern Road Connectivity Project



The total cost for the project is US $ 145.85 Million. ADB financed 89 % from the total cost and balanced 11 % is financed by the GOSL to cover the cost of taxes and duties. The project output is to rehabilitate and improve 169.94 km of National Highways consisting of 128.52 km of "A" Class Roads and 41.42 km of "B" Class Roads in the Northern Province and North Central Province. The outcome of the project are primarily improving road connectivity in the country's Northern Region and helping to restore the access to basic social needs. Also, it will facilitate to improve the transport system in Sri Lanka and contribute to regionally balanced and socially inclusive economic growth.

Following roads are comprised under the ten project contracts.

- Kandy – Jaffna Road (A009) section from Dambulla to Thonigala (Ch. 74+650 – 98+000 km)
- Kandy – Jaffna Road (A009) section from Thonigala to Galkulama (Ch. 98+000 – 122+170 km)
- Anuradhapura – Rambewa Road (A020) section from Anuradhapura to Rambewa (Ch. 0+000 – 14+500 km)
- Navakkuli – Kerativu – Mannar Road (A032) section from Navathkuli to Kerativu Jetty (Ch. 0+000 – 17+400 km)
- Manipay – Kaithady Road (B268) section from Manipay to Kaithady (Ch. 0+000 – 14+020 km)
- Vallai – Telippalai – Araly Road B437 section from Vallai to Araly (Ch. 0+000 – 27+400 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 0+000 – 13+000 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 13+000 – 24+000 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 24+000 – 38+500 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 38+500 – 49+100 km)



Completed road at Ch.94 +500 km on A009



Road marking at Ch. 10+000 km on A020



Maradankadawala town area on A009



Ch. 17+340 km Approach to Sangupiddy Bridge on A032



Completed Road at Ch.13+900 km on B268



18th km area on A034



Completed Road Ch. at 1+750 km on B437



Completed Road at Ch.28+000 km on A034



View of Mankulam Junction road markings on A034



Bridge at Ch. 43+820 km on A034

Project is consisting of 10 contract packages which have been substantially completed by June 2013. All the packages now are in the Performance Based Maintenance Period for 3 years as accordance with the contract.

Table 96: Project Detail of Northern Road Connectivity Project

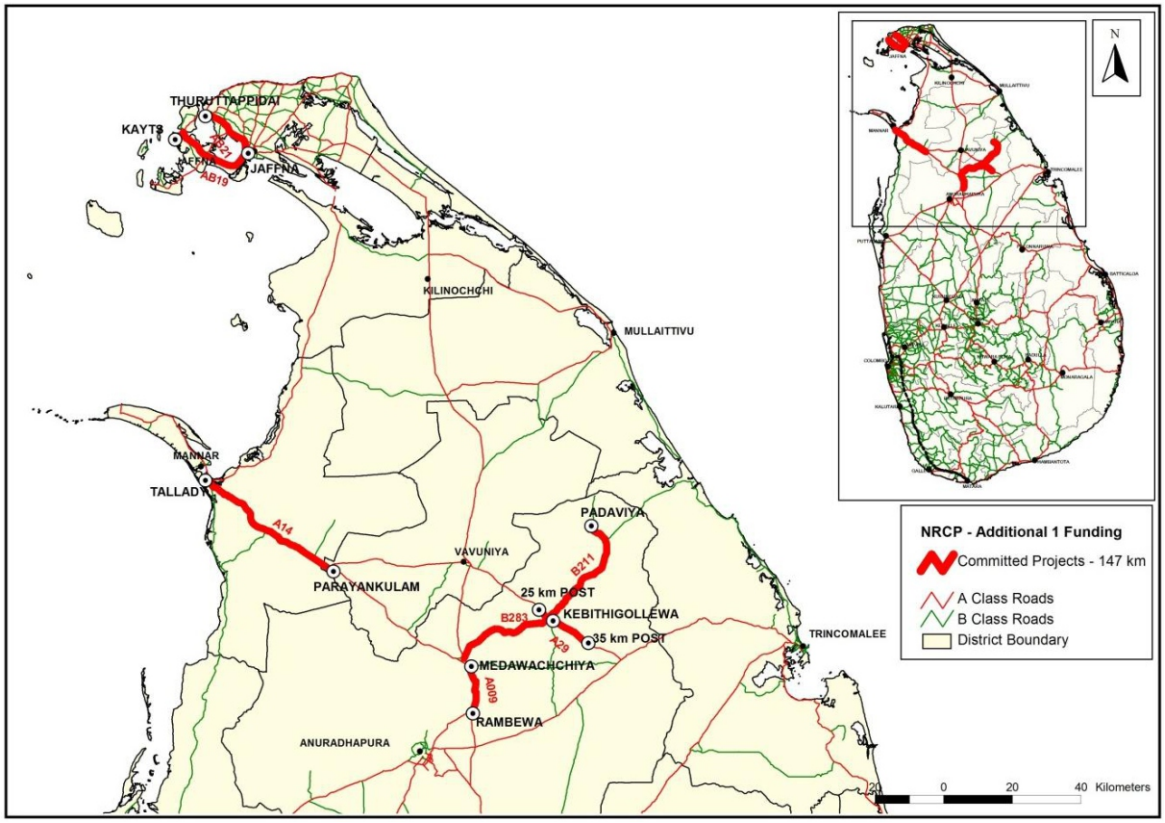
No	Name of the Road / Bridge / Project Activity	Length of the Road (km)	Contract Amount	Commencement Date	Date of Completion	Progress up to 2013	Expenditure up to December 2013 Rs. Mn	Progress upto December 2014	
								Physical %	Financial (Expenditure during 2014) Rs. Mn
1	RDA/NRCP/ICB/ADB/CP-1 Rehabilitation / Improvements to A009 road from Dambulla to Thonigala (74+650-98+000	23.35	1,327	7-Jun-11	15-Jun-13	100.00%	1,269.37	100.00%	40.92
2	RDA/NRCP/ICB/ADB/CP-2 Rehabilitation / Improvements to A009 road from Thonigala to Galkulama (98+000-122+170 km)	24.17	1,659	7-Jun-11	17-Apr-13	100.00%	1,507.08	100.00%	142.55
3	RDA/NRCP/ICB/ADB/CP-3 Rehabilitation / Improvements to A020 road from Anuradhapura to Rambewa (0+000-14+500 km)	14.50	753	7-Jun-11	21-Nov-13	100.00%	735.63	100.00%	1.48
4	RDA/NRCP/ICB/ADB/CP-4 Rehabilitation / Improvements to A032 road section from Navathkuli to Kerativu Jetty (0+000-17+400	17.40	1,387	7-Jun-11	18-Mar-13	100.00%	1,307.25	100.00%	4.74
5	RDA/NRCP/ICB/ADB/CP-5 Rehabilitation / Improvements to B268 road from Manipay to Kaithady (0+000-14+020 km)	14.02	654	7-Jun-11	28-Nov-12	100.00%	637.70	100.00%	7.02
6	RDA/NRCP/ICB/ADB/CP-6 Rehabilitation / Improvements to B437 road from Vallai to Araly (0+000-27+400 km)	27.40	1,484	7-Jun-11	27-May-13	100.00%	1,086.13	100.00%	0.96
7	RDA/NRCP/ICB/ADB/CP-7 Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 0+000 km to 13+000 km	13.00	1,004	7-Jun-11	26-Dec-12	100.00%	985.40	100.00%	0.97
8	RDA/NRCP/ICB/ADB/CP-8 Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from	11.00	601	7-Jun-11	30-Jun-13	100.00%	555.01	100.00%	38.88
9	RDA/NRCP/ICB/ADB/CP-9 Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 24+000 km to 38+500 km	14.50	995	7-Jun-11	28-Feb-13	100.00%	955.82	100.00%	29.59

No	Name of the Road / Bridge / Project Activity	Length of the Road (km)	Contract Amount	Commencement Date	Date of Completion	Progress up to 2013	Expenditure up to December 2013 Rs. Mn	Progress upto December 2014	
								Physical %	Financial (Expenditure during 2014) Rs. Mn
10	RDA/NRCP/ICB/ADB/CP-10 Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 38+500 km to 49+100 km	10.60	1,319	7-Jun-11	17-Apr-13	100.00%	1,263.57	100.00%	32.91
11	RDA/NRCP/ICB/ADB/CP-4A Rehabilitation / Improvement Of A 032 Navathkuli – Keraitivu - Mannar Road, "Sangupity" Bridge Mannar End Approach 4.5 Km	4.50	1,119	31-Mar-14	31-Dec-14	-	-	76.00%	767.68

- Monitoring the performance of consultants engaged in the project to ascertain their fulfillment in accordance with the contractual commitments.
- Review of progress periodically of individual contracts identifying the slippages, problems and facilitating solutions in consultation with higher authorities.
- Constant monitoring the financial status of the project – Expenditure incurred, disbursements made from the proceeds of the aid, cost overrun and eliciting action of higher authorities if and when necessary.
- Monitoring the measures to mitigate project's effect on the environment.

5.17.2 Northern Road Connectivity Project – Additional Financing (NRCP-AF)

Map 19: Northern Road Connectivity Project – Additional Financing



It is estimated that about $20 million of loan proceeds will become surplus from Loan 2639-SRI. Therefore, to cover additional geographical areas and consolidate the development outcomes, the Government has requested ADB to scale up the original project with the surplus and additional financing and to reallocate original loan proceeds according to actual contract awards and implement requirements.

With additional financing, the up-scaled project output is approximately 117.48 km of national highways consisting of 60.73 km of Class 'A' roads and 56.75 km of Class 'B' roads in Northern Province and North Central Province to be rehabilitated. The total project cost of Additional Financing is estimated $135.5 million (including$ 20 million from NRCP) at appraisal.

Project is consisting of 9 contract packages those of CP11 to CP15 packages were awarded in stage 1 and rest of the packages in stage 2. Packages in stage 1 commenced the civil works in 28th August 2013 and physical progress now is satisfactory. The packages in stage 2 commenced the civil works in 12th December 2013 and as at the year end mobilization is in progress.

Civil Work

Following projects are comprised in NRCP-AF, consisting of five national roads divided in to 9 contract packages.

- CP11: Vavuniya – Horowopotana Road (A029) section of 24+000 – 34+950 km
- CP12: Medawachchiya – Kebitigollewa Road (B283) section of 0+000 – 12+600 km
- CP13: Medawachchiya – Kebitigollewa Road (B283) section of 12+600 – 25+400 km
- CP14: Kebithigollewa – Padaviya Road (B211) section of 0+000 – 15+500 km
- CP15: Kebithigollewa – Padaviya Road (B211) section of 15+500 – 31+345 km.
- CP16: Rehabilitation/ Improvements to Medawachchiya – Mannar – Talaimannar Road (A014) section of 47+000 – 62+100 km including performance based maintenance for five years
- CP17: Rehabilitation/ Improvements to Medawachchiya – Mannar – Talaimannar Road (A014) section of 62+100 – 76+500 km including performance based maintenance for five years
- CP18: Rehabilitation/ Improvements to Jaffna – Pannai – Kayts Road (AB019) section of 0+000 – 10+000 km including performance based maintenance for five years
- CP19: Rehabilitation/ Improvements to Jaffna – Pannai – Kayts Road (AB019) section of 10+000 – 20+275 km including performance based maintenance for five years





CP11 on Vavuniya – Horowopotana Road (A029)



CP12 on B283 Road



CP13 on B283 Road

Table 97: Project Detail of Northern Road Connectivity Project – Additional Financing

Northern Road Connectivity Project - Additional Financing Project Status Report 2014									
No	Name of the Road / Bridge / Project Activity	Length of the Road (km)	Contract Amount	Commencement Date	Date of Completion Date	Progress up to 2013	Expenditure up to December 2013 Rs.Mn	Progress upto December 2014	
								Physical %	Financial (Expenditure during 2014) Rs.Mn
11	RDA/NRCP(AF)/ICB/ADB/CP-11 Rehabilitation / Improvement of A 029 - Vavuniya-Horowupathana Road from 24+000km to 34+950km	10.95	990	24-Aug-13	20-Feb-15	11.00%	242.65	84.1%	513.18
12	RDA/NRCP(AF)/NCB/ADB/CP-12 Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road from 0+000 km to 12+600km	12.60	726	28-Aug-13	25-Apr-15	5.00%	127.64	66.1%	310.75
13	RDA/NRCP(AF)/NCB/ADB/CP-13 Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road from 12+600km to 25+400km	12.80	722	28-Aug-13	25-Apr-15	2.70%	72.16	65.2%	318.74
14	RDA/NRCP(AF)/ICB/ADB/CP-14 Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road from 0+000 km to 15+500 km	15.50	885	28-Aug-13	25-Apr-15	2.20%	103.38	64.9%	341.38
15	RDA/NRCP(AF)/ICB/ADB/CP-15 Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road from 15+500 km to 31+345km	15.85	1,020	28-Aug-13	25-Apr-15	3.50%	102.03	67.4%	432.09

16	RDA/NRCP(AF)/ICB/ADB/CP-16 Rehabilitation / Improvement of A 014 – Madawachchiya-Mannar Road from 47+000 km to 62+100km	15.10	1,184	12-Dec-13	9-Aug-15	Mobilization in progress	118.38	74.3%	713.27
17	RDA/NRCP(AF)/ICB/ADB/CP-17 Rehabilitation / Improvement of A 014 – Madawachchiya-Mannar Road from 62+100 km to 76+500km	14.40	1,103	12-Dec-13	9-Aug-15	Mobilization in progress	110.27	44.4%	371.69
18	RDA/NRCP(AF)/ICB/ADB/CP-18 Rehabilitation / Improvement of AB 019 – Jaffna-Pannai-Kayts Road from 00+000 km to 10+000km	10.00	1,655	12-Dec-13	9-Aug-15	Mobilization in progress	165.52	45.1%	775.70
19	RDA/NRCP(AF)/ICB/ADB/CP-19 Rehabilitation / Improvement of AB 019 – Jaffna-Pannai-Kayts Road from 10+000 km to 20+275km	10.28	1,210	12-Dec-13	10-Jun-15	Mobilization in progress	121.01	26.5%	420.52





CP14 on B211 Road





CP15 on B211 Road

Land Acquisition

Land acquisition activities are involved in the Contract Package CP19, "AB 019 Road from Jaffna – Pannai - Kayts from 10+000 to 20+275km". There are 198 number of land lots to be acquired within 15+700 to 20+275km section in order to implement road construction. Land acquisition process is in progress under the Accelerated Process. Status of the each activity is given below table.

Table 98: Land Acquisition of NRCP – AF

Activity	Corresponding Dates of completion
Order under Proviso (a) to Section 38	26-Jun-13
Issuance of Declaration under Section 5 of Land Acquisition Act	8-Aug-13
Gazette Publication of Declaration under Section 5	3-Sep-13
Preparation of Preliminary Plan	07 to 29 October 2013
Gazette Publication of Notice under Section 7	21-Nov-13
Notice under Section 10 issued for all 198 lots	30-Dec-13
Section 15 issued and identified 79 lots for which no owners reported	30-Oct-14
Compensation paid 114 lots	30-Oct-14
Possession of site handed over to the contractor	30-Oct-14

5.17.3 Road Project Preparatory Facility (RPPF)

The Road Project Preparatory Facility is an Asian Development Bank (ADB) funded Technical Assistance Loan project. The objective of the loan is to assist the Government of Sri Lanka (GOSL) efficiently develop the road network, focusing on road project preparation. The total cost of the facility is US$ 20 million equivalent. ADB will provide a loan of US$15 million. The GOSL will finance the remaining US$ 5 million of the total cost, comprising remuneration of counterpart staff, international and local travel, surveys, office accommodation, taxes and duties and other miscellaneous costs.

Contract Package IX - Consulting services for feasibility study and preliminary design of southern highway extension

Procurement work of consultants completed. Contract was awarded to Katahira & Engineers International in association with BCL Associates Limited and Engineering Consultants (Pvt) for a negotiated contract price of USD 802,400.00 and SLR 46,037,712.00 after obtaining the ADB concurrence. Contract agreement was signed and Notice to proceed was issued on 24 July 2013. Project is now implemented under the SHETC Project.

Contract Package XII - Procurement of Individual Consultants

ICS 003 – International Road Asset Management Advisor

ICS 004 – International Output and Performance – Based Road Contract Specialist

ICS 005A – International Rural Road Specialist

ICS 005B – National Rural Road Specialist

ICS 006 – National Information Technology Specialist

ICS 007 – National Procurement Specialist

Evaluation criteria and the cost estimate for procurement were prepared and submitted to PPC and ADB. Contract agreements were signed with the following personals for engaging with above consultancy services, except that the ICS 005A – International Rural Road Specialist, as there were no suitable candidates for the position.

Table 99: Contract Package XII – Procurement of Individual Consultants

Package/Consultancy Service	Firm	Individual Consultant	Period	Contract Sum
ICS 003 - International Road Asset Management Advisor	-	Mr. Ian Douglas Greenwood	2 months (Intermittent)	US$ 78,000.00
ICS 004 – International Output and Performance – Based Road Contract Specialist	Opus International Consultants Limited of New-Zealand	Mr. Rowan James Kyle	2 months (Intermittent)	US$ 91,650.00
ICS 005B – National Rural Road Specialist	Resources Development Consultants(Pvt)	Mr. I.H.D Sumanarathne	2 months (Intermittent)	SLR. 1,590,000.00
ICS 006 – National Information Technology Specialist		Mr. Thushyantha Ilankovan	5 months (Intermittent)	SLR. 1,720,000.00
ICS 007 – National Procurement Specialist	National Procurement Specialist	Mr. G Suren	3 months	SLR. 1,755,000.00

5.17.4 Expressway Connectivity Improvement Plan (ECIP)

Sri Lanka's current inland transport system is dominated by the road network. A most significant accomplishment made to the current road network is connecting the two provinces which are possessing highest VOR (Vehicle Ownership Rate) by opening of Southern Expressway. Despite the success of Southern Expressway, a number of challenges are emerging on the road transport system of south region, including;

- The low capacity of national highways linking the expressway network, particularly in the Western Province,
- The poor condition of national highways, and
- The lack of a long term program for system wide connectivity improvement.

To address the expressway connectivity challenge, the flow of passengers and freight need to be facilitated in an efficient and cost effective manner. This requires immediate actions on improving the capacity and condition of the access routes connecting the expressway network and preparing a long term connectivity improvement plan. To implement the actions, the Government of Sri Lanka requested ADB to provide loans to finance the proposed Southern Road Connectivity Project.

Expressway Connectivity Improvement Plan (ECIP) is a component of Southern Road Connectivity Project (SRCP) which is for enhancing RDA capacity in planning expressway connectivity improvement and ensuring implementation readiness. The impact of the project will be efficient road transport in south region. The outcome will be improved connectivity between the expressway network and the local road network in south region. ECIP will deliver mainly following outputs,

- Improved capacity of 55 km of key national highways linking the expressway network in south region.
- Develop a long term expressway connectivity improvement plan, including an implementation program and detail design of 200 km of priority projects.

From the Project Investment Plan estimated to cost $100 million, a loan of $5 million equivalent from ADB's Special Funds Resources, dedicated to help finance consulting services. The loan for the payment of consultancy services for feasibility study and detail design is arranged under the Southern Road Connectivity Project. Project Management Unit of Road Development

Authority, established for Road Project Preparatory Facility (RPPF) carries out the Project Implementation under Expressway Connectivity Improvement Plan. For carrying out of feasibility study for about 250 km national highways and detailed engineering for about 200 km national highways, 25 road sections have been selected from six provinces. Procurement of consultancy service is in progress is given below.

Table 100: Procurement of consultancy service of ECIP

	Schedule	**Actual**
Preparation of EOI		27.08.2013
CACPC Approval of EOI		09.09.2013
Advertisement of EOI	16.09.2013	16.09.2013
EOI Closing	17.10.2013	17.10.2013
CACPC Approval of Short listing	17.11.2013	20.112013
Submission 1 to ADB (3rd Review)		05-02-2014
Submission 2 to ADB (1st Review)	13.01.2014	02.07.2014
ADB approval to Submission 2		05.08.2014
Opening of financial proposal		11.08.2014
ADB approval for Submission 3		28.08.2014
Contract negotiation concluded		16.09.2014
Submission 4 to ADB		22.09.2014
ADB Concurrence		01.10.2014
Notice to proceed		25.11.2014

5.18 UK Steel Bridge Project

UK Steel Bridge Project unit was established in 2007 to handle the Bridge Projects using British Government Financial Assistance. The Ministry of Highways, Ports & Shipping (MOHP&S) representing the Government of the Democratic Socialist of Sri Lanka has entered into a contract with Mabey and Johnson Limited on 20th September 2007 for the design, manufacture and supply of Compact Bridging Components and associated goods and services. Improvement of access through rural and main roads is the major objective of the implementation of this project.

5.18.1 UK Steel Bridge Project – Phase I

Map 20: UK Steel Bridge Project Phase I



HSBC UK provides the financial assistance to the UK Steel Bridge Project – Phase I for the period of 23rd January 2008 to 22nd January 2012. Under the project, The structures are to be supplied to, and erected throughout Sri Lanka according to the approved list developed by the MOHP&S, using components from the bridging supplied that identifies 136 bridges of specific length and 5 Flyovers.

Table 101: Progress of UK Steel Bridge Project Phase I activities in 2014

Bridge Type	Number of Bridges						
	C200	CQB	Delta	Atlas	Up to Dec 2014	Up to Dec 2013	During the Year 2014
Bridges Committed	106	55	4	6	171	170	1
Bridges Received	67	59	4	6	136	136	-
Bridges Delivered To Sites	117	61	4	6	188	185	3
Bridges Completed	105	55	4	6	170	167	3
Bridges Under Construction **By PMU** **By Others (Pdd,Dw…)**	 0 1	 0 0	 0 0	 0 0	 0 1	 1 3	
Bridges Reserved For Emergency	0	4	0		4	**4**	

Table 102: Construction of Phase I Steel Bridges by Other Parties

SN	Location	Length m	Responsibility	Progress as at end of December 2013	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
1	Galdeniya - Apaladeniya	30.48	CE Kurunegala	75%	85%	Supper structure supply only
2	Wariyapola,Koonmitiyana[Veudagama - Katupotha Rd]	15	CE Kurunegala	75%	100%	Supper structure supply only

Constructions of Steel Bridge are carried out either by UK Steel Bridge Project Management Unit (PMU) by itself or by other parties including Director Works, Project Directors and Chief Engineers (CE) etc. whereas the supplying of super structure and supervision is implemented by the UK Steel Bridge.



Bridge No. 2/3 B188 Road



Bridge No. 14/1 B421 Road



Somawathiya Bridge at Kandakadu across Mahaweli River



Bridge on Galahitiyawa – Ambagahakumbura Road

Table 103: Construction of the Steel Bridges by UK Steel Bridge PMU under Phase I

Item No	Road Name/Bridge No.	Length m	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at end of December 2013	Cumulative expenditure as at Dec. 2013(Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
(1)	(2)		(2)	(3)	(4)		(8)		(8)
1	Bridge No 21/3 on Thiruwanaketiya-Agalawatte Road	24	43.19	22-Jun-11	22-Sep-14	45%	24.66	100%	22.46

Veyangoda Flyover Project

Building Steel Flyover, Construction of approaches and Junction Improvements is the scope of the Veyangoda Flyover Project which is having the duration period of 14 months. Veyangoda Flyover is constructed with 7 piers with the length of 255 m and the width of 11.9 m comprised with dual Carriage way having width of 3.5 m in each and 2 Foot walks existing with 1.2 m width in each. Improvement of access through Veyangoda across railway crossing is the object of this project. Construction was completed in 2013 and opened to public in January 2014.



5.18.2 UK Steel Bridge Project – Phase II

UK Steel Bridge Project – Phase II is a new project recently engaged with UK Steel Bridge Project unit. Project proposal has been received from Mabey Bridge for 104 bridges and loan amount would be £45 million. Project Duration is 4 Years and the funding source is HSBC UK. Project was commenced on 16.09.2013 and Improvement of access through rural and main roads is the object of this project.



Polduwa Bridge



Bridge across Welipenna river at Meegama

Table 104: Construction of the Steel Bridges by UK Steel Bridge PMU under Phase II

Item No	Road Name/Bridge No.	Length	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress upto December 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
(1)	(2)		(2)	(3)	(4)		(8)		(8)
1	Bridge No 7/4 on Kollupitiya Sri Jayawardanapura Road - Polduwa Bridge	70.6	2,237.20	10-Oct-13	10-Dec-14	42%	249.25	100%	1,059.00
2	Bridge Over Galoya Connecting Salgashandiya River Bank Road	172.4	93.38	25-Oct-13	24-Apr-15	2%		30%	22.26
3	Bridge No 39/4 On Siyambalanduwa Damana Ampara Road	21.3	33.41	23-Oct-13	23-Jul-14	3%		98%	13.77
4	Bridge No 3/3 on Wennappuwa Kirimetiyana Road	21.7	92.15	25-Oct-13	25-Jul-14	10%		95%	47.25
5	Bridge No 71/1 on Awissawella Hatton NuwaraEliya Road	12.2	23.25	28-Oct-13	25-Jul-14	2%		90%	
6	Bridge Nos 18/6 on Palugama Boralanda Haputhale Road	21.3	71.80	28-Oct-13	27-Oct-14	2%		55%	32.49
7	Bridge Nos 19/8 on Palugama Boralanda Haputhale Road	21.3		28-Oct-13	27-Oct-14			25%	
8	Bridge across Gin	104.8	135.61	10-Feb-14	11-May-15			35%	14.88

Item No	Road Name/Bridge No.	Length	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress upto December 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
(1)	(2)		(2)	(3)	(4)		(8)		(8)
	Ganga Hammaliya - Agliya-Mulkada								
9	Bridge No 62/3 on Galle Deniyaya Madampe	21.3	50.52	13-Feb-14	13-Nov-14			10%	
10	Bridge Nos 21/1 on Paranthan Mullathive Road	15.24	55.57	17-Feb-14	17-Nov-14			87%	31.79
11	Bridge Nos 24/2 on Paranthan Mullathive Road	15.24		17-Feb-14	17-Nov-14			82%	
12	Bridge Nos 11/3 on Paranthan Mullathive Road	15.24	66.73	11-Feb-14	11-Nov-14			85%	26.84
13	Bridge Nos 15/3 on Paranthan Mullathive Road	15.24		11-Feb-14	11-Nov-14			65%	
14	Bridge No 25/2 on Allai Kanthale Road	45	97.21	17-Feb-14	16-Feb-15			42%	31.00
15	Bridge No 25/5 on Allai Kanthale Road	30.5		17-Feb-14	16-Feb-15			44%	
16	Dunukewatte across Kuda Oya	15.24	33.40	14-Feb-14	15-Aug-14			62%	2.99
17	Epitakanda Bridge	18.2	40.45	22-Apr-14	21-Oct-14			85%	0.84

Item No	Road Name/Bridge No.	Length	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress upto December 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
(1)	(2)		(2)	(3)	(4)		(8)		(8)
	across Kospothuoya								
18	4/1 Kalleliya Pellawela Road	12.2	18.54	5-May-14	1-Nov-14			95%	8.85
19	12/8 Kaluaggala Labugama Road	33.5	89.16	14-May-14	13-May-15			10%	21.08
20	4/2 Kaluaggala Labugama Road	33.5	97.70	5-May-14	1-Nov-14			12%	27.34
21	29.33 Nawathkuli Karathive Mannar Road	12	57.75	1-Jul-14	30-Dec-14			85%	23.46
22	29.259 Nawathkuli Karathive Mannar Road	15		1-Jul-14	30-Dec-14			85%	
23	5/3 Samanthurae Malkampitiya Deegawapiya road	9	28.51	14-May-14	12-Nov-14			92%	10.85
24	35/10 Kandehandiya Adikarigama Randenigala Loggaloya Road	33.5	41.58	8-Jul-14	7-Apr-15			37%	4.70
25	Bridge Across Maguru Ganga on Gurulubedda Addaragoda Road	45	49.58	7-Jul-14	6-Apr-15			40%	
26	Bridge Across Mahaoya	79.8	42.08	28-Jul-14	27-Apr-15			12%	7.30

Item No	Road Name/Bridge No.	Length	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress upto December 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
(1)	(2)		(2)	(3)	(4)		(8)		(8)
	on Mahaoya Pollebedda Road								
27	Bridge Across Kolamunu Oya on Hungama Kanogama Road	39.6	44.93	8-Dec-14	8-Jun-15				
28	Bridge Across Kalu Ganga at Ellagawa	45.7	6.60	9-Dec-14	8-Jan-15			95%	
29	Bridge Across Kelani River on Eswaththa Ranwala Road	148	106.74	10-Dec-14	8-Jun-16				

Constructions of Steel Bridge are carried out either by UK Steel Bridge Project Management Unit (PMU) by itself or by other parties including Director Works, Project Directors and Chief Engineers etc. whereas the supplying of super structure and supervision is implemented by the UK Steel Bridge.

Table 105: Construction of Phase II Steel Bridges by Other Parties

SN	Location	Length m	Responsibility	Progress as at end of December 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of December 2014	Expenditure during 2014 (Rs. Mn)
1	Bridge across Welipenna river (Meegama-Ittepana)	60	CE Project /Kalutara	62%		100%	Supper Structure Supply only
2	Lankapatuna Bridge	15	CE Trincomale	25%		65%	Supper Structure Supply only
3	Galkadulla Bridge across Deduru Oya	27	CE Kurunegala	35%		100%	Supper Structure Supply only
4	Bridge on Madampe Thoduwawa Road	84	CE Chilaw			80%	Supper Structure Supply only
5	Kadolana Doowa Bridge at Moragalla Beruwala	33	CE Kalutara			15%	Supper Structure Supply only
6	5/4 on Galle Baddegama Road (Temporary Bridge)	12	CE Galle			40%	Supper Structure Supply only

Table 106: Project Detail of UK Steel Bridge Project

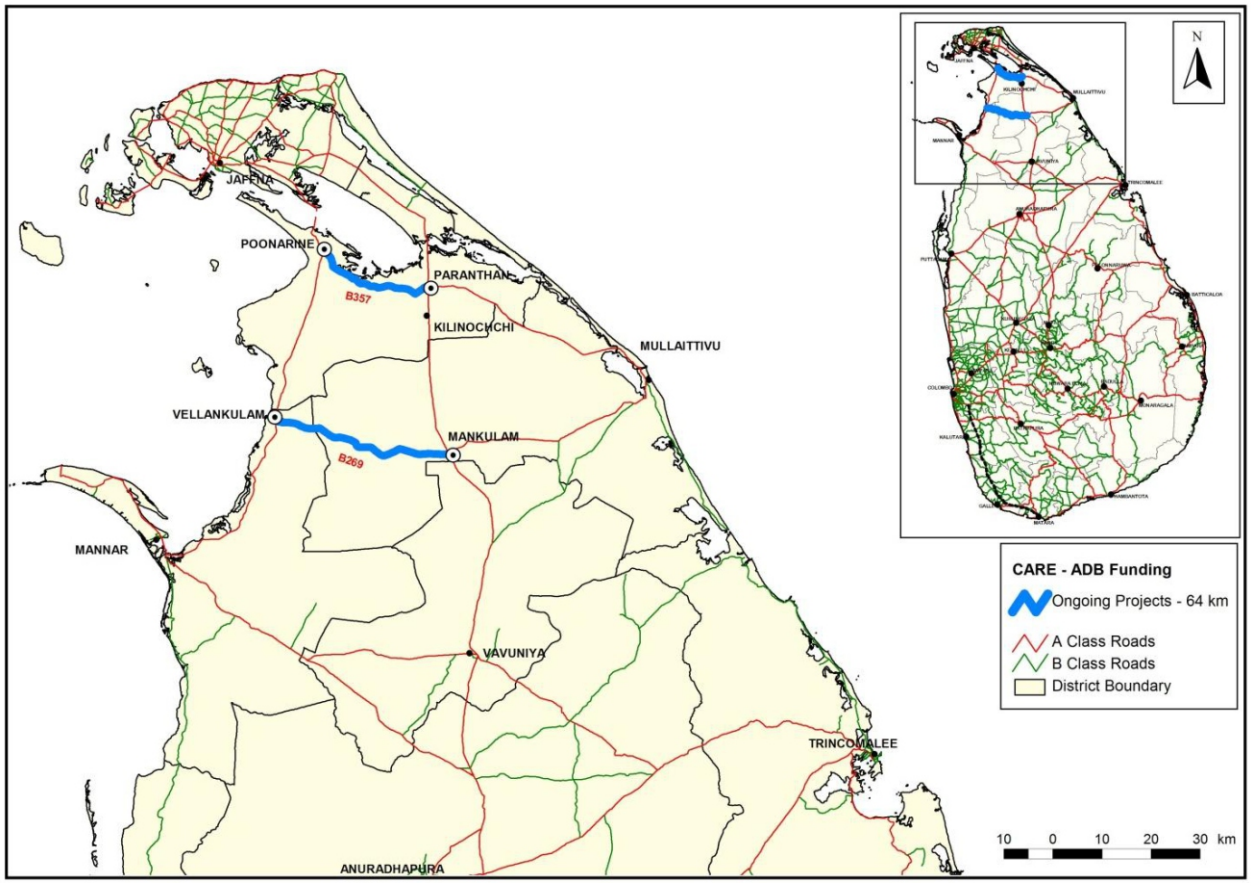
Project Activity	Total Estimated Cost (Rs.Mn)	Date of Completion	Progress as at end of 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of 2013	Expenditure during 2014	Cumulative expenditure as at Dec. 2013 (Rs. Mn)
Supply of Bridges	13,248.00	22-Jan-11	**100%**	**13,248.00**	**100%**	**-**	**13,248.00**
Design & Survey	730.00	22-Jan-12	100%	730.00	100%	**-**	730.00
UK Technical Assistance	470.00	22-Jan-13	98%	470.00	99%	**-**	470.00
Local Services (Construction)	12,852.00	22-Jan-13	99%	10,362.00	99%	**37.00**	10,399.00
TOTAL	**27,300.00**		**99%**	**24,810.00**	**99.5%**	**37.00**	**24,847.00**
Supply of Bridges	7,423	16-Sep-16	**28%**	**3,239.00**	**42%**	**1,790.02**	**5,029.02**
Design & Survey	476	16-Sep-17	7%	70.00	64%	**83.88**	153.88
UK Technical Assistance	307	16-Sep-17	9%	45.00	21%	**136.22**	181.22
Local Services & Local Materials Support (Loan)	1,336	16-Sep-17	**9%**	**199.00**	**21%**	**745.14**	**944.14**
Balance Part cost of substructure Construction by Local Contractors (GOSL) / Local Taxes and Shifting of	2,500	16-Sep-17	5%	118.00	21%	**514.24**	632.24

Project Activity	Total Estimated Cost (Rs.Mn)	Date of Completion	Progress as at end of 2013	Cumulative expenditure as at Dec. 2013 (Rs. Mn)	Progress as at end of 2013	Expenditure during 2014	Cumulative expenditure as at Dec. 2013 (Rs. Mn)
Services (GOSL)							
TOTAL	**12,042**			**3,671.00**	**36%**	**3,269.50**	**6,940.50**
Design ,material supply & substructure construction	**1915** (Euro 11,223,177)**	23-Dec-13	100%	1888.3	100%		25%
Land acquistion,compesation,utility shifting , paying taxes, insuarances	**550**	23-Dec-13	100%	60.31	100%		10%
TOTAL	**2465**		100%	**1948.61**	100%		22%

5.19 Conflict Affected Region Emergency Project

The Government of Sri Lanka has obtained a loan from Asian Development Bank for a Conflict Affected Region Emergency (CARE) Project. The objective of the project is to significantly expand and strengthen the urgently needed reconstruction of essential infrastructure and administrative services, and create livelihood and sustainable employment opportunities in the conflict affected areas by supporting the recovery of the region's economy. The project will focus primarily on the conflict affected Northern Province and some components will also focus on the Eastern Province and some border villages in the North Central Provinces, which were affected by the conflict.

Map 21: Conflict Affected Region Emergency Project



The project is consisted of road sections of 0+000 – 37+810 km on Mankulam – Vellankulam Road (B269) and 0+000 km – 25+740 km on Paranthan – Poonakary Road (B357). Paranthan – Poonakary Road project was completed in 2013.

Mankulam – Vellankulam Road



CP1 – Junction with A9



CP1 - Mankulam End



CP1 km 12+000



Vellankulam Junction

Table 107: Progress of CARE Project in 2014

Activity	*Mankulam – Vellankulam Road*		*Paranthan – Poonakary Road*	
	Target (%)	*Actual (%)*	*Target (%)*	*Actual (%)*
Earthworks	100	100	100	100
Bridges	100	100	100	100
Culverts	100	100	100	100
Sub – base	100	100	100	100
Base Course	100	100	100	100
Asphalt	100	100	100	100

Paranthan – Poonakary Road





CP2 – km 6+00 km

CP2 - 17+600 Km



25+300 km

Table 108: Conflict Affected Region Emergency Project

Road Name	Length (km)	Contract Amount including VAT (Rs. Mn)	Revised Contract Amount including VAT (Rs. Mn)	Date of commencement	Date of completion	Expenditure up to 2012 (Rs Mn)	Progress as at end of 2013	Expenditure during 2013 (Rs. Mn)	Progress as at end of 2014	Expenditure during 2014 (Rs. Mn)	Cumulative Expenditure (Rs. Mn)
Mankulam - Vellankulam Road (B269)	40.0	1,775.20	2329.60	20.09.2011	02.09.2014	595.82	68%	704.7	100%	887.95	2188.16
Paranthan - Pooneryn Road (B357)	25.74	1,361.92	1916.32	20.09.2011	24.09.2013	439.79	100%	1249.49	100%	108.07	1797.36

5.20 Badulla Chenkaladi Road Improvement Project

5.20.1 Introduction

The Government of Sri Lanka has proposed to rehabilitate and improve A005 Peradeniya Badulla Chenkaladi Road from Badulla to Chenkaladi (almost 145 km) except four major bridges and last 4 km section at the Chenkaladi end. Saudi fund for Development (SFD) and OPEC fund for International Development (OFID) has already Committed to grant equal loan amount of 60 Mn US$ (all together 120 Mn US$). The contribution of Government of Sri Lanka (GOSL) is US$ 20.0 Mn.

5.20.2 Outcome of the project

The key outcome is to improve the connectivity of Eastern province with Uva province and Central province enabling the improvement of transportation and enhancing the economic activities in the region.

5.20.3 Executing and Implementing Agency

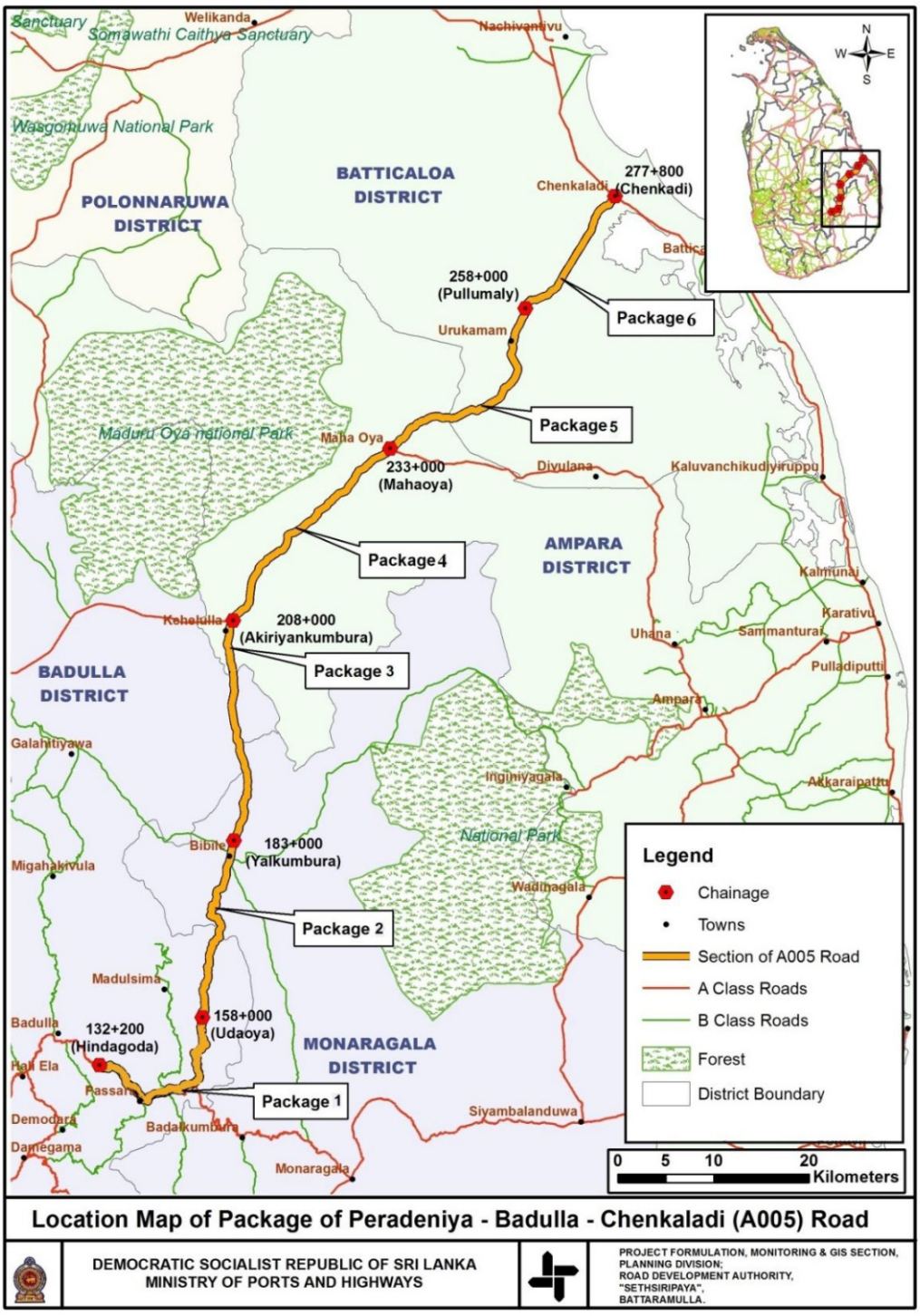
The Executing Agency (EA) as well as Implementing Agency (IA)) is the Road Development Authority under the Ministry of Highways, Higher Education and Investment Promotion.

5.20.4 Total Estimated cost

The total cost of this project is US$ 140.00 million. The Saudi fund for Development (SFD) and OPEC fund for International Development (OFID) will grant equal loan amount of 60 Mn US$ (all together 120 Mn) and the balanced US$ 20 Mn is financed by the Government of Sri Lanka to cover the cost of Land acquisition, taxes and duties.

Badulla-Chenkaladi Road Map

1.6



Progress of activities during the year 2014:

i. Land acquisition works are in progress. 38(a) was published for Badulla, Bibile, Redeemaliyadda and Padiyathalawa DS Divisions. Documents handed over to Land Ministry to publish 38(a) for Passara, Lunugala, Mahaoya and Eravur pattu DS Divisions.

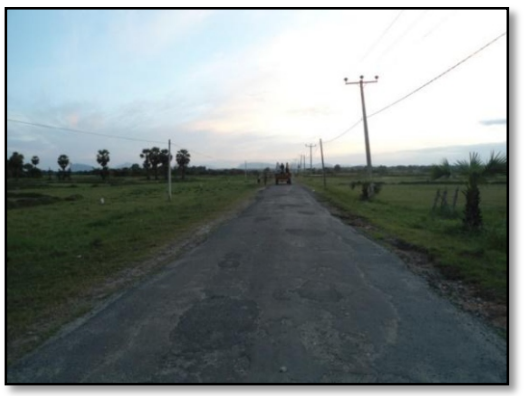
ii. Civil works - Bidding documents prepared and approval from Standing Cabinet Appointed Procurement Committee (SCAPC) was obtained. OFID concurrence was obtained to continue procurement activities.

iii. Consultancy - EOI documents prepared and approval from Cabinet Appointed Consultancy Procurement Committee (CACPC) was obtained.

Road Name	Length (km)	Expenditure during 2014 (Rs. Mn)	Cumulative Expenditure (Rs. Mn)
Baulla – Chenkaladi Road (A005)	145.6	21.33	21.33

Badulla – Chenkaladi Road to be rehabilitated



5.21 New Bridge Construction Project over Kelani River

The Government of Sri Lanka has obtained a loan from Japan International Co–operation Agency (JICA) for the New Bridge Construction Project over Kelani River. The objective of the Project is to mitigate and disperse traffic congestion by constructing a new bridge across the Kelani River as a high mobility link, thereby contributing to improvement of transportation network in Colombo city and promoting economic development.

5.21.1 Objective of the project

The objective of the Project is to mitigate and disperse traffic congestion by constructing a new bridge across the Kelani River as a high mobility link, thereby contributing to improvement of transportation network in Colombo city and promoting economic development. With the opening of Colombo - Katunayake Expressway there are considerable increase in the volume of traffic entering the Colombo city along the Expressway and the capacity of existing New Kelani Bridge will not be sufficient to cater to such heavy traffic volume. Further such heavy traffic volume may adversely affect the life span of the existing New Kelani Bridge. Colombo Harbor Development Project and Port city Project in the future will further increase the traffic volume in this area. Taken these facts into consideration, The Ministry of Highways, Ports and Shipping has decided to construct a new bridge adjoining the New Kelani Bridge with six (06) traffic lanes interchange and elevated road to the Port Access road.

5.21.2 Consistency with national policy

Road rehabilitation, improvement and bridge constructions are top priorities of the government policies, which can provide acceptable level of mobility and low vehicle operating cost. In 2007, RDA formulated the National Road Master Plan (2007-2017), and the development of the Bridge could be considered as a major component of the Master Plan.

5.21.3 Details of the loan

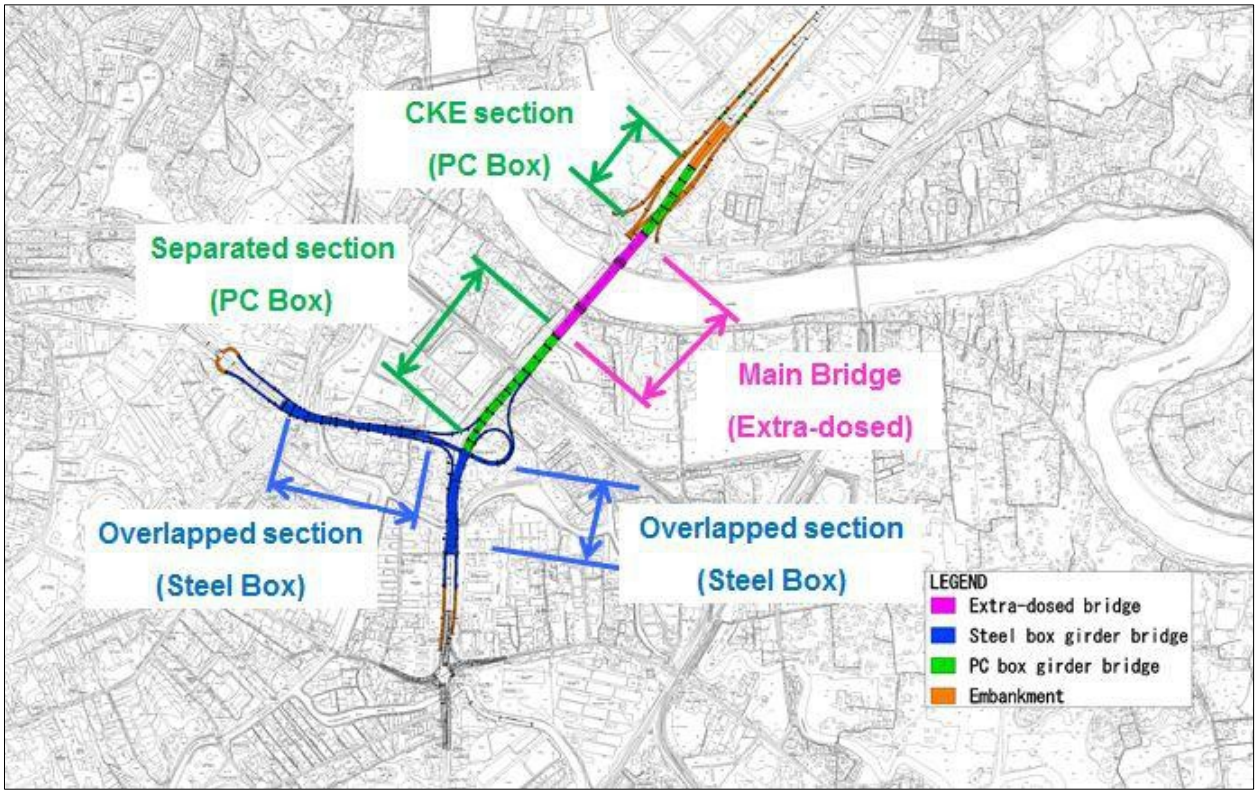
The Government of Sri Lanka (GOSL) has received a Japanese ODA Loan (Loan No. SL - P 111)from the Japan International Cooperation Agency (JICA) for the new bridge construction project over Kelani River (the Project). GOSL through the Road Development Authority (RDA)

intends to engage a qualified and experienced general consulting firm (the Consultant) to provide the necessary engineering services for detailed design, procurement assistance and construction supervision of the project. Since the loan is extended under conditions of "Special Terms for Economic Partnership (STEP)", procurement and implementation of the project must observe STEP operational rules determined by JICA.

SCOPE OF THE PROJECT

Items	Original	
Consulting Service	Detailed design Tender assistance Construction supervision	
Land Acquisition and Resettlement	Resettlement of 449 families	
Lot 1 (Preparatory Work)	Public building (AEA) Relocation (Construction of new building & Demolishment)	
Lot 2 (Preparatory Work)	Public building (NAITA) Relocation (Construction of new building & Demolishment)	
Lot 3 (Preparatory Work)	Transmission Line Relocation	
Lot 4 (Main Civil Work)	1. Main Bridge Extra-dozed PC Box Girder Bridge - W= 30.4 m (6-lanes) - L= 380 m - Cantilever Erection 2. Separated Section PC Box Girder Bridge - W= 28.4 m (6-lanes) - L= 625 m - All Staging Erection 3. Overlapped Section Steel Box Girder Bridge - W= 28.4 m (6-lanes) - L= 425 m - Crane-Bent Erection	4. Ramp way Steel Box Girder Bridge - W= 7.9m (1-lane), 9.4 m (2-lanes) - 13 Bridges - Crane-Bent Erection (Large Block) 5. Highway Improvement of Alignment - Design Speed: 60 km/h - L= 390 m 6. Intersection Improvement of Intersection - Orugodawatta > L= 763 m (Total) - Kelanittisa > L= 100 m
General Consulting Services (GC)	➢ Review of previous study and preparation of detailed design for the bridge and access road ➢ Procurement support ➢ Construction supervision ➢ Social / environmental consideration ➢ Support for implementation of RAP ➢ EMP and RAP monitoring	

Fig 2.1: Type of Bridges in Each Section







Proposed Main Bridge (Extra – dosed Bridge) appearance after Construction

Organization information

Borrower	**Government of the Democratic Socialist Republic of Sri Lanka** Person in Charge: Secretary, Ministry of Finance and Planning
Executing Agency	**Ministry of Highways, Ports and Shipping (MOHPS)** Person in Charge: Secretary, Ministry of Highways, Ports and Shipping
Implementing Agency	**Road Development Authority (RDA)** Person in Charge: Director General, Road Development Authority

Outline of Loan Agreement:

Source of Finance	JICA: Not exceeding JPY 35,020 million Government of Sri Lanka: Rs. 8,558 million
Terms and Conditions	For JICA -Interest Rate: (to be decided by the Government of Japan by the time of pledge) 1. Civil Works and Procurement of Equipment 0.1% 2. Consulting Services 0.01% 3. Front End Fee 0.2% of the loan amount (For Front End Fee, 0.1% refunded in the event that all disbursement is completed within original disbursement period). Special Terms of Economic Partnership (STEP) Repayment Period: 40 years, including 10 years of grace period

PROJECT MANAGEMENT UNIT (PMU)

- PMU has been established in RDA for project implementation on 29th January 2014. The PMU is headed by the Project Director.
- PMU is responsible for all financial, technical, and administrative matters on the Project, including selection of consultants, selection of contractors for all packages, supervision of contractors and consultants' works, implementation of land acquisition and resettlement except for approval of procurement documents.

PROCUREMENT OF CONTRACTOR(S)/SUPPLIER(S) AND CONSULTANT(S)

Contract Package		Selection Method
	Content of Package	Original
Consulting Service		QCBS
Lot 1 (Preparatory Work)	Public building (AEA) Relocation (Construction of new building & Demolishment)	LCB
Lot 2 (Preparatory Work)	Public building (NAITA) Relocation (Construction of new building & Demolishment)	LCB
Lot 3 (Preparatory Work)	Transmission Line Relocation	Assigned the work to CEB
Lot 4 (Main Civil Work)	Main bridge, elevated approaches, ramp ways	ICB with P/Q (Japan Tied)

APPROVALS TAKEN FOR THE PROJECT

- Cabinet approved the project on 20th February 2014.
- The project is specified as a "Special Project" on 21st June 2014.
- PMU is established on 29th January 2014.
- Loan agreement signed on 28th March 2014.

PROGRESS OF THE WORKS

ITEM NO	WORK ITEM	PROGRESS OF THE WORK
01	Consultancy Service for Design, Tender Assistance and Construction Supervision for Main Civil Works **(Foreign Consultant for the Civil Work)**	➢ The Joint Venture of Oriental Consultants Co., Ltd (OC) and Katahira & Engineering International Ltd (KEL) of Japan has associated with Consulting Engineers & Architects Associated Pvt Ltd (CEA) of Sri Lanka and Project Management Associated International Pvt Ltd (PMAI) selected as the consultant ➢ The Consultant already commenced the geotechnical investigations around the Kelani Bridge premises.
02	Consultancy Service for major resettlement activities such as, ➢ Relocation of Atomic Energy Authority (AEA) ➢ Relocation of Automobile Training Institute (AETI) ➢ Renovation to Hindu Kovil **(Local Consultant for the Resettlement Work)**	➢ Engineering Consultant (Pvt) Ltd selected as the consultant for design, contract administration and construction supervision for reconstruction and relocation of affected government buildings. ➢ Detail designs are completed for relocation of AEA buildings. ➢ Bidding procedure is completed for relocation of AEA buildings. ➢ Contract agreement for relocation of AEA is ready for signing. ➢ Detail designs are completed for relocation of AETI buildings. ➢ Technical evaluation is in progress for the AETI buildings.
03	**Relocation of CEB transmission lines** ➢ Removal of 220kV and 132kV transmission towers and terminal towers ➢ Constructing new terminal station ➢ Laying underground cables (220kV and 132kV)	➢ CEB selected Nawaloka land at Peliyagoda for Constructing new terminal station ➢ Resettlement work for new transmission towers is identified and it is already included in the Resettlement Action Plan (RAP). ➢ Preparation of bidding documents is in progress.
04	**Reconstruction of RDA Depot and Drivers' quarters**	➢ RDA land at Malpura, Kotikawatta is selected for Reconstruction of RDA Depot and Drivers' quarters. ➢ Preparation of survey plan for Malpura land is in progress. ➢ Taking the ownership of the land is in progress.

05	**Resettlement Works**	➢ Consent Survey was carried out to identify the required nos of housing units from the "Urban Regeneration Project" handling by UDA. ➢ UDA agreed to allocate 360 nos of housing units from Salamulla housing projects. ➢ Rs. 100 Mn was paid to UDA as an advanced payment. ➢ Final project entitlement matrix is preparing and it will be reviewed by the "Special Committee".
06	**Land Acquisition Works**	➢ Land required for relocating of CEB high-tension lines was identified and initiated the acquisition of 105 purchases land from Nawaloka Play Ground at Sedawatta.The proposal for the acquisition of above land has been forwarded to Ministry of Land & Land Development on 05th December 2014. ➢ Proposals for the general Land Acquisition for the project (within the Kolonnawa, Colombo and Kelaniya Divisional Secretaries) has been forwarded to Ministry of Land and Land Development on 18th December 2014 for issuing Section 2 order of the Land Acquisition act. ➢ The detailed survey was completed on 20th December, by the Department of Survey, and survey plan yet to be received. The objective of the survey was to identify the actual project boundary and extent of the land as well as ownership information.

Annual Cost Distribution (million LKR)			
Breakdown of Cost	**Total (LKR)**	**JICA Portion (LKR)**	**GOSL Portion (LKR)**
2014	630	66	564
2015	2,989	2,347	642
2016	15,812	13,391	2,421
2017	11,001	9,487	1,514
2018	10,708	9,235	1,473
2019	11,742	10,128	1,614
2020	2,432	2,102	330
Total	**55,313**	**46,755**	**8,558**

Total Expenditure as at Dec 2014 (LKR)

Fund Type	Expenditure during year 2014
Foreign Aid Loan - JICA (LKR)	-
GOSL Funds (LKR)	**135,954,902.00**
Total (LKR)	**135,954,902.00**

Road/Bridge Name	Length	TEC / LKR	Date of Commencement	Anticipate date of Completion	Progress Up to 2013	Expenditure Up to 2013 (LKR)	Progress as at end of 2014	Expenditure during 2014 (LKR)
New Bridge Construction Project Over Kelani River		55,313,000,000.00	28.03.2014	31.12.2020	N/A	196,522.44	0.30%	135,561,857.12

Existing Atomic Energy Authority - Sri Lanka, Orugodawatta





Proposed Atomic Energy Authority-Sri Lanka, IT Park Malambe





Existing Automobile Engineering Training Institute, Orugodawatta





Proposed Automobile Engineering Training Institute, Orugodawatta





Existing housing units affected due to the project





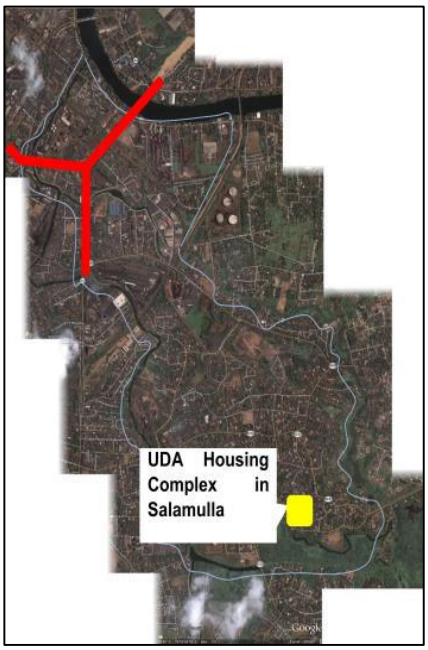
Consultations to the Project Affected People at Nawaloka Temple Peliyagoda.





Urban Regeneration Project at Salamulla is in Progress



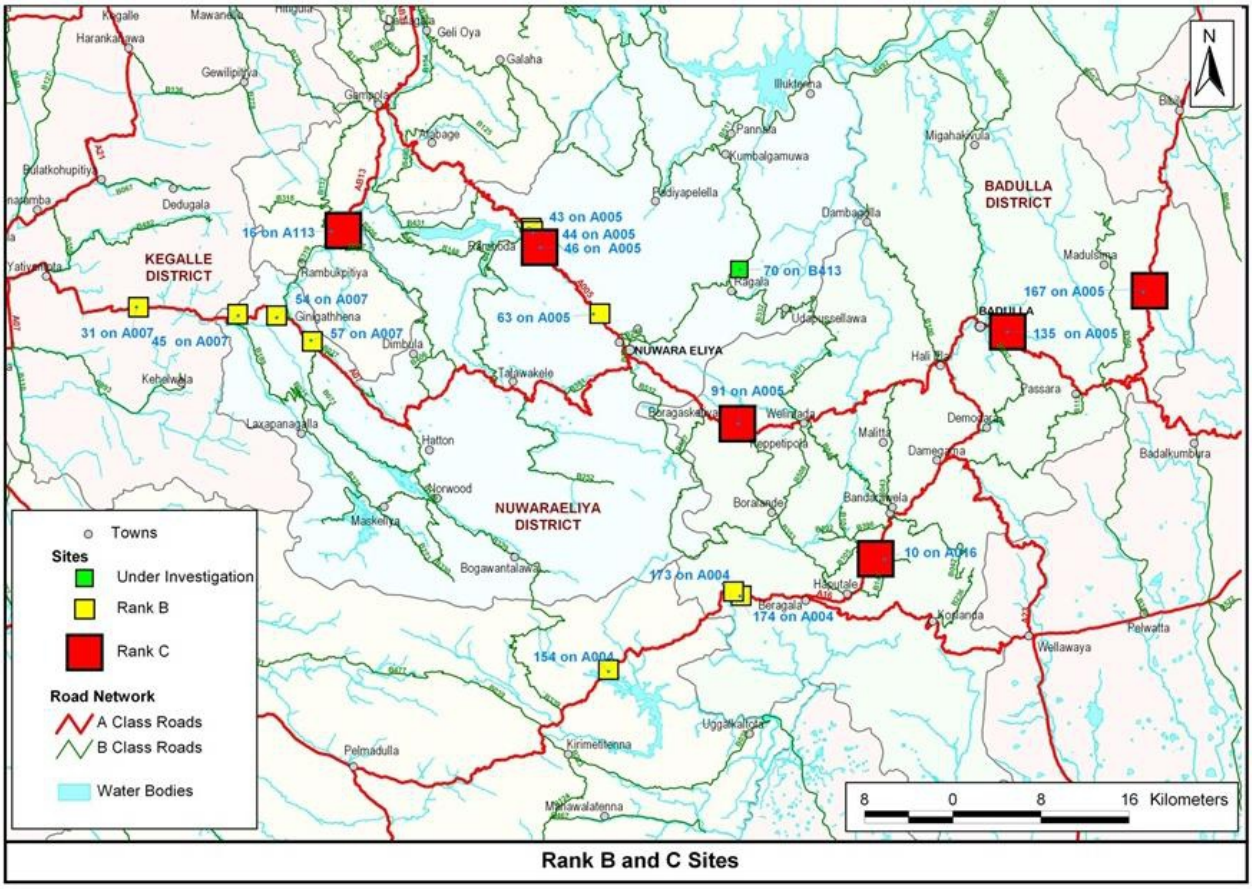


5.22 Landslide Disaster Protection Project of the National Road Network

The Government of Sri Lanka has obtained a loan from Japan International Co–operation Agency (JICA) for Landslide Disaster Protection Project of the National Road Network. The objective of the project is to mitigate landslide disaster targeting for A – class & B – class national roads as basic infrastructure through implementing appropriate countermeasures in highland areas, thereby contributing to enhance the security of the road network and safeguard the lives of people including road users and residents.

There are 06 numbers of High priority areas under Rank – C and 16 numbers of areas under Rank – B to be implemented under the project. The project is consisting of Yen 7, 619 million and Rs. 3, 331 million under the Loan No. SLP 109.

Map 22: Rank – C and Rank – B areas of Landslide Disaster Protection Project of the National Road Network



Rank B and C Sites

Table 110: Reschedule Procument Time

No.	*Activitiy*	*Reschedule Completion Time*	*Remarks*
1	Preparing Request for Proposal document	08/03/2013	Completed
2	Agreement for Procumbent Procedure by SCAPC	05/04/2013	Completed
3	Approval for Request for Proposal document by TEC	10/04/2013	Completed
4	No objection letter from JICA	19/04/2013	Completed
5	Calling request for proposal	31/05/2013	Completed
6	Opening of proposal	05/08/2013	Completed
7	Evaluation of Technical proposal	02/09/2013	Completed
8	SCAPC Approval for Technical Evaluation	16/09/2013	Completed
9	JICA concurrence for Technical Evaluation	30/09/2013	Completed
10	Opening of Financial proposal	10/10/2013	Completed
11	Combined Evaluation by TEC	17/10/2013	Completed
12	Approval for Combined Evaluation by SCAPC	31/10/2013	Completed
13	JICA concurrence for combined Evaluation	14/11/2013	Completed
14	Negotiations with 1st ranked firm	25/11/2013	Completed
15	Recommendation for Award by SCAPC	05/12/2013	Completed

5.22.1 High priority areas of National Roads for Disaster Management (Rank B)

Table 111: Rank B Locations

	No	Route No	Name of the road	Location		Disaster type	Rank	EE Division	District
				Start (km)	End (Km)				
01	A004-154	A004	Colombo-Ratnapura-Wellawaya-Batticaloa Road (Marangahawela Land Slide)	154/7		Slope failure	B		Ratnapura
02	A004-173	A004	Colombo-Ratnapura-Wellawaya-Batticaloa Road (Marangahawela Land Slide)	173/1		Slope failure	B	Bandarawela	Badulla
03	A004-174	A004	Colombo-Ratnapura-Wellawaya-Batticaloa Road (Rose Garden Land Slide), two locations	175/1	175/3	Slope failure	B	Bandarawela	Badulla
04	A005-043	A005	Peradeniya-Badulla-Chenkaladi	43/8	43/9	Rock fall, Rock Slide	B	Nuwara Eliya	Nuwara Eliya
05	A005-044	A005	Peradeniya-Badulla-Chenkaladi	44/2	44/3	Rock fall, Rock Slide	B	Nuwara Eliya	Nuwara Eliya
06	A005-063	A005	Peradeniya-Badulla-Chenkaladi	63/3		Slope failure	B	Nuwara Eliya	Nuwara Eliya
07	A007-031	A007	Avissawella-Hatton-Nuwara Eliya	31/1	31/2	Slope failure	B	Ruwanwella	Kegalle
08	A007-045	A007	Avissawella-Hatton-Nuwara Eliya	45		Rock fall, Rock Slide	B		Nuwara Eliya
09	A007-054	A007	Avissawella-Hatton-Nuwara Eliya	54/1		Slope failure	B		Nuwara Eliya
10	A007-057	A007	Avissawella-Hatton-Nuwara Eliya	57/9		Slope failure	B		Nuwara Eliya

5.22.2 Road Disaster Management Model areas (Rank C)

Table 112: Rank C Locations

	No	Route No	Name of the road	Location		Disaster type	Rank	EE Division	District
				Start (km)	End (Km)				
01	A005-046	A005	Peradeniya-Badulla-Chenkaladi	46/5	46/6	Rock fall, Rock Slide	C	Nuwara Eliya	Nuwara Eliya
02	A005-091	A005	Peradeniya-Badulla-Chenkaladi	91+019		Slope Failure	C	Bandarawela	Badulla
03	A005-135	A005	Peradeniya-Badulla-Chenkaladi (2nd Mile Post Land Slide)	135+200	135+700	Landslide	C	Bandarawela	Badulla
04	A005-167	A005	Peradeniya-Badulla-Chenkaladi (Lunugala Land Slide	168/8	168/9	Landslide	C	Bandarawela	Badulla
05	A016-010	A016	Beragala-Hali Ela Road (Kahagolla Land slide)	10/12	11/1	Landslide	C	Bandarawela	Badulla
06	A113-015 (former AB13-015)	A113 (Former AB13)	Gampola-Nawalapitiya	16/5	16/6	Landslide	C	Kadugannawa	Kandy





135+000 km on A005 Road





15+000 km on AB013 Road



10+000 km on A016 Road



168+000 km on A005 Road

5.23 Preparing the Southern Highways Investment Programme (SHIP) and Southern Highway Extention towards Colombo (SHETC)

5.23.1 Responsibilities of the Division

Providing counterpart facility for the Southern Highway Investment Programme (SHIP) and Southern Highway Extension towards Colombo Project (SHETC) and complete the project according to the scheduled programme.

5.23.2 Summary of the Project

Preparing the Southern Highways Investment Programme (SHIP)-RDA/ADB/SHIP

ADB GRANT: TA 8271 - SRI

1. Funding Agency: Asian Development Bank (ADB)
2. Executing Agency: Ministry of Highways- Srilanka
3. Implementing Agency: Road Development Authority (RDA)
4. Consultant: Swedish National Road Consulting AB (SWEROAD) - Sweden
5. Scope: Improving the Institutional and Policy framework for Expressway Development and Operation in Srilanka. And Identifying the Appropriate Construction Technology that is Environment Friendly and Responsive to the Climate change. The findings will be used in Southern Highway Investment Programme with the Project financing PPP.
6. Estimated Cost: USD 1.0 Million
7. Start of the Project: 5'th August, 2013
8. Outputs: 1. Institutional and Policy Framework Strengthening Action Plan
   2. Construction Technology

Southern Highway Extension towards Colombo (SHETC) – RDA/ADB/SHETC
ADB LOAN 2080 – SRI (SF)

1. Funding Agency: Asian Development Bank (ADB)
2. Executing Agency: Ministry of Highways- Srilanka
3. Implementing Agency: Road Development Authority (RDA)
4. Consultant: Katahira& Engineers International (KEI) – Japan

5. Scope: Feasibility Study and Preliminary Engineering Design of Elevated Highway for selected Alternate Routes to connect the Expressway network with Colombo city
6. Estimated Cost: USD 802,400.00 with SLR 88,766,392.00
7. Start of the Project: 5'th August, 2013
8. Outputs:
    a. To Relieve Traffic congestion of Metro Colombo Area
    b. To Reduce Travel Time from Kottawa to ColomboBusiness Center
    c. To Reduce Travel Time from Colombo to Other Regions of the Country

5.23.3 Progress of Activities

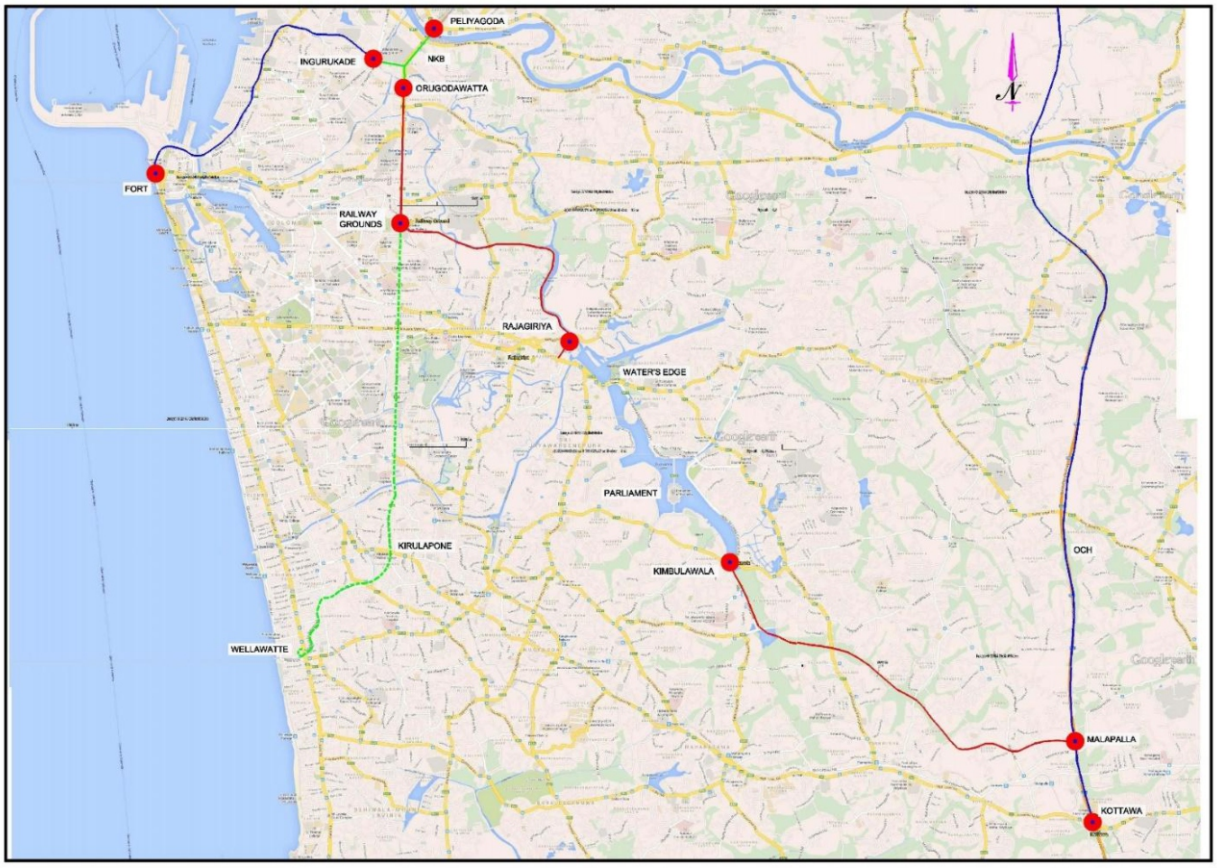
SHETC Project

Road Trace	Length/(km)	Present Status	Progress as at end of 2014	Expenditure during 2014
Baseline Elevated Highway (along the Baseline Road from 2'nd New Kelani Bridge to Kirulappone)	7.77	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	Over Head Expenditure Rs.19,722,423.09 + Project Funding through RPPF project
Port Access Elevated Highway (along the existing Port Access Road from Ingurukade junction to Port)	5.2	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	
Battaramulla Bypass Elevated highway – North Link (From Railway Ground to Rjagiriya)	4.2	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	
Battaramulla Bypass Elevated highway – South Link (From Himbulawala to Malapale)	7.1	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	Feasibility and Preleminary Engineering study Copmleted and approved by TEC	
Battaramulla New Trace (From 2'nd New Kelani bridge to Sagasapura)	2.5	Feasibility Study and Preleminary Engineering study is going on	Feasibility Study and Preleminary Engineering study is going on	Project Funding through SRCP Project

SHIP Project

Road Trace	Length/(km)	Present Status	Progress as at end of 2014	Expenditure during 2014
N/A	N/A	1.Institutional and Policy Framework Strengthening Action Plan & 2.Construction Technology Reports submitted	1.Institutional and Policy Framework Strengthening Action Plan & 2.Construction Technology Reports submitted	No any payment in 2014

Map of the Proposed Traces



5.24 Integrated Road Investment Program (i-ROAD) Project Management Unit

5.24.1 Brief description of the Division

The Integrated Road Investment Program (i Road) Project Management Unit has been established to implement the i Road Project with an objective of enhancing road accessibility between rural communities and socioeconomic centers for an increased transport effiency and accelerated economic development.

The i-ROAD Program has been initiated to rehabilitate Rural and National Roads in Southern, Sabaragamuwa, Central, North Central, North Western and Western Provinces. The i-ROAD Program is identified as one of the key components in the development of the road network to support and facilitate the activities in the enhancement of the economic and social status of the people living in rural areas of these provinces. Accordingly, it has received top priority in the development programs of the Government of Sri Lanka (GOSL) and funds are being provided by the Asian Development Bank (ADB).The i-ROAD program is a novel concept introduced recently into the country by the Donor Agencies. Rehabilitation of roads is followed by a mandatory maintenance of the completed provincial & rural roads for a period of three years while the selected National Highways will be maintained and managed over a period of seven years on Output and Performance-based Road Contracts (OPRC) concept.

Project Implementation consultancy services are also included in the program.

The project is funded by ADB through a Multi-tranche Financing Facility (MFF). Accordingly the US$ 800 Mn. Loan is planned to be released in six indicative tranches from 2014 to 2020 as indicated below.

Year / Source \ Tranche	2014		2016	2017	2018	2020	Total USD (Mn)
	1	2	3	4	5	6	
ADB USD (Mn)	100.0	107.0	200.0	150.0	150.0	93.0	800.0
GOSL USD (Mn)	18.0	12.5	25.0	18.0	18.0	14.5	106.0
Total USD (Mn)	118.0	119.5	225.0	168.0	168.0	107.5	906.0

5.24.2 Program of activities during the year in terms of Physical Output.

5.24.2.1 Survey and Preliminary Engineering (SAPE) Activities

The following activities in relation to SAPE works for the Rural Road and National Roads were completed during the year.

- Road Inspection and Preparation of Cost Estimates
- Obtaining Videos clips
- GPS Survey and Mapping
- Social Safeguard Survey & preparation of Reports
- Environmental Survey & preparation of IEE Reports
- Safety Audit Surveys and preparation of Reports
- Preparation of Information Booklets
- Traffic Survey and preparation of Economic Analysis Reports
- Preparing Bidding Documents

5.24.2.2 Civil works contracts - Rural Roads

Invitation of bids for 40 packages to rural road contracts in complying with the ADB guidelines was completed and the evaluation of bids commenced. The details of packages in Southern, Sabaragamuwa, Central, North Western, North Central Provinces and Kalutara district of the Western Province are as listed below.

	Province	***Contract Package No.***	***Package***	***National/ International competitive bidding***
1	***Southern***			
	Galle (G1)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(G1)	Rehabilitation/Improvements of 65 Km of Rural Roads in the Galle District-Contract 1 including Performance Based maintenance for three years	ICB
	Galle (G2)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(G2)	Rehabilitation/Improvements of 63 Km of Rural Roads in the Galle District Contract 2 including Performance Based maintenance for three years	

	Galle (G3)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(G3)	Rehabilitation/Improvements of 74 Km of Rural Roads in the Galle District-Contract 3 including Performance Based maintenance for three years	
	Matara (M1)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(M1)	Rehabilitation/Improvements of 98 Km of Rural Roads in the Matara District-Contract 1 including Performance Based maintenance for three years	
	Matara (M2)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(M2)	Rehabilitation/Improvements of 66 Km of Rural Roads in the Matara District-Contract 2 including Performance Based maintenance for three years	
	Matara (M3)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(M3)	Rehabilitation/Improvements of 56 Km of Rural Roads in the Matara District-Contract 3 including Performance Based maintenance for three years	
	Hambantota (H1)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(H1)	Rehabilitation/Improvements of 72 Km of Rural Roads in the Hambantota District-Contract 1 including Performance Based maintenance for three years	
	Hambantota (H2)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(H2)	Rehabilitation/Improvements of 60 Km of Rural Roads in the Hambantota District-Contract 2 including Performance Based maintenance for three years	
	Hambantota (H3)	RDA/ADB/iROAD/(SP)/ICB/CP-RR(H3)	Rehabilitation/Improvements of 42 Km of Rural Roads in the Hambantota District-Contract 3 including Performance Based maintenance for three years	
2	***Sabaragamuwa***			

2	***Sabaragamuwa***			
	Kegalle (KE1)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(KE1)	Rehabilitation/Improvements of 75 Km of Rural Roads in the Kegalle District-Contract 1 including Performance Based maintenance for three years	NCB
	Kegalle (KE2)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(KE2)	Rehabilitation/Improvements of 79 Km of Rural Roads in the Kegalle District-Contract 2 including Performance Based maintenance for three years	
	Kegalle (KE3)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(KE3)	Rehabilitation/Improvements of 64 Km of Rural Roads in the Kegalle District-Contract 3 including Performance Based maintenance for three years	
	Rathnapura (R1)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(R1)	Rehabilitation/Improvements of 83 Km of Rural Roads in the Rathnapura District-Contract 1 including Performance Based maintenance for three years	
	Rathnapura (R2)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(R2)	Rehabilitation/Improvements of 92 Km of Rural Roads in the Rathnapura District-Contract 2 including Performance Based maintenance for three years	
	Rathnapura (R3)	RDA/ADB/iROAD/(SG)/NCB/CP-RR(R3)	Rehabilitation/Improvements of 81 Km of Rural Roads in the Rathnapura District-Contract 3 including Performance Based maintenance for three years	
3	***Central***			
	Kandy (KA1)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(KA1)	Rehabilitation/Improvements of 77 Km of Rural Roads in the Kandy District-Contract 1 including Performance Based maintenance for three years	

	Kandy (KA2)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(KA2)	Rehabilitation/Improvements of 71 Km of Rural Roads in the Kandy District-Contract 2 including Performance Based maintenance for three years	NCB
	Kandy (KA3)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(KA3)	Rehabilitation/Improvements of 74 Km of Rural Roads in the Kandy District-Contract 3 including Performance Based maintenance for three years	
	Mathale (MA1)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(MA1)	Rehabilitation/Improvements of 76 Km of Rural Roads in the Mathale District-Contract 1 including Performance Based maintenance for three years	
	Mathale (MA2)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(MA2)	Rehabilitation/Improvements of 57 Km of Rural Roads in the Mathale District-Contract 2 including Performance Based maintenance for three years	
	Mathale (MA3)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(MA3)	Rehabilitation/Improvements of 62 Km of Rural Roads in the Mathale District-Contract 3 including Performance Based maintenance for three years	
	Nuwara Eliya (NE1)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(NE1)	Rehabilitation/Improvements of 77 Km of Rural Roads in the Nuwara Eliya District-Contract 1 including Performance Based maintenance for three years	
	Nuwara Eliya (NE2)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(NE2)	Rehabilitation/Improvements of 39 Km of Rural Roads in the Nuwara Eliya District-Contract 2 including Performance Based maintenance for three years	
	Nuwara Eliya (NE3)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(NE3)	Rehabilitation/Improvements of 65 Km of Rural Roads	

	Nuwara Eliya (NE3)	RDA/ADB/iROAD/(CP)/NCB/CP-RR(NE3)	Rehabilitation/Improvements of 65 Km of Rural Roads in the Nuwara Eliya District-Contract 3 including Performance Based maintenance for three years	
4	***North Western***			
	Kurunegala (KU1)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU1)	Rehabilitation/Improvements of 117 Km of Rural Roads in the Kurunegala District-Contract 1 including Performance Based maintenance for three years	ICB
	Kurunegala (KU2)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU2)	Rehabilitation/Improvements of 104 Km of Rural Roads in the Kurunegala District-Contract 2 including Performance Based maintenance for three years	
	Kurunegala (KU3)	RDA/ADB/iROAD/(NW)/NCB/CP-RR(KU3)	Rehabilitation/Improvements of 104 Km of Rural Roads in the Kurunegala District-Contract 3 including Performance Based maintenance for three years	NCB
	Kurunegala (KU4)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU4)	Rehabilitation/Improvements of 161 Km of Rural Roads in the Kurunegala District-Contract 4 including Performance Based maintenance for three years	ICB
	Puththalama (PU1)	RDA/ADB/iROAD/(NW)/NCB/CP-RR(PU1)	Rehabilitation/Improvements of 93 Km of Rural Roads in the Puttalam District-Contract 1 including Performance Based maintenance for three years	NCB
	Puththalama (PU2)	RDA/ADB/iROAD/(NW)/NCB/CP-RR(PU2)	Rehabilitation/Improvements of 74 Km of Rural Roads in the Puttalam District-Contract 2 including Performance Based maintenance for three years	

	Puththalama (PU3)	RDA/ADB/iROAD/(NW)/NCB/CP-RR(PU3)	Rehabilitation/Improvements of 54 Km of Rural Roads in the Puttalam District-Contract 3 including Performance Based maintenance for three years	
5	***North Central***			
	Anuradhapura (AP1)	RDA/ADB/iROAD/(NC)/ICB/CP-RR(AP1)	Rehabilitation/Improvements of 111 Km of Rural Roads in the Anuradhapura District-Contract 1 including Performance Based maintenance for three years	ICB
	Anuradhapura (AP2)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(AP2)	Rehabilitation/Improvements of 106 Km of Rural Roads in the Anuradhapura District-Contract 2 including Performance Based maintenance for three years	NCB ICB
	Anuradhapura (AP3)	RDA/ADB/iROAD/(NC)/ICB/CP-RR(AP3)	Rehabilitation/Improvements of 114 Km of Rural Roads in the Anuradhapura District-Contract 3 including Performance Based maintenance for three years	NCB
	Polonnaruwa (PO1)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(PO1)	Rehabilitation/Improvements of 50 Km of Rural Roads in the Polonnaruwa District-Contract 1 including Performance Based maintenance for three years	
	Polonnaruwa (PO2)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(PO2)	Rehabilitation/Improvements of 74 Km of Rural Roads in the Polonnaruwa District-Contract 2 including Performance Based maintenance for three years	
	Polonnaruwa (PO3)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(PO3)	Rehabilitation/Improvements of 47 Km of Rural Roads in the Polonnaruwa District-Contract 3 including Performance Based maintenance for three years	

6	***Western Province***			NCB
	Kalutara (KL1)	RDA/ADB/iROAD/(WP)/NCB/CP-RR(KL1)	Rehabilitation/Improvements of 82 Km of Rural Roads in the Kalutara District-Contract 1 including Performance Based maintenance for three years	
	Kalutara (KL2)	RDA/ADB/iROAD/(WP)/NCB/CP-RR(KL2)	Rehabilitation/Improvements of 89 Km of Rural Roads in the Kalutara District-Contract 2 including Performance Based maintenance for three years	
	Kalutara (KL3)	RDA/ADB/iROAD/(WP)/NCB/CP-RR(KL3)	Rehabilitation/Improvements of 106 Km of Rural Roads in the Kalutara District-Contract 3including Performance Based maintenance for three years	

5.24.2.3 Civil work Contracts –National Roads

The contractors for civil works of the national roads to be improved/ rehabilitated and maintained over a period of 7 years under OPPC concept have to be prequalified. Preparation of prequalification document is in progress and once the prequalification of contractors as completed, the following packages of national roads are intended to be taken up for invitation for bids.

1. Summary of Road Sections and Proposed Works – Package 1 – Galle District

Package	District	Type of activity	Route No.	Road Name	Length Programmed for Improvement & Reconstruction (km)	Total Length Programmed for Periodic Maintenance (km)	Total Length for Routine Maintenance (km)
Package 1	Galle	Reconstruction	B 248	Labuduwa – Waduraba	34.85		11.77
			B 429	Udugama – Hiniduma			11.01
			B 303	Nagoda – Gonadeniya			3.57
			B 139	Gonadeniya – Udugama Road (Bar Junction)			4.43
			B 411	Thawalama – Neluwa – Batuwangala			9.45
		Periodic Maintenance	B 454	Wanduraba – Yatalamaththa – Nagoda		20.55	10.76
			B 129	Udugama (Bar Junction) – Udugama (Bus Stand)			2.68
			B 156*	Hiniduma – Thawalama			6.60
Package 1-Sub Total					**34.85**	**20.55**	**60.27**

Table 1: Summary of Road Sections and Proposed Works for Package 1 – Galle District

2. Summary of Road Sections and Proposed Works – Package 2

Package	District	Type of activity	Route No.	Road Name	Length Programmed for Improvement & Reconstruction (km)	Length Programmed for Periodic Maintenance (km)	Total Length for Routine Maintenance (km)
Package 2	Mathara	Reconstruction	B 607	Bengamuwa – Molokgamuwa – Galdola	9.24		9.24
		Routine Maintenance	B 415*	Bengamuwa – Heegoda			7.12
	Hambantota	Reconstruction	B 606	Kirama – Warapitiya – Hulankanda - Heegoda	14.52		14.52
		Routine & Periodic Maintenance	B 485	Kirama – Walasmulla		21.34	7.28
			B 450	Walasmulla – Weeraketiya			7.76
			B 463	Weeraketiya - Middeniya			0.90
			B 623	Weeraketiya – Gonadeniya			6.12
Package 2-Sub Total					**23.76**	**21.34**	**52.94**

Table 2: Summary of Road Sections and Proposed Works for Package 2 – Mathara & Hambantota Districts

1. Summary of Road Sections and Proposed Works – Package 3

Package	District	Type of activity	Route No.	Road Name	Length Programmed for Improvement & Reconstruction (km)	Length Programmed for Periodic Maintenance (km)	Total Length for Routine Maintenance (km)
Package 3	Gampaha / Kegalle / Kandy	Reconstruction (Overlay and Shoulder Construction Widening) and Routine Maintenance	A001	Colombo – Kandy	68.07	1.5	69.57
	Kandy	Reconstruction (Carriageway Widening, Shoulder Construction and Pavement Rehabilitation) and Routine Maintenance	B365	Peradeniya – Halloluwa – Katugastota	7.59	2.4	9.99
	Kandy / Kurunegala	Reconstruction (Shoulder widening, overlay and pavement rehabilitation)	A10	Katugastota – Kurunegala - Puttlam	38.13		38.13
Package3-Sub Total					**113.79**	**3.9**	**117.69**

Table 3: Summary of Road Sections and Proposed Works for Package 3 – Gampaha, Kegalle, Kandy, and Kurunegala Districts

The survey and preliminary Engineering activities for these roads were completed during the year.

5.24.2.4 Consulting Services for Project Implementation

Project Implementation Consultancy (PIC) services for civil works of rural roads are intended to be procured as follows.

PIC 1 - Southern Province

PIC 2 - Sabaragamuwa, Central Provinces and Kalutara District of Western Province.

PIC 3 - North Western and North Central Provinces.

Expression of Interest (EOI) was invited from the consultants and Request for Proposal (RFP) was made to the consultants who were short listed.

Road/Bridge Name	District	Length	TEC	Date of Commencement	Anticipated date of completion	Progress as at end of 2014	Expenditure during 2014
	All the Civil works contracts for Rural Roads and National Roads are at the procurement stage						

Overall Financial Performance of RDA

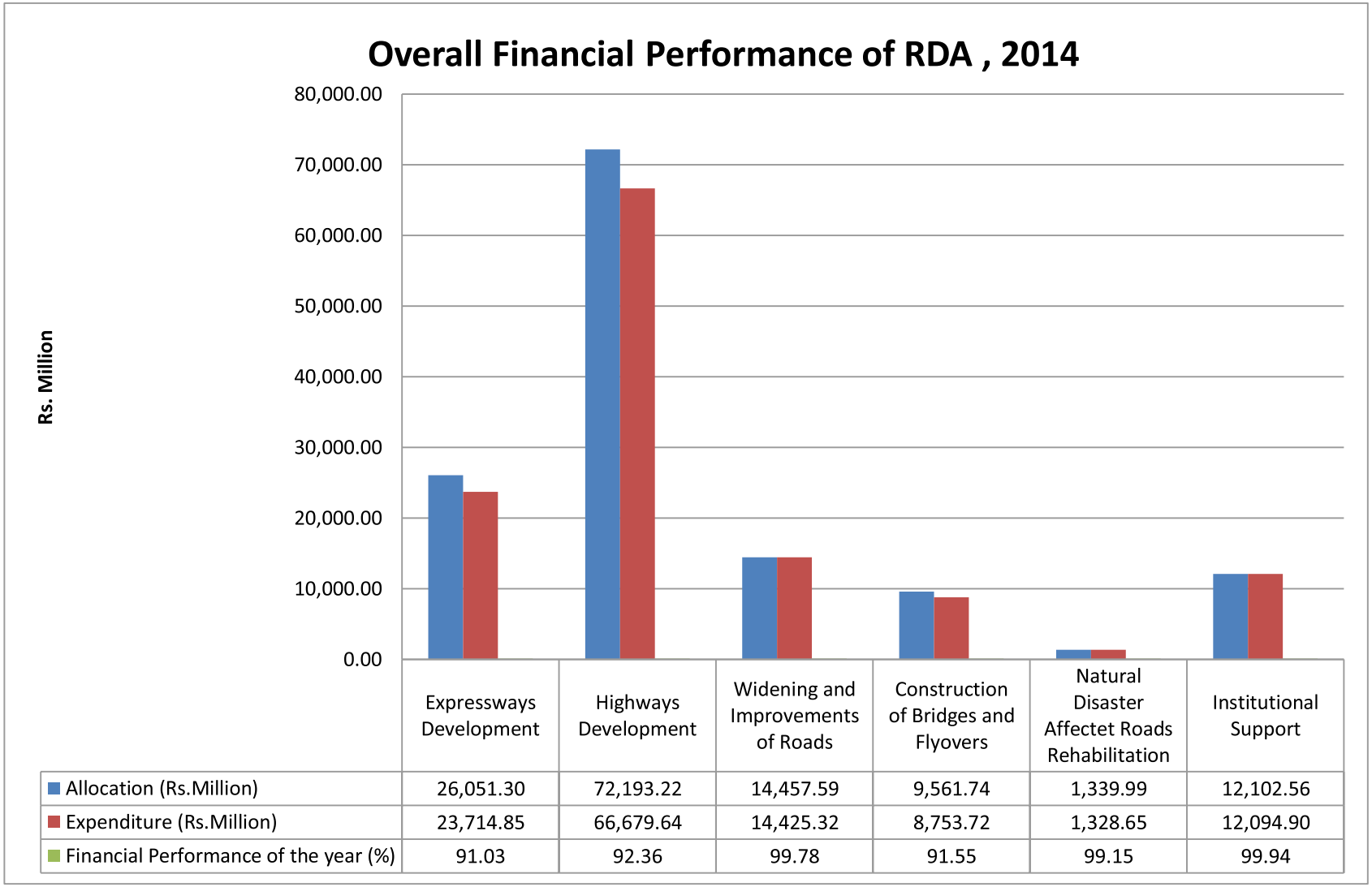
Chapter 6 – Overall Financial Performance of RDA

The financial performance of the RDA in development and maintenance of the National Highway Network and Construction of Highways/ Expressways in respect of projects funded by Foreign Aid Loans (FAL), Reimbursable Foreign Aid Loans (RFAL), Foreign Aid Grants (FAG), and Foreign Aid related Domestic Funds (FARDF) and Domestic Funds (DF) during the year 2014 is Rs 126.99 Billion. The details of the financial performance are given in Annex I and a summary is given in table below.

Table 113: Overall Performance of RDA for the year 2014

Activity	*Allocation (Rs.Million)*	*Expenditure (Rs. Million)*	*Financial Performance of the year (%)*
Expressways Development	26, 051.30	23, 714.85	91.03
Highways Development	72, 193.22	66, 679.64	92.36
Widening & Improvement	14, 457.59	14, 425.32	99.78
Construction of Bridges & Flyovers	9, 561.74	8, 753.72	91.55
Natural Disaster Affected Road Rehabilitation	1, 339.99	1, 328.65	99.15
Institutional Support	12, 102.56	12, 094.90	99.94
Total	***135,706.40***	***126, 997.07***	***93.58***

Figure 25: Overall Finance Performance of RDA



	Expressways Development	Highways Development	Widening and Improvements of Roads	Construction of Bridges and Flyovers	Natural Disaster Affectet Roads Rehabilitation	Institutional Support
Allocation (Rs.Million)	26,051.30	72,193.22	14,457.59	9,561.74	1,339.99	12,102.56
Expenditure (Rs.Million)	23,714.85	66,679.64	14,425.32	8,753.72	1,328.65	12,094.90
Financial Performance of the year (%)	91.03	92.36	99.78	91.55	99.15	99.94

Achievement of Goals and Objectives

Chapter 7 – Achievement of Goals and Objectives

The details of notable achievements of RDA during the year 2014 can be shown as follows.

Table 114: Achievement of Goals and Objectives during the year 2014

Goals and Objectives	*Achievements*
Achieve an adequate National Highway Network	601.06 km length of roads sand sealed
	Urgent maintenance work on 12,165 km of roads and 4,456 bridges were attended
Achieve an acceptable level of mobility in National Highway Network	Improvement of 41 weak brides were completed
	6 new steel bridges were constructed
	323 widening and improvement projects were awarded, 372 projects were completed and 398 projects were in progress
	Rehabilitation of 1,940.10 kms was completed and 2,611.89 kms are in progress.
Provide a high mobility Expressway Network	STDP from Pinnaduwa to Godagama (34.54 km) and OCH from Kottawa to Kotalawala (11 km) were completed
	Feasibility study of the Northern Expressway was completed
Reduce road user cost	Polduwa Bridge on Parliament road (A000) was reconstructed with 6-lane capacity
	Construction of Piliyandala by- pass and Kegalle by-pass were completed as a measure of improving traffic of specific Townships
	Implemented study of Town Improvement on National Road Network
Improve road safety	35 numbers of interchanges and intersection, 840 km road length and one bridge (New Manmunai Bridge) were designed and reviewed for traffic sign and road markings
	2 safety audits were carried out

Goals and Objectives	*Achievements*
	Improvements were carried out for Waikkala junction which has been identified as a Hazardous location.
Ensure protection to the Environment	Details of Environmental Dimensions work done for 26 projects
	8 social dimension works were attended
Promote organizational development	36 in – house training programmes were held for 1,441 personnel
	756 personnel were provided training at ourside organizations
	45 officers were sent for foreign training
	Opportunities to follow long term courses at local universities / institutions were provided to 23 officers
Ensure efficient utilization of assets and investments	Feasibility study for rehabilitation of 64.31 km of roads and reconstruction of 13 bridges in Central and Uva provinces was carried out. Feasibility study of Peradeniya-Badulla-Chenkaladi road (A005) from Badulla to Chenkaladi was carried out.
	168 audit reports were completed
	There was 93.58% total expenditure against total allocation
Assist in development of the local road construction industry	Increased volume of work provided more opportunities to local contractors and they were encouraged to enhance their capacity

Annex – I

Details of the Overall Financial Performance During 2014

Development Activity	*Allocation for the year (Rs.)*	*Expenditure during the year (Rs.)*
Expressways Development		
Southern Transport Development Project (STDP)	3,302,575,000	2,196,586,425
Colombo – Katunayake – Expressway	487,400,000	487,377,729
Outer Circular Highway	20,057,700,000	19,425,499,282
Northern Expressway	598,700,000	598,700,000
Extention of Southern Expressway	144,700,000	70,000,000
Project for the Development of Intelligent Transport Systems Expressways in Sri Lanka	1,185,228,000	757,678,249
Rectification of Slope Failure Project on Southern Expressway (GOSL-JICA)	275,000,000	179,012,800
Sub Total 1	***26,051,303,000***	***23,714,854,484***
Highways Development		
Maintenance of Roads and Bridges (Road Maintenance Trust Fund)	5,000,000,000	3,725,430,000
Road Network Improvement Project – ADB	50,000,000	0
Road Sector Assistance Project (RSAP) – WB	10,500,000	9,612,436
National Highway Sector Project (NHSP) – ADB	1,004,649,000	1,004,575,980
Base Line Road – Phase III – JBIC	97,001,000	97,001,000
Padeniya – Anuradapura Road	29,700,000	29,626,589
Road Sector Assistance Project II (RSAP) – WB	5,093,300,000	5,092,423,795
Road Network Development for International Hub Development	706,600,000	706,519,900
Rehabilitation of Hatton – Nuwaraelliya Road – EDCF	2,107,200,000	2,045,377,286
Improvement of National Road Network in Northern – China	14,878,300,000	13,162,133,777

Northern Road Connectivity Project – ADB	2,553,300,000	2,552,966,229
Improvement of Traffic Management & Road Safety		
Traffic Management in Grater Colombo Area		
Rehabilitation & Improvement of Priority Road Project CDB I NEW VOTE	4,701,620,300	3,949,495,189
Rehabilitation & Improvement of Priority Road Project CDB II NEW VOTE	21,187,970,100	21,087,054,278
National Highway Sector Project (NHSP) Supplimentary Loan (ADB)	4,567,763,000	3,764,961,639
Road Network Development Project (GOSL – SFD)	1,687,690,050	1,686,298,092
Northern road Connectivity Project – Supplimentay Loan (GOSL – ADB)	2,439,225,000	2,439,057,283
Road Network Development Project (GOSL – OFID)	1,866,223,450	1,697,108,065
Colombo District Road Development (GOSL-OFID) Loan No 1511 PB	115,000,000	114,860,999
Technical Assistance for Southern Highway Investment Programme - Western Province - ADB	105,000,000	33,175,294
Rehabilitation & Improvement of Priority Roads Project III –Extension (GOSL – China Dev. Bank)	3,958,800,000	3,450,280,938
Southern Road Connectivity Project (GOSL - ADB)	2,584,000	2,582,329
Inclusive Road Operation and Development Investment Programme (IROAD) - (GOSL - ADB)	30,794,100	29,100,000
Sub Total 2	***72,193,220,000***	***66,679,641,099***
Widening and Improvements of Roads		
Western Province	2,768,026,000	2,765,258,274
Central Province	612,600,000	608,611,847
Southern Province	1,646,540,000	1,646,421,867
Northern Province	934,800,000	922,627,794
Eastern Province	299,590,000	290,665,176
North Western Province	362,174,000	362,156,512
North Central Province	900,700,000	900,515,685

Uva Province	500,000,000	496,127,812
Sabaragamuwa Province	646,900,000	646,847,880
Tax	1,001,460,000	1,001,417,906
Deyata Kirula	4,784,800,000	4,784,664,805
Sub Total 3	***14,457,590,000***	***14,425,315,558***
Construction of Bridges and Flyovers		
Reconstruction of 10 bridges – Kuwait Funded	48,106,250	47,947,464
Reconstruction of Damaged /Weak Bridges on National Highways	286,300,000	286,231,162
Regional Bridge Project – UK	39,000,000	37,188,583
Reconstruction of Five Bridges in Eastern Province – Japan	2,064,725	2,064,725
Construction of Manmunai Bridge Across Batticaloa Lagoon JICA Grant	458,972,000	458,888,581
Construction of Rural Bridges using old bridge Components	53,650,000	53,650,000
Construction of Flyover for Veyangoda Railway Crossing (Spain)	15,800,000	15,729,371
Regional Bridges Project – UK Phase 11	5,126,000,000	4,797,362,347
Reconstruction of 25 Bridges on National Highways (GOSL – Kuwait)	4,000,000	3,106,717
Reconstruction of 46 Bridges (GOSL – French)	3,242,580,250	2,780,050,704
Major Bridges Construction Project of National Road Network (GOSL – JICA)	273,664,450	269,895,751
Second New Kelani Bridge Construcrion Project (JICA)	1,600,000	1,600,000
Establishment of Bridge Maintenance System (BMS) and Bridge Assessment Unit (BAU) in the Road Development Authority (GOSL - JICA)	10,000,000	0
Sub Total 4	***9,561,737,675***	***8,753,715,405***
Natural Disaster Affectet Roads Rehabilitation		
Pro – Poor Easter Infrastructure Development – Japan	82,893,825	82,893,811

Emergency Natural disaster Rehabilitation Project (GOSL – JICA)	1,059,700,000	1,048,421,072
Landslide Disaster Protection Project Of National Road Network (GOSL – JICA)	197,400,000	197,333,603
Sub Total 5	***1,339,993,825***	***1,328,648,486***
Institutional Support		
Maintenance cost RDA	5,500,000,000	5,500,000,000
Acquisition & Improvement of Capital Assets	61,810,000	61,794,539
Rehabilitation & Improvement of Capital Assets	10,000,000	4,838,299
Human Resource Development	10,000,000	10,000,000
Road Project Preparatory Facility(RPPF)	221,800,000	220,904,919
Surveys, Investigation and Feasibility Studies	46,595,500	46,595,416
Land Acquisition for Completed & ongoing Projects	2,519,600,000	2,518,104,790
Government Gurrented Local Bank Funded Road Rehabilitation Project – Interest & Loan Repayement	3,732,750,000	3,732,657,606
Sub Total 6	***12,102,555,500***	***12,094,895,568***
Grand Total	***135,706,400,000***	***126,997,070,601***

Annex - I

Financial Performance of RDA & Financial Statement



MINISTRY OF PORTS & HIGHWAYS
ROAD DEVELOPMENT AUTHORITY

FINANCIAL STATEMENTS
2014

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
ASSETS			
CURRENT ASSETS	**NOTE**		
Cash & Cash Equivalents	**1**	2,329,676,737.00	1,263,100,512.62
Debtors	**2**	8,623,772,190.68	2,690,508,479.68
Inventories	**3**	751,832,151.92	591,665,457.36
Pre-Payments		9,926,144.13	6,808,623.35
Deposits & Advances	**4**	4,383,572,364.39	396,388,684.95
Amount Receivable for JICA Projects		-	65,200,128.15
Current Account Maganaguma Emulsion Co (Pvt) Ltd	**5**	84,845,103.14	2,936,777.16
Current Account Maganaguma Road Construction & Equipment Co (Pvt) Ltd	**6**	1,581,630,689.11	1,039,987,772.73
Current Account Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd	**7**	1,261,759.10	12,838,358.29
Other Current Assets	**8**	360,111,450.28	337,220,239.31
Mobilization Advance		7,488,466,705.69	10,098,107,915.00
TOTAL CURRENT ASSETS		25,615,095,295.44	16,504,762,948.60
NON CURRENT ASSETS			
Equity Investments	**9**	9,932,000.00	5,588,000.00
Other Investments	**10**	69,706,652.80	67,533,201.51
Property Plant & Equipment	**11**	187,393,020,405.52	132,957,934,659.95
Work in Progress on Buildings		215,346,856.45	3,408,981.75
Intangeble Assets	**12**	1,188,594.81	1,698,420.09
Deferred Expenses of Local Bank Loans	**13**	72,022,039,455.51	26,521,254,342.79
Deferred Expenses Others	**13.1**	13,494,624,731.66	-
Mobilization Advance		7,144,703,989.78	2,608,304,560.00
TOTAL NON CURRENT ASSETS		280,350,562,686.53	162,165,722,166.09
TOTAL ASSETS		**305,965,657,981.97**	**178,670,485,114.69**
LIABILITIES			
CURRENT LIABILITIES			
Payables to Deposits	**14**	1,870,563,994.73	1,380,607,433.82
Payables to Retention Money	**15**	4,405,339,648.23	3,180,163,322.36
Payables to Contractors	**16**	10,302,987,491.51	8,514,672,351.45
Payable to Maganeguma Emulsion Production Company	**17**	17,027,778.01	68,835,256.98
Payable to Maganeguma Road Constuaction & Equipment Company	**18**	39,808,108.73	20,101,648.85
Payable to Maganeguma Consultancy & Project Management Company	**19**	182,381,673.73	299,927,692.42
Accrued Expenses Others	**20**	1,115,974,823.16	637,078,218.04
Creditors & Others	**21**	816,580,918.50	2,263,150,128.85
Loans from Local Bank for Widenning & Improvement Projects	**22.1**	4,147,234,770.70	64,000,000.00
TOTAL CURRENT LIABILITIES		22,897,899,207.30	16,428,536,052.77
NON CURRENT LIABILITIES			
Loans from Local Bank for Widenning & Improvement Projects	**22.2**	103,157,079,247.89	33,664,021,979.49
Loans from Local Bank for Colombo Katunayake Expressway Project		2,785,262,077.50	-
Loans from Local Bank for Outer Circular Highway Phase III Project		182,265,942.09	-
Recoveries for Motor Bicycle Transferred to Employee		7,943,143.30	8,522,003.80
Employee Benefits		2,240,825,592.42	1,742,994,462.10
Payables to Retention Money		4,060,661,255.31	2,273,835,692.00
		112,434,037,258.51	37,689,374,137.39
TOTAL LIABILITIES		**135,331,936,465.81**	**54,117,910,190.16**
NET ASSETS		**170,633,721,516.16**	**124,552,574,924.53**
NET ASSETS / EQUITY			
Paid Up Capital (Government Contribution)		1,000,000.00	1,000,000.00
Capital & Reserves			
Available for Sale Financial Reserve		7,732,000.00	3,388,000.00
Asset Revalue Reserve Account		2,593,476.98	2,593,476.98
Government Grant Expressways		180,134,562,464.40	131,098,916,908.43
Government Grant Projects		4,063,917,171.54	1,458,988,350.35
Accumulated (Deficit)		(13,576,083,596.76)	(8,012,311,811.23)
NET ASSETS / EQUITY		**170,633,721,516.16**	**124,552,574,924.53**
		0.00	0.00

These Financial Staements have been prepared in compliance with Sri Lanka Public Sector Accounting Standards (SLPSAS).The Board of Directors are responsible for the preparation and presentation of these Financial Statements.

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Prof. J .M. S. J Bandara	W.A.S. Weerasingha	H.Kannangara
Chairman	Director General	Director Finance

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

	Note	2014 (Rs.)	2013 (Rs.)
Revenue			
Voted Funds Received for Maintenance Works	23	20,449,420,260.10	31,383,697,230.61
Voted Funds Received for Local Bank Interst & Capital Repayment		3,732,657,606.00	917,061,298.60
Voted Funds Received for JICA Project	24	983,220,944.06	1,199,499,992.80
Voted Funds Received for Overheads		5,500,000,000.00	4,320,000,000.00
Surplus from Client's Work	25	176,485,361.13	100,207,699.48
		30,841,784,171.29	37,920,466,221.49
Other Revenue			
Income from Southern Expressway	26	1,340,176,875.66	865,396,622.32
Income from Colombo Katunayake Expressway	27	1,534,798,118.66	243,008,029.42
Income from Outer Circular Expressway	28	281,467,930.74	-
Fees for Services	29	189,173,642.79	149,923,277.88
Hire Charges & Rent	30	304,012,312.10	306,466,424.98
Interest	31	116,571,975.70	190,885,360.67
Others	32	140,036,138.71	108,541,071.59
Overhead Recoveries	33	33,305,353.56	30,570,123.67
Income from Casting Yard	34	1,658,468.78	1,321,825.95
Income from Inter Locking Concrete Blocks	35	210,582.82	(2,941,041.26)
Deferred Income Transferred	36	5,599,272,792.77	5,186,323,434.73
		9,540,684,192.29	7,079,495,129.95
Total Revenue		**40,382,468,363.58**	**44,999,961,351.44**
Expenditure			
Development & Maintenance Expenditure	37	22,753,524,736.25	28,879,875,618.29
Development & Maintenance Expenditure JICA	38	1,117,336,054.79	1,369,051,543.41
Capital Repayment of Local Bank Loans		953,348,841.03	-
Personal Emoluments	39	6,975,120,369.38	6,102,901,388.47
Supplies & Consumables Used	40	68,101,204.06	57,760,296.12
Other Administartive Expenses	41	977,445,175.02	676,232,065.40
Impairment of Property Plant & Equipment/Stocks	42	-	87,297,868.21
Depreciation & Amortization Expenses	43	5,718,231,993.59	5,208,684,374.16
Finance Costs	44	6,782,037,684.99	2,070,982,999.38
		45,345,146,059.11	**44,452,786,153.44**
(Deficit)/Surplus for the period before Income Tax		(4,962,677,695.53)	547,175,198.00
Income Tax Expenses	45	601,094,090.00	353,814,768.00
(Deficit)/Surplus for the period after Income Tax		(5,563,771,785.53)	193,360,430.00
Accumulated Deficit Brought Forward	46	(8,012,311,811.23)	(8,205,672,241.23)
Balance Carried Forward		(13,576,083,596.76)	(8,012,311,811.23)

Prof. J .M. S. J Bandara	W.A.S. Weerasingha	H.Kannangara
Chairman	Director General	Director Finance

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2014

	2014	2013
Operating Deficit before Income Tax as per Financial Statements	(4,962,677,696)	547,175,198
Adjustments		
Deferred Revenue Transferred	(5,599,272,793)	(5,186,323,435)
Depreciation	5,718,231,994	5,208,684,374
Gratuity Provision	497,831,130	702,340,332
ESC Written off	25,672,268	(25,672,268)
Creditors Written Back	(114,284,933)	(45,205,125)
Income Tax Expenses	(601,094,090)	(353,814,768)
Provision for Impairrment of Mobilization advance	-	(17,109,046)
Provision for Non Moving Assets	-	87,297,868
Provision for Unservisable Items Writtenoff	1,900	83,819
Profit on Disposal of Property Plant & Equipment	(17,249,530)	(31,609,782)
Operating Profit before Working Capital Changes	**(5,052,841,750)**	**885,847,168**
Working Capital Changes		
Increase in Inventories	(160,166,695)	131,773,490
Increase in Debtors	(5,933,263,711)	(72,621,507)
Increase in Other Investments	(2,173,451)	(2,364,433)
Increase in Deposits and Advances	(5,917,059,421)	(3,500,020,809)
Increase in Other Current Assets	(22,891,211)	(11,155,643)
Increase in Deferred Expenses of Local Bank Loans	(45,500,785,113)	(23,349,382,609)
Increase in Deferred Expenses of Others	(13,494,624,732)	-
Decrease in Amount Receivable to JICA Project	65,200,128	-
Increase in Current Account M.N.E.P Co (Pvt) Ltd	(133,715,805)	30,469,427
Increase in Current Account M.N.R.C & E. Co (Pvt) Ltd	(521,936,457)	172,349,307
Increase in Current Account M.N.C.P.M.S. Co (Pvt) Ltd	(105,969,420)	131,096,561
Increase in Deposits	489,956,561	1,965,949,943
Increase in Retention Money Payables	3,012,001,889	
Increase in Payable to Contractor	1,788,315,140	(1,471,645,374)
Increase in Accrued Expenditure	478,896,605	138,145,326
Decrease in Creditors & Others	(1,446,569,210)	737,909,154
Net Cash Generated from Operating Activities	**(67,404,784,901)**	**(24,213,650,001)**
Investing Activities		
Property Plant & Equipment Purchased out of RDA Funds	(46,365,473)	(92,055,634)
Property Plant & Equipment Purchased under Domestic Fund	(129,326,127)	(10,966,298)
Property Plant & Equipment Transferred from Projects	(584,463,311)	(1,383,063,760)
Property Plant & Equipment Transferred Project - Buildings	(2,474,405,418)	-
Property Plant & Equipment Transferred Project -Expressways	(56,906,130,268)	(57,499,729,108)
Property Plant & Equipment from Lease	-	(20,000,000)
Sale Proceeds of Property Plant & Equipment RDA	17,262,331	31,984,327
Increse in Equity Investments	(4,344,000)	2,484,000
Increase in Financial Assets	4,344,000	(2,484,000)
Decrease in Intangeble Assets	509,825	(909,420)
Increase in Work In Progress	(211,937,875)	(2,275,021)
Net Cash Utilized in Investing Activities	**(60,334,856,314)**	**(58,977,014,915)**
Financing Activities		
Increase in Deferred Revenue - Domestic Fund	129,326,127	10,966,298
Increase in Deferred Revenue - Project	574,908,170	1,383,457,263
Increase in Deferred Revenue - Expressways	54,120,868,190	57,499,729,108
Increase in Deferred Revenue - Buildings	2,474,393,003	-
Increase in Deferred Revenue - Lands	5,500,000	-
Increase in Differed Revenue - Other Projects	10,822,500	7,585,319
Increase in recovery of Motor Bicycle Transferred to Employees	(578,861)	729,099
Increase in Loan from Local Banks for Widening Works	73,576,292,039	24,795,568,554
Increase in Loan from Local Banks for PMUU	2,967,528,020	
Net Cash provided by Financing Activities	**133,859,059,188**	**83,698,035,641**
Net Increase in Cash & Cash Equivalents	1,066,576,224	507,370,725
Cash & Cash Equivalents at the Beginning of the Year	1,263,100,513	755,729,788
Cash & Cash Equivalents at the End of the Year	**2,329,676,737**	**1,263,100,513**

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31 DECEMBER 2014

	Paid Up Capital	Revaluation Reserve	Available-for-Sale Reserve	Deferred Revenue Expressways	Deferred Revenue Projects	Retained Earnings	Total
Balance as at 01st January 2014	**1,000,000.00**	**2,593,476.98**	**3,388,000.00**	**131,098,916,908.43**	**1,458,988,350.35**	**(8,012,311,811.23)**	**124,552,574,924.53**
(Deficit) for the Year	-	-	-			(5,563,771,785.53)	**(5,563,771,785.53)**
Additions During the Year				49,035,645,555.97	2,604,928,821.19		**51,640,574,377.16**
Increase in Fair Value of Financial Reserve			4,344,000.00			-	**4,344,000.00**
	-	-				-	**-**
Balance as at 31st December 2014	**1,000,000.00**	**2,593,476.98**	**7,732,000.00**	**180,134,562,464.40**	**4,063,917,171.54**	**(13,576,083,596.76)**	**170,633,721,516.16**

ROAD DEVELOPMENT AUTHORITY
ACCOUNTING POLICIES

1 CORPORATE INFORMATION

1.1 General

Road Development Authority was established by the Road Development Authority Act No 73 of 1981 on 18th December 1981.

1.2 Principal Activities and Nature of Operations

Carrying out road planning and development of road and provision of efficient and regular services for road developments and maintenance projects approved by Government of Sri Lanka.

1.3 Financial Year

The Authority's Financial reporting period ends on 31st December.

1.4 Registered Office

Registered Office of the Authority is at Sethsiripaya Battaramulla.

1.5 Date of Authorization for Issue

The financial statements of the Authority for the year ended 31 December 2014 were authorized for issue in accordance with a resolution of the Board of Directors dated

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

Financial Statements for 2014 have been prepared in accordance with Sri Lanka Public Sector Accounting Standards.The Financial Statement for 2012 is the Authority's first financial statement repared in accordance with SriLanka Public Sector Accounting Standards(SLPSAS).The Authority had prepared its Financial Statements for previous period ended 31st December 2011 in accordance with SLAS which were effective up to 31st December 2011.

2.2 Equity Investment

Investments have been shown in the account at fair value.

2.3 Property Plant & Equipment - Valuation & Depreciation

Property Plant & Equipment are recorded at cost of purchase or construction, and are shown in the accounts at cost less accumulated depreciation and accumulated impairment losses in accordance with SLPSAS 07.

Depreciation is provided at the following rates on straight line basis over the period of the estimated useful life of the different types of assets.

Expressways	3%	p.a
Buildings	5%	p.a
Furniture & Office Equipment	20%	p.a
Computers	33.33%	p.a
Motor Vehicles	20%	p.a
Machinery & Equipment	25%	p.a
Drawing & Survey Equipment	20%	p.a

Tools & Equipment	20%	p.a
Communication Outlay	15%	p.a
Reference Books	50%	p.a
Bailey Bridging Items	10%	p.a
Bicycles	20%	p.a
Bridge Equipment	10%	p.a
Motor Cycles	20%	p.a
R & D Equipment	20%	p.a
Electrical Fittings & Fixtures	25%	p.a
Training Equipment	20%	p.a
Ferry Boats	20%	p.a
Motor Launch	20%	p.a
Medical Instruments	25%	p.a
Containers used as Office Space	25%	p.a
Expressways	3%	p.a

2.4 Disposal of Assets

The ownership of the Motorcycles had been transferred to respective employees during the year 2014, who had been paid full recovery of amounting Rs 1,246,324.93 to RDA for the period of 5 years.

2.5 Expressways

The cost of toll collection expressways Southern Expressway ,Colombo Katunayake Expressway & Outer Circular Expressway Phase I (E -01 , E -03 & E -02)are handed over to RDA during the reporting periods of Financial Statements 2011 , 2013 & 2014 respectively. Accordingly Expressways were capitalized in RDA accounts in 2012, 2013 & 2014. The cost of Expressways have been extracted from the Financial Statements of respective Project Management Units. Completed Buildings of Katunayake Expressway are handed over to RDA during the year 2014

2.6 Head Office Building

The cost of Head Office Building (Maganeguma Mahamedura) which was handed over to RDA capitalized in RDA accounts in 2014 .The cost of Building has been extracted from the Financial Statement of National Highway Sector Project.

2.7 Government Grants

i Assets purchased out of Govt. Grants received and assets received from Projects have been accounted in accordance with SLPSAS.

ii Grants received for assets purchased have been shown in the accounts as deferred revenue and recognised as income in the income statements to the extent of the amount depreciated during the year.

2.8 Expenditure

Expenditure incurred on construction of Bridges, Roads etc. (Other than expressway) have been shown as Development Expenditure in the statement of Financial Performance.

2.9 Stock

i Stocks other than Finished products have been valued at cost or net realizable value which ever is lower in accordance with the SLPSAS 09.

ii Finished product of casting yard was valued at standard cost based on H S R

iii Finished product of asphalt plant was also valued at standard cost based on H S R

3 Taxation

3.1 V.A.T

i V.A.T is paid on cash basis w.e.f. September 2001. as per the ruling dated 12th November 2001 received from Department of Inland Revenue.

ii With effect from the 01 /01 /2013 all activities carried out under Voted funds received & Local Bank Loans are exempted from VAT. Accordingly Input tax paid on the above activities have been shown in Financial Statements as disallowable taxes and charged to expenditure.

iii VAT is accounted through VAT control account and any VAT amount disallowed is treated as expenditure

3.2 Income Tax

Activities carried out from Voted Funds received and Local Banks Loans are exempt from Income tax from the Y/A 2013/2014. Therefore Income Tax shown above represents only the Income Generated from liable activities which includes Expressway Income, Hiring income, Rental Income etc.

3.3 N B T

Activities carried out under Voted funds received & local Bank Loans are exempted from NBT w.e.f. 01/01/2013. NBT paid on liable income shown in accounts as an expenditure. NBT collected from customers have been shown as part of revenue.

4 Gratuity

Gratuity of employees is provided only for those who have completed one year period of service required as per IPSAS 25 & it has been calculated on formula method.

5 Management Fee & Overhead recovery from Project Management Units

Overhead component of 6% is charged from PMUU on the amounts paid by RDA on behalf of Project Management Units.

6 Funds Received for Road Maintenance and Road Improvement Works / Clients' Works

Funds Received for Road Maintenance and Road Improvement Works (Ministry/Trust Fund/RWI Fund & JICA) were shown as Revenue & the actual expenses incurred were shown as expenses in the Statement of Financial Performance for the year. Value of work done relating to clients' work were computed on actual works carried out on behalf of clients during the year.

7 Asphalt Plants

Four numbers asphalt plants were installed and put into operation during the year 2010, to produce asphalt for road maintenance work of RDA & Cold mix plant was installed and put into operation during the year 2011.

Additional five number of asphalt plants were installed and put in to operation during the year 2012 and four number of crusher plants were also installed during the year 2012 Additional three number of crusher plants

Management has decided to treat this Asphalt Plants as separate cost centers and to ascertain the performance of operations of these separately. Transactions relating to operations of the asphalt plants were recorded and the performance were ascertained separately.

8 Production of Inter Locking Concrete Blocks

Production of Inter Locking Concrete Blocks were started at each provincial regions during the year 2010 with funds and machinery received from Road Development Ministry. Grants received to purchase theses assets were shown in the accounts as deferred revenue and recognized as income in the income statements to the extent of the amount depreciated during the year as per SLPSAS.

9 Loans from Local Bank for Road Widening & Improvement Projects

Details of Loans obtained from Local Banks for Road Widening & Improvement works are given below.

Loans from Local Bank Approved / Granted

Bank	Loan Granted As At 01/01/2014	Additional Loan Granted During the Year	Total Loan Granted As At 31/12/2014
Commercial Bank Head Office Branch	2,928,542,315.00	4,281,273,031.22	7,209,815,346.22
Bank of Ceylon Metropolitan & Corporate Branches	28,039,431,169.00	8,625,518,695.22	36,664,949,864.22
Peoples Bank Corporate Branch	14,585,855,096.87	-	14,585,855,096.87
National Savings Bank Head Office Branch	23,068,630,787.00	32,302,815,632.12	55,371,446,419.12
Development Finance Corporation of Ceylon Bank - Head Office Br	1,328,863,202.57	-	1,328,863,202.57
Hatton National Bank	28,262,544,638.58		28,262,544,638.58
National Development Bank		8,353,307,659.01	8,353,307,659.01
Total	**98,213,867,209.02**	**53,562,915,017.57**	**151,776,782,226.59**

Utilization of Loans

Bank	Loan Balance As At 01/01/2014	Loan Utilized During the Year	Loan Balance As At 31/12/2014
Commercial Bank Head Office Branch	1,900,752,771.29	2,518,885,319.39	4,419,638,090.68
Bank of Ceylon Metropolitan & Corporate Branches	13,341,101,108.56	10,184,157,670.92	23,525,258,779.48
Peoples Bank Corporate Branch	8,600,909,261.55	4,198,679,459.71	12,799,588,721.26
National Savings Bank Head Office Branch	5,338,068,660.93	43,930,894,414.32	49,268,963,075.25
Development Finance Corporation of Ceylon Bank - Head Office Br	900,501,426.65	-	900,501,426.65
Hatton National Bank Head Office Branch	3,614,219,575.10	8,562,015,510.18	12,176,235,085.28
National Development Bank Head Office Branch	-	4,214,128,839.99	4,214,128,839.99
Total	**33,695,552,804.08**	**73,608,761,214.51**	**107,304,314,018.59**

9.1 Utilization of Loans

Management of RDA has decided to obtain an advance amount of Rs 28 Bn from the National Savings Bank within the total approved loan amount. The above loan has been utilized to pay outstanding work bills of RDA & PMMU's. Breakup of Utilization given below.

	Amount Rs
Deposit with Ministry of Highways	3,740,000,000.00
Road Development Authority	18,119,889,572.76
Project Management Units	6,140,110,427.24
	28,000,000,000.00

9.2 Capital Repayments

The Capital Repayment of the above local bank loans has been commenced during the year 2014. Details of the repayments are as follows :

Bank	Amount Rs
Commercial Bank - Head Office Branch	128,000,000.00
Bank of Ceylon - Metropolitan & Corporate Branches	217,598,212.00
Peoples Bank - Corporate Branch	607,750,629.03
	953,348,841.03

10 Loan from Local Banks to Project Management Units

Board of Directors of RDA had decided to obtain loans from local banks to Colombo Katunayake Expressway Project & Outer Circular Expressway Phase 111 project , to continue their construction work of Expressways.(Refer Board Paper Nos 1576 / 2014 & 1586 / 2014) .The Details of loans are as follows;

PMU	Bank	Approved Loan Amount Rs	Utilization of Loans During the Year Rs	Loan Balance as at 31-12-2014 Rs
CKE	Peoples Bank Corporate Branch	5,896,716,064.83	2,785,262,077.50	3,111,453,987.33
OCH III	Bank of Ceylon Corporate Branch	1,810,000,000.00	182,265,942.09	1,627,734,057.91

We have taken US dollar loan amount of US $ 44,717,825.54 equivalent Rs 5,896,716,064.83 is indicate above.

11 Contingent Liabilities

There is a contingent liability amounting to Rs: 115,575,987.33 as at 31.12.2014 in respect of court cases filed by employees and outside parties against the RDA.

ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES

(1)(i) The capital is paid up as follows :

1982	Rs. 250,000/=
1983	Rs. 750,000/=
Total	Rs.1,000,000/=

(ii) Details of Funds received during the year 2014 are given below.

	Funds Received Rs.
Ministry - Maintenace	1,319,422,812.70
Ministry - Road Widening & Improvement	14,554,427,184.40
Ministry - Loan Repayment & Interest	3,732,657,606.00
Trust Fund	3,725,430,000.00
Co - Finance Fund	850,140,263.00
JICA Foreign	936,421,072.21
JICA Local	46,799,871.85
Recurrent	5,500,000,000.00
	30,665,298,810.16

(2) Amount of Rs. 7,008,516.03 received form bank as accumulated interest on withdrawal of RMC Deposits during the year 2011 & 2012 is shown in interest in suspense account as a liability in line with the legal opinion as to whether this interest is to be released to Road Maintenance Contractors has not been reached as at date.

(3) The accounting activities of the Authority were decentralized to 09 Provincial Directors' Offices w.e.f. 1st May, 1990 on a decision taken by the Management.

ROAD DEVELOPMENT AUTHORITY.
NOTES TO THE FINANCIAL STATEMENT
AS AT 31.12.2014

Note 11 **Property Plant & Equipment**

	COST				DEPRECIATION				NET VALUE	
DESCRIPTION	**OPENING BALANCE 01.01.2014**	**DISPOSALS**	**ADDITIONS**	**BALANCE 31.12.2014**	**OPENING BALANCE 01.01.2014**	**DISPOSALS**	**CHARGES FOR THE YEAR**	**BALANCE 31.12.2014**	**BALANCE 31.12.2014**	**BALANCE 31.12.2013**
LAND	**148,977,966.30**	-	5,500,000.00	**154,477,966.30**	**-**	-	-	**-**	**154,477,966.30**	**148,977,966**
LEASE LAND	**130,259,075.00**	-	-	**130,259,075.00**	**15,631,087.00**	-	2,605,181.00	**18,236,268.00**	**112,022,807.00**	**114,627,988**
BUILDINGS	**306,436,310.09**	-	2,481,177,905.57	**2,787,614,215.66**	**213,499,679.40**	-	14,679,955.83	**228,179,635.23**	**2,559,434,580.43**	**92,936,631**
EXPRESSWAYS	**137,967,222,178.57**	-	56,906,130,267.95	**194,873,352,446.52**	**6,868,305,270.14**	-	5,085,222,634.48	**11,953,527,904.62**	**182,919,824,541.90**	**131,098,916,908**
FURNITURE & OFFICE EQUIPMENT	**161,446,899.87**	(1,104,374.36)	21,273,588.06	**181,616,113.57**	**95,067,810.73**	(1,091,622.38)	22,568,957.88	**116,545,146.23**	**65,070,967.34**	**66,379,089**
COMPUTERS	**125,653,868.28**	(817,677.37)	21,519,389.12	**146,355,580.03**	**96,242,947.21**	(817,648.37)	23,565,417.03	**118,990,715.87**	**27,364,864.16**	**29,410,921**
ELECTRIC & ELECTRICAL FITTINGS	**33,539,903.52**	(1,950.00)	4,151,354.54	**37,689,308.06**	**20,774,320.97**	(1,949.00)	5,660,408.79	**26,432,780.76**	**11,256,527.30**	**12,765,583**
MOTOR VEHICLES	**2,117,632,672.92**	(1,778,687.00)	577,894,740.67	**2,693,748,726.59**	**1,046,392,629.75**	(1,778,683.00)	422,011,521.64	**1,466,625,468.39**	**1,227,123,258.20**	**1,071,240,043**
PLANT MACHINERY & EQUIPMENT	**4,992,215,539.80**	-	117,489,782.69	**5,109,705,322.49**	**4,460,657,835.38**	-	95,165,877.67	**4,555,823,713.05**	**553,881,609.44**	**531,557,704**
DRAWING & SURVEY EQUIPMENT	**18,640,726.67**	-	-	**18,640,726.67**	**18,271,096.12**	-	154,003.18	**18,425,099.30**	**215,627.37**	**369,631**
TOOLS & EQUIPMENT	**63,851,318.71**	-	12,345,162.65	**76,196,481.36**	**42,183,852.03**	-	8,628,611.26	**50,812,463.29**	**25,384,018.07**	**21,667,467**
COMMUNICATION OUTLAY	**14,202,678.08**	-	861,583.61	**15,064,261.69**	**10,408,639.77**	-	1,103,406.09	**11,512,045.86**	**3,552,215.83**	**3,794,038**
REFERENCE BOOKS	**2,397,520.17**	-	-	**2,397,520.17**	**2,394,120.56**	-	2,746.61	**2,396,867.17**	**653.00**	**3,400**
BAILY BRIDGES & PARTS	**222,741,867.04**	-	-	**222,741,867.04**	**218,501,060.66**	-	848,160.68	**219,349,221.34**	**3,392,645.70**	**4,240,806**
BRIDGE EQUIPMENT	**172,813,357.13**	-	-	**172,813,357.13**	**172,813,353.13**	-	-	**172,813,353.13**	**4.00**	**4**
PUSH BICYCLE	**278,535.00**	-	-	**278,535.00**	**234,583.83**	-	25,500.00	**260,083.83**	**18,451.17**	**43,951**
MOTOR BICYCLES	**71,079,211.28**	(1,246,324.93)	2,046,000.00	**71,878,886.35**	**42,601,733.17**	(1,246,309.93)	10,055,441.07	**51,410,864.31**	**20,468,022.04**	**28,477,478**
R & D EQUIPMENT	**93,743,190.48**	-	1,315,940.00	**95,059,130.48**	**93,076,148.72**	-	222,093.28	**93,298,242.00**	**1,760,888.48**	**667,042**
FERRY BOATS	**19,188,000.00**	-	-	**19,188,000.00**	**19,187,988.96**	-	-	**19,187,988.96**	**11.04**	**11**
TRAINNING EQUIPEMT	**6,676,479.12**	-	-	**6,676,479.12**	**6,676,455.11**	-	-	**6,676,455.11**	**24.01**	**24**
LAB EQUIPMENTS	**11,986,521.34**	-	135,000.00	**12,121,521.34**	**10,186,799.22**	-	513,276.11	**10,700,075.33**	**1,421,446.01**	**1,799,722**
ACROW ITEMS	**64,236,000.00**	-	-	**64,236,000.00**	**64,236,000.00**	-	-	**64,236,000.00**	**-**	**-**
MEDICAL INSTRUMENTS	**3,827,640.00**	-	-	**3,827,640.00**	**1,694,696.25**	-	956,910.00	**2,651,606.25**	**1,176,033.75**	**2,132,944**
MOTOR LAUNCH	**104,776,995.17**	-	-	**104,776,995.17**	**38,097,046.60**	-	20,955,399.03	**59,052,445.63**	**45,724,549.54**	**66,679,949**
OFFICE CONTAINERS	**13,475,000.00**	-	980,000.00	**14,455,000.00**	**3,038,166.67**	-	2,776,666.67	**5,814,833.34**	**8,640,166.66**	**10,436,833**
TOTAL	**146,867,299,454.54**	(4,949,013.66)	60,152,820,714.86	**207,015,171,155.74**	**13,560,173,321.38**	(4,936,212.68)	5,717,722,168.30	**19,272,959,277.00**	**187,742,211,878.73**	**133,307,126,133**

22433	Provision for Impairment of Assets	349,191,473.21	349,191,473.21
		187,393,020,405.52	**132,957,934,659.95**

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2014 (Rs.)	2013 (Rs.)
	Note 01 Cash & cash Equivalents		
139101	B/C Corp.Branch_ General	9,709,341.00	10,148,599.31
139102	B/C Corp.Branch_ Client	5,943,177.69	10,648,984.82
139103	B/C Corp.Branch_ Ministry	21,740,540.39	13,653,879.25
139104	B/C Corp.Branch_ Treasuary	4,914,198.53	1,129,665.54
139105	B/C Corp.Branch_ Recurrent	119,956.19	2,228,042.52
139106	B/C Corp.Branch_ Road Wide. & Improvement	126,713,301.33	8,875,108.63
139108	B/C Corp.Branch_ Medical Insurance	2,131,117.85	586,702.29
139110	B/C Corp.Branch_ Hordings	2,827,082.92	3,340,333.96
139111	B/C Corp.Branch_ Loan	79,316.65	418,231.31
139115	People's Bank Corporate Branch	97,595.83	97,596.00
139117	B/C Corporate Branch - Road Maintenance Trust Fund	9,016,054.88	1,811,482.20
139118	B/C Corporate Branch - Finance Medical Insurance	27,696.16	-
139119	Peoples Bank Corporate Branch - Collection CKE	4,634,867.13	-
139120	B/C Corporate Branch - Asphalt	66,248,287.11	-
1392	Cash at Bank _ Region	94,090,174.91	43,202,210.89
1392A	Cash at Bank _ Casting Yard	-	197,494.00
1392D	Cash at Bank _ Medical Insurance	-	265,892.92
1393A	Cash in Hand EMU	8,991,000.00	3,597,000.00
1394	Cash in Transit_ Region	32,695,677.11	7,764,214.82
1394A	Cash in Transit -Projects	2,955,782.38	-
1394AA	Cash in Transit -R & D	1,363,700.23	733,505.85
1394C	Cash in Transit -RBCU	4,359,417.11	1,306.69
1394D	Cash in Transit -EMU	-	42,327.00
1394E	Cash in Transit -Western Project	4,303,312.60	8,833,565.93
1396	Petty Cash Imprests	844.00	85,388.69
171	Fuel Imprest	1,414,295.00	438,980.00
1342	Treasury Bill （Repurchase） agreement	1,925,300,000.00	1,145,000,000.00
		2,329,676,737.00	1,263,100,512.62
	Note 02 Debtors:		
133031	Debtors for Hire Charges	-	7,107.76
133032	Debtors for Hire Charges Others	823,344.54	2,520,268.00
13304201	Interest Receivable on Treasury Bills	2,401,069.94	848,901.10
133044	Rent Receivable	3,451,944.92	6,331,089.64
13305	RMC-Debtors for Stocks	168,830.54	168,830.54
13306103	Ministry of Finance	150,829.76	90,049.61
13306107	Ministry of Policy Planning	171,556.62	315,185.49
13306112	Resettlement & Disaster Relief Service	-	283,915.35
13306113	Transport & Coperative	-	286,769.69
13306115	Ministry of Parliament Affairs	-	136,503.24
13306116	Ministry of Local Government & Provincial Council	564,812.08	968,503.29
13306117	Ministry of Irrigation & Water Resource	794,903.63	420,851.03
13306118	Ministry of Culture & Arts	188,555.51	41,494.60
13306120	Ministry of Corporative & Internal Trade	355,342.89	355,342.89
13306121	Ministry of Wildlife Resources Conservation	457,583.18	-
133071	Overhead Control A/C ADB	142,553.53	1,104,601.13
133071	Overhead Control A/C MFAP	-	273,869.29
133071	Overhead Control A/C JAP	69,348.73	488,241.83
133071	Overhead Control A/C STDP	601,145,346.53	190,457,952.22
133071	Overhead Control A/C SHEP	2,291.76	-
133071	Overhead Control A/C OCH	93,995.20	433,429.16
133071	Overhead Control A/C World Bank Project	256,344.45	4,806,877.48
133071	Overhead Control A/C CKE	90,894.96	21,647,913.84

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2014 (Rs.)	2013 (Rs.)
133071	Overhead Control NHS Project	40,028,497.09	30,788.29
133071	Overhead Control Steel Bridge Project	494,183.28	423,284.16
133071	Overhead Control - N R C P	26,199.94	37,286.34
133071	Overhead Control - C DB	-	2,835,695.66
133071	Overhead Control - C A R E	58,653.51	37,943.88
133071	Overhead Control - OCH 11	114,836.59	272,294.69
133071	Overhead Control - OCH 111	18,879.92	61,977.14
133071	Overhead Control - Lands Slide Disaster	58,755.40	-
133071	Overhead Control - New Kelani Bridge	10,112,046.69	75,905.69
133071	Overhead Control - Southern Highway Investment Programme	224,903.69	-
133071	Overhead Control - Northern Expressway	25,943.02	1,319.64
133071	Overhead Control - I Road Project	7,035,320.49	-
133071	Overhead Control - C A R E 11	4,087,578.16	-
133072	Overhead Reimbursement Salaries- PMUU	83,713,917.02	101,168,014.02
133074	Special Loan for PMUU	6,087,244,361.56	-
133081	Amount Receivable Clients' H/O	2,168,642.91	5,810,930.00
133082	Amount Receivable Clients' R/O	1,374,816,973.20	1,614,442,766.89
133083	Amount Receivable Others	15,523,488.25	2,014,720.00
133091	Other Debtors C.P.C.	-	127,976.79
133091A	Other Debtors C.P.C.- PRDA	2,175,404.00	2,175,404.00
133093	Debtors for Land Relocation	6,347,275.72	6,967,097.72
133121	Commisioner General of Inland Revenue W.H.T - Interest	948.90	547,848.90
133122	Commisioner General of Inland Revenue W.H.T - Income	-	1,928,672.46
133124	Commisioner General of Inland Revenue Nortional Tax Credit	-	63,158,681.90
133127	Commisioner General of Inland Revenue E.S.C.	-	38,668,832.00
133151	Debtors Casting Yard **(Note 02.1)**	780,325.00	-
13316	Unpaid VAT	377,554,338.57	615,939,386.11
13317	Debtors Asphalt Plant **(Note 02.2)**	-	1,962,787.22
		8,623,941,021.68	2,690,677,310.68
22432	Provision for Non Moving Debtors	168,831.00	168,831.00
		8,623,772,190.68	2,690,508,479.68
	Note 02.1 Debtors Casting Yard		
133151/2	Debtors Casting Yard	4,617,342.00	3,119,340.00
	Less		
224192	Control Casting Yard	3,837,017.00	3,119,340.00
		780,325.00	-
	Note 02.2 Debtors Asphalt Plant		
133171	Debtors Asphalt Plant External	-	1,962,787.22
133172	Debtors Asphalt Plant Internal	2,356,507,114.20	2,764,654,099.58
		2,356,507,114.20	2,766,616,886.80
	Less		
22420	Creditors Control Asphalt Plant	2,356,507,114.20	2,764,654,099.58
		-	1,962,787.22
	Note 03 Inventories as at 31 December 2014		
13100	Assets stock	74,004.69	234,472.69
13101	OECF Spare Parts Control A/C	29,820,700.46	32,139,476.53
131012	Stationery	24,324,385.60	21,179,102.65
131013/A	Inventory Stock	214,609.03	213,564.61
131014	Empty Articles	2,943,759.60	3,104,149.46
131015	Spares	33,209,339.72	15,620,860.15

		2014 (Rs.)	2013 (Rs.)
1310116	Others	124,981,035.67	128,356,127.97
1310117	Direct Materials	374,349,616.63	279,180,669.54
1310118	Construction Material Rural Bridge	8,594,216.42	7,213,849.69
1310119	Tools	3,981,410.64	8,471,615.19
13101601	Uniform Materials	1,180,790.73	4,431,497.79
13101602	Shoes & Sandals	1,291,408.45	441,570.42
131017	Tyres	3,764,138.53	6,233,825.12
131019	Material Stock - Casting Yard	4,728,746.10	2,199,132.50
131020	Lubricant Stock	1,827,398.10	1,633,989.25
131021	Material Stock - Asphalt Plant	153,077,764.26	98,662,606.11
131021D	Material Stock - Inter Locking Concrete Blocks	8,192,805.29	9,998,913.02
131201	Finished Products/ Goods Casting Yard	7,415,499.00	4,489,511.67
		783,971,628.92	623,804,934.36
22431	Provision for Non Moving Inventory	32,139,477.00	32,139,477.00
		751,832,151.92	591,665,457.36
	Note 04 Deposits & Advances:		
1350111	Purchase Advance- Overhead	8,238,584.39	3,390,235.65
1350112	Purchase Advance- Stroes	3,315.00	397,320.00
1350114	Purchase Advance- R & D	-	25,760.00
13501151	Purchase & Other Advance- Rural Bridge Division	390,467.52	28,858.00
1350116	Purchase Advance-Asphalt Plant	176,951,499.72	48,972,094.66
1350117	Purchase Advance-Maintenance	16,604,508.82	19,001,195.81
1350118	Purchase Advance- E O M U	5,274,840.17	1,923,467.11
135012	Purchase Advance Regions	691,572.57	885,005.05
135012A	Purchase & Other Advance - CE's Office Regions	-	5,000.00
135013	Purchase Advance -Casting Yard	2,000.00	4,000.00
13502112	Contract Advance- Payment Unit Head Office	213,865.71	213,865.71
13502115	Contract Advance- Project Unit	5,727,580.00	6,022,945.35
1350212	Contract Advance-Projects	36,496,596.55	15,818,224.00
135022	Contract Advance-Region	21,434,103.25	60,124,547.72
135022A	Contract Advance - CE's Office Regions	239,952.48	353,530.40
135023	Contract Advance Client Region	16,379,516.40	15,036,603.00
13504	Royality Advance	2,000,000.00	-
1350511	Survey Advance	8,032,183.86	4,409,311.04
13506	Mobilization Advance **(Note 04 A)**	14,633,170,695.57	12,297,490,048.71
13506G	On Account Payments Client Regional Offices	502,092.66	20,518,352.39
13508	Advance on Rent	540,000.00	540,000.00
13509	RMCC`s Deposit kept in Investments with Bank	80,000.00	180,000.00
1351011	Deposits Fuel Head Office	1,000,000.00	500,000.00
135102	Deposits- Services	7,555,680.00	7,402,430.00
135103	Deposits- Rent-RDA	25,604,755.18	22,088,192.68
135105	Deposit Others Regional	320,000.00	620,000.00
135106	Deposits Asphalt Plant	204,100.00	717,150.00
135107	Deposits Royality Asphalt Plant	3,000,000.00	4,400,000.00
135108	Deposits with Ministry of Highways	3,740,000,000.00	-
13512	On A/C Payments - Projects	282,293,098.29	304,835,027.38
13514	On A/CPayments - JICA Project	-	152,741,467.85
13517	On A/C Payments Payment Unit	25,030,238.57	115,394,714.29
		19,017,981,246.71	13,104,039,346.80
22435	Provision for Impairment of Mobilization Advance	1,238,186.85	1,238,186.85
		19,016,743,059.86	13,102,801,159.95

		2014 (Rs.)	2013 (Rs.)
	Note 04 A Mobilization Advance		
13506012	Mobilization Advance Road Widening & Improvement	484,530,725.64	695,947,395.41
13506011	Mobilization Advance Maldives Project	-	785,085.13
1350606	Mobilization Advance - Habour Development	8,040,897.95	122,687,434.19
1350607	Mobilization Advance - Dayata Kirula	2,283,665,436.39	949,272,770.12
1350608	Mobilization Advance - JICA Project	-	148,080,398.43
13506A	Mobilization Advance - Regions	48,847,396.86	41,555,646.20
13506C	Mobilization Advance - Clients - Regions	23,397,836.95	147,986,079.86
13506D	Mobilization Advance - Asphalt Plant	-	52,907,515.03
13506013	Mobilization Advance - RWI Loans Commercial Bank	314,088,478.08	124,155,061.15
1350609	Mobilization Advance -RWI Loans - People's Bank	-	680,409,249.33
13506102	Mobilization Advance - RWI Loans - BOC	1,611,461,781.36	2,974,896,222.91
13506102A	Mobilization Advance - RWI Loans - NSB	6,107,166,147.06	2,826,349,769.07
13506102B	Mobilization Advance - RWI Loans HNB	2,848,026,725.07	3,157,099,548.87
13506102C	Mobilization Advance - RWI Loans - DFCC	37,605,348.01	164,452,578.26
13506102D	Mobilization Advance - RWI Loans - NDB	768,883,911.04	
13506E	Mobilization Advance - R B C U	15,250,762.26	7,445,536.85
13506F	Mobilization Advance - Payment Unit	82,205,248.90	203,459,757.90
			-
		14,633,170,695.57	12,297,490,048.71
	Note 05 Current Account - Maganaguma Emulsion Production Co (Pvt) Ltd		
14106	Hire of Plant & Machinery	14,683,885.80	2,936,777.16
220A1022	On Account Payments	43,043,600.08	-
220A1032	On Account Payments Projects	27,117,617.26	-
		84,845,103.14	2,936,777.16
	Note 06 Current Account - Maganaguma Road Construction & Equipment Co (Pvt) Ltd		
14204	Debtors for Assets & Consu.trans	63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery	542,034,226.49	485,226,226.49
14208	Other Debtors	7,536,164.64	7,536,164.64
14207	Work Bills	-	85,921,349.57
14209	Mobilization Advance	922,312,938.80	398,027,487.16
220A2022	On Account Payments	46,470,814.31	-
		1,581,630,689.11	1,039,987,772.73
	Note 07 Current Account Maganaguma Consultancy & Project Management Services Co (Pvt) ltd		
14306	Hire of Plant & Machinery	1,261,759.10	705,231.82
14309	Mobilization Advance	-	12,133,126.47
		1,261,759.10	12,838,358.29
	Note 08 Other Current Assets:		
1361	Staff Loans	340,902,408.52	310,218,378.71
136201	Salary Advance	1,899,325.84	676,405.00
136204	Festival Advances	10,530,310.13	11,444,401.77
136207	Book Advance	525,447.78	907,961.78
136209	Regional Staff Advances	719,950.00	8,532,045.21
136211	Three Months Flood Relief Advance	118,833.40	131,273.56
1364	Staff Debtors H/O	1,968,446.72	1,863,045.39
1365	Shortages of Consumable Stock	3,446,727.89	3,446,727.89
		360,111,450.28	337,220,239.31

		2014 (Rs.)	2013 (Rs.)
	Note 09 Investments in Equity (at cost):		
11B1	Housing & Development Finance Corporation (Note 09 .1)	7,932,000.00	3,588,000.00
12003	Maganaguma Emulsion Production Co (Pvt) Ltd	1,000,000.00	1,000,000.00
12005	Maganaguma Consultancy & Project Management Services Co(Pvt)Ltd	1,000,000.00	1,000,000.00
		9,932,000.00	5,588,000.00
	Note 09.1		
	Number of shares	120,000	120,000
	Market Value per Share (Rs)	66.10	29.90
		7,932,000.00	3,588,000.00
	Note 10 Other Investments:		
1344	State Mortgage & Investment Bank	69,706,652.80	67,533,201.51
		69,706,652.80	67,533,201.51
	Note 12 Intangeble Assets		
11A1	Computer Software Cost	3,409,846.41	3,409,846.41
11A2	Computer Software Accumulated Depreciation	(2,221,251.60)	(1,711,426.32)
		1,188,594.81	1,698,420.09
	Note 13 Deferred Expenses of Local Bank Loans		
184A	Commercial Bank	3,532,169,948.83	2,119,691,798.88
184B	Peoples Bank	13,036,903,710.63	9,139,131,088.29
184C	Bank of Ceylon	23,387,308,308.57	10,056,259,747.57
184D	National Savings Bank	16,535,764,689.93	3,223,487,248.32
184E	Hatton National Bank	10,350,365,764.57	1,137,677,371.28
184C	Development Finance Corporation of Ceylon Bank	1,734,604,898.78	845,007,088.45
184D	National Development Bank	3,444,922,134.20	-
		72,022,039,455.51	26,521,254,342.79
	Note 13.1 Deferred Expenses Others		
181	Deferred Expenses Ministry	784,003,789.26	-
182	Deferred Expenses Trust Fund	1,961,574,985.64	-
183	Deferred Expenses Road Widening & Improvement	10,749,045,956.76	-
		13,494,624,731.66	-
	Note 14 Payable to Deposits		
221CD	Client Deposits	853,629,596.71	608,937,697.66
221SD	Security Deposits	2,303,159.31	1,454,186.42
221RD	Refundable Deposits	259,532,641.49	172,360,230.12
221DDF	Deposits - Baseline Road Displaced Families	4,711,360.00	4,033,360.00
221DLD	Deposits - Liquidation Damages	749,583,003.44	593,155,725.84
221PSD	Performance Security Deposits	804,233.78	666,233.78
		1,870,563,994.73	1,380,607,433.82
	Note 15 Retention Money Payable		
221 RM	Retention Money	8,466,000,903.54	5,453,999,014.36
		8,466,000,903.54	5,453,999,014.36
	Note 16 Payable to Contractors		
2221	Project Contractors	9,102,027,574.84	5,856,237,285.72
2222	Other Contractors	1,200,959,916.67	2,658,435,065.73
		10,302,987,491.51	8,514,672,351.45

		2014 (Rs.)	2013 (Rs.)
	Note 17 Payable Maganeguma Emulsion Production Company		
220A1022	On Account Payments	17,027,778.01	59,469,239.32
220A1032	On Account Payments Projects	-	9,366,017.66
		17,027,778.01	68,835,256.98
	Note 18 Payable Maganeguma Road Construction & Equipment Company		
220A2012	Work Bills	2,377,387.79	12,300,186.95
220A2022	On Account Payments	427,191.92	6,167,580.51
220A2032	On Account Payments Projects	37,003,529.02	1,633,881.39
		39,808,108.73	20,101,648.85
	Note 19 Payable Maganeguma Consultancy & Project Management Company		
220A3012	Work Bills	11,542,517.11	11,542,517.11
220A3022	On Account Payments	169,229,764.04	288,385,175.31
220A3032	On Account Payments Projects	1,609,392.58	-
		182,381,673.73	299,927,692.42
	Note 20 Accrued Expenses		
223301	Commissioner General of Inland Revenue Income Tax	437,136,072.05	-
223302	Commissioner General of Inland Revenue V.A.T	34,052,773.29	46,236,969.70
223303	Commissioner of Inland Revenue E.S.C	17,956,729.00	-
223304	Commissioner General of Inland Revenue Payee	7,119,796.50	196,484.24
223307	Deffered Output Tax	64,453,562.93	56,621,824.75
2233512	Commissioner General of Inland Revenue - NBT	12,473,649.00	8,126,767.00
2233511	Commissioner General of Inland Revenue C.I.G.F.L	19,475,141.38	874,904.09
2233510	Commissioner General of Inland Revenue Stamp Duty	592,695.00	405,745.00
2231	Administration overhead	63,438,879.80	114,782,140.33
2234	Employees' Provident Fund 8%	59,194,100.91	43,714,507.84
2235	Employees' Provident Fund 12%	90,242,954.78	66,912,518.47
2236	Employers' Trust Fund 3%	22,281,395.24	16,516,737.09
22371	Unpaid Salaries	23,886.64	-
22374	Incentive Bonus	52,812,634.40	48,032,708.50
22375	Medical Leave Encashment Payable	229,821,925.24	228,795,309.79
22410	Audit Fees	4,898,627.00	5,861,601.24
		1,115,974,823.16	637,078,218.04
	Note 21 Creditors & Others		
223201/02	Creditors for Materiel Supplies	518,254,026.98	653,970,821.21
223203	Creditors for Materiel Supplies Asphalt Plant	-	801,939,964.00
223203A	Creditors for Other Supply Asphalt Plant	49,593,275.01	558,770,513.76
223204	Creditors for Materiel Supplies Inter Locking	209,208.31	209,208.31
22401	Other Sundry Recoveries from Staff	14,488,314.97	6,013,913.88
22403	Salary Control Account	148,140.00	65,740.00
2240702	Advance Received on Rent	6,619,315.28	7,260,338.11
2240704	Other Creditors Project	23,653,110.24	15,869,411.01
2240705	Other Creditors CPC	46,456,013.28	58,856,048.00
2240707	Suspense in Interest RMC Deposits	7,038,516.03	8,265,727.04
2240708	Employee Deduction for Welfare Fund	1,521,036.59	2,021,036.59
22408	Other Amounts Payable	1,947,918.37	4,511,679.10
22412	Self Medical Insurance Scheme	85,660,353.47	70,169,977.93
22413	Creditors for Direct Labour works	3,863,416.54	24,252,288.06
22418	Suppliers' Control Account	529,559.60	469,464.77

		2014 (Rs.)	2013 (Rs.)
22421	Creditors Control Inter Locking Concrete Blocks	2,047,743.88	4,264,043.08
2240709	Interest in Suspense Lease Land	(415,928,613.00)	(420,321,522.00)
2240901	Lease Payable Land	466,561,476.00	466,561,476.00
22422	Amount Payable for Disposed Vechicles	3,672,799.64	-
133071	Overhead Control - M F A P	9,727.28	-
133071	Overhead Control - C DB	235,580.03	-
		816,580,918.50	2,263,150,128.85

Note 22.1 Loans from Local Banks for Widening & Improvement Projects - Current Liability

221U01	Commercial Bank	360,836,000.00	64,000,000.00
221U02	Bank of Ceylon	1,792,666,000.00	-
221U03	Peoples Bank	1,215,489,270.70	-
221U04	National Savings Bank	392,772,500.00	-
221U05	Hatton National Bank	306,043,000.00	-
221U06	Development of Finance Corporation of Ceylon Bank	79,428,000.00	-
		4,147,234,770.70	64,000,000.00

Note 22.2 Loans from Local Banks for Widening & Improvement Projects - Non Current Liability

221U01	Commercial Bank	4,058,802,090.68	1,836,752,771.29
221U02	Bank of Ceylon	21,732,592,779.48	13,341,101,108.56
221U03	Peoples Bank	11,584,099,450.56	8,600,909,261.55
221U04	National Savings Bank	48,876,190,575.25	5,338,068,660.93
221U05	Hatton National Bank	11,870,192,085.28	3,614,219,575.10
221U06	Development of Finance Corporation of Ceylon Bank	821,073,426.65	932,970,602.06
221U07	National Development Bank	4,214,128,839.99	-
		103,157,079,247.89	33,664,021,979.49
		107,304,314,018.59	33,728,021,979.49

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
	Note 23 Voted Funds Received for Maintenance Works		
4012	Funds Received Ministry Fund	1,319,422,812.70	6,356,901,117.88
4013	Funds Received Trust Fund	3,725,430,000.00	5,457,940,672.12
4013A	Funds Received Co - Finance Fund	850,140,263.00	218,462,757.76
4014	Funds Received RWI Fund	14,554,427,184.40	19,280,364,312.26
4014A	Funds Received Foreign Fund	-	70,028,370.59
4014B/C	Funds Received Local Bank Interst & Capital Repayment	3,732,657,606.00	917,061,298.60
		24,182,077,866.10	32,300,758,529.21
	Note 24 Funds Received for JICA project		
4015/A	Funds Received JICA Foreign & Local	983,220,944.06	1,199,499,992.80
		983,220,944.06	1,199,499,992.80
	Note 25 Client Works		
412	Value of Work Done Clients	1,737,971,795.46	1,948,253,809.86
62	Development Expenditure - Client	1,561,486,434.33	1,843,804,684.73
69	Overhead for Client's Work	-	4,241,425.65
	Surplus from Clients Works	176,485,361.13	100,207,699.48
	Note 26 Income from Southern Expresway		
4901	User Fees	1,639,546,413.38	1,124,386,758.13
4902	Road Damages Expressway	33,355,890.59	23,562,892.46
4903	Towing Income	6,734,374.94	4,953,125.22
		1,679,636,678.91	1,152,902,775.81
614131	Expenses	339,459,803.25	287,506,153.49
		1,340,176,875.66	865,396,622.32
	Note 27 Income from Colombo Katunayake Expresway		
4901	User Fees	1,684,760,294.58	249,166,651.81
4902	Road Damages Expressway	6,373,370.56	708,383.92
4903	Towing Income	2,171,875.10	361,607.17
		1,693,305,540.24	250,236,642.90
614131A	Expenses	158,507,421.58	7,228,613.48
		1,534,798,118.66	243,008,029.42
	Note 28 Income from Outer Circular Expresway		
4901	User Fees	282,756,000.09	-
4902	Road Damages Expressway	835,519.65	-
4903	Towing Income	165,178.50	-
		283,756,698.24	-
61413B	Expenses	2,288,767.50	-
		281,467,930.74	-
	Note 29 Fees for Services		
4301	Fees for Soil Test	122,463,174.74	111,506,670.86
4302	Consultancy Fees	-	134,542.58
4303	Charges for Supervision	62,422,777.14	23,826,010.44
4305	Road Reinstatement Fees	19,674.79	12,040,250.43
4306	Miscellaneous Services	-	-
4308	Design Fees	4,268,016.12	2,415,803.57
		189,173,642.79	149,923,277.88
	Note 29.1		
4301	Fees for Soil Test	122,485,630.74	111,612,199.86
5119	Testing Expenses	22,456.00	105,529.00
		122,463,174.74	111,506,670.86

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
	Note 29.2		
4303	Supervision Charges	140,682,547.68	62,172,341.00
5119A	Supervision Expenses	31,943,196.67	5,027,838.00
6912	Overhead's for Supervision Charges	46,314,737.87	32,534,120.06
6912A	Overhead Disallowed for Supervision Charges	1,836.00	784,372.50
		62,422,777.14	23,826,010.44
	Note 29.3		
4308	Design Fees	4,288,016.12	2,415,803.57
5118	Design Fees Expenditure	20,000.00	-
		4,268,016.12	2,415,803.57
	Note 29.4		
4305	Road Reinstatement Fees	61,654,313.08	64,235,059.63
6922	Client Overhead Below 100,000	61,619,481.68	52,194,809.20
6922A	Client Overhead Disallowed Tax Below 100,000	15,156.61	-
		19,674.79	12,040,250.43
	Note 30 Hire Charges & Rent		
45011	Hire of Plant & Machinery	61,706,817.77	65,219,065.34
45013	Hire Chargs Others	8,394,768.17	6,121,078.01
4503	Rental on Hoardings	40,548,150.29	38,016,461.12
4504	Rent Quarters	8,846,440.89	10,494,166.64
4505	Circuit Bungalow	1,572,744.47	1,482,556.92
4506	Lease Rent- Land	1,926,105.23	27,174,744.91
4509	Lottery outlet Charges	317,436.43	174,291.92
4510	Lease Rent - Gantries	37,413,265.31	20,751,700.46
4512	Rental TV Cable Network	138,292,738.99	132,335,918.48
4513	Rental Telephone Booth	971,412.61	371,900.51
4514	Rental on Subway	2,206,321.92	2,225,660.40
4515	Banner Charges	1,816,110.02	2,098,880.27
		304,012,312.10	306,466,424.98
	Note 31 Interest		
44012	Interest on Temporary Surplus Money	100,433,831.58	175,274,131.56
44014	Interest on Others	2,200,538.72	2,364,432.71
4402	Interest on Staff Loans	13,937,605.40	13,246,796.40
		116,571,975.70	190,885,360.67
	Note 32 Other Income		
4801	Sale of Document	1,780,691.83	1,362,153.46
4802	Sale of Condemned Articles	160,210.75	1,651,729.74
4803	Non Refundable Tender Deposit	8,957,068.73	9,691,197.57
4806	Recovery for Damages	9,995,595.34	8,724,264.19
4808	Profit on Disposal of Assets **(Note 32 A)**	17,249,530.23	31,609,781.85
4810	Surcharges & Fines	836,502.44	1,127,706.37
4811	Sale of Empty Tar Barrels	311,131.96	10,919.81
4812	Miscellaneous Income	974,274.11	2,601,336.87
4813	Liquidated Damages	129,814.58	1,946,169.52
4816	Creditors Written Back	114,284,932.92	45,205,124.62
4818	Licence Fee for Building Limit	3,756,365.42	2,138,836.96
4820	Recovery of Performance Bond	343,157.08	-
4821	Recovery of Overhead for Client RDM **(Note 32 B)**	(18,743,136.68)	45,961.86
	Surplus from Asphalt Plant **(Note 32 C)**	-	2,425,888.77
		140,036,138.71	108,541,071.59
	Note 32 A Profit on Disposal of Assets		
	Sale Proceeds	17,262,331.21	31,984,327.49
	Written Down Value	(12,800.98)	(374,545.64)
		17,249,530.23	31,609,781.85

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
	Note 32 B Recovery of Overhead for Client RDM		
4821	Recovery of Overhead for Client RDM	15,471,693.37	26,966,199.71
	Less		
6932	Client Overhead Maganeguma Regional Office	34,165,160.76	26,920,237.85
6932A	Client Overhead Disallowed Regional Office	49,669.29	-
		(18,743,136.68)	45,961.86
	Note 32 C Income from Asphalt Plant		
4C	Sales	-	14,555,332.62
	Less		
73	Cost of Sales	-	12,129,443.85
	Surplus from Asphalt Plant	-	2,425,888.77
	Note 33 Overhead Recoveries		
421	Overhead Recoveries F A Projects	33,305,353.56	27,187,139.86
426	25% overhead Recovery from Bitumen Consume	-	3,382,983.81
		33,305,353.56	30,570,123.67
	Note 34 Income from Casting Yard		
4A	Sales	9,950,812.64	4,007,817.20
	Less		
70	Cost of Sales	8,292,343.86	2,685,991.25
		1,658,468.78	1,321,825.95
	Note 35Income from Inter Locking Concrete Blocks		
4D	Sales	1,263,496.89	11,201,495.10
	Less		
72D	Cost of Sales	1,052,914.07	14,142,536.36
		210,582.82	(2,941,041.26)
	Note 36 Deferred Income Transferred		
4021	Deferred Income Writtenoff Domestic Fund	47,339,561.54	41,021,929.80
4021A	Deferred Income Writtenoff Capital Grant	6,923,041.57	9,230,720.00
4022	Deferred Income Writtenoff Projects	5,509,996,530.59	4,684,044,702.57
4022A	Deferred Income Writtenoff Projects Local Banks	-	1,091,952.17
4024	Deferred Income Writtenoff Local Organization	26,707,708.33	417,101,096.33
4025	Deferred Income Writtenoff Interlocking	1,604,262.39	2,011,859.05
4026	Deferred Income Writtenoff Internal Funds	6,701,688.35	4,531,174.81
4027	Deferred Income Writtenoff Ministry of Finance	-	27,290,000.00
		5,599,272,792.77	5,186,323,434.73
	Note 37 Development & Maintenance Expenditure		
61	Development Expenditure Ministry	6,521,252,522.59	6,310,994,063.82
65	Development Expenditure Trust	3,232,262,538.61	5,118,878,722.69
63	Development Expenditure Road Widening & Improvement	11,172,705,633.98	16,545,382,358.80
637	Development Expenditure Maldives Project	208,181,068.02	664,795,971.00
614	Development Expenditure Foreign Fund	-	36,696,723.43
654	Development Expenditure Co - Finance Fund	1,619,122,973.05	203,127,778.55
		22,753,524,736.25	28,879,875,618.29
	Note 38 Development & Maintenance Expenditure JICA		
634	Development Expenditure JICA Project	1,117,336,054.79	1,369,051,543.41
		1,117,336,054.79	1,369,051,543.41

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
	Note 39 Personal Emoluments		
5101	Salaries & Wages	3,117,872,829.16	2,504,032,447.21
5102	EPF & ETF	491,947,766.16	404,511,506.58
51023	Gratuity	359,387,798.31	392,945,270.36
51025	Compensation	406,768.48	2,301,109.70
51032	Overtime & Holiday Pay	227,482,425.70	200,751,948.17
5104	Incentive Bonus & Medical leave encashment	208,000,379.47	287,828,967.36
8	Direct Labour Expenses	2,570,022,402.10	2,310,530,139.09
		6,975,120,369.38	6,102,901,388.47
	Note 40 Supplies & Consumables Used		
512	Stationery & Office Requisite	68,101,204.06	57,760,296.12
		68,101,204.06	57,760,296.12
	Note 41 Other Administartive Expenses		
51052	Medical Insurance	12,211,617.51	10,472,277.15
5106	Traveling & Transport	134,687,734.87	140,862,513.45
5107	Human Resource Development	19,047,165.56	15,321,882.06
511	Fees & Other Allowances	18,580,510.14	13,686,043.80
515	Communication	30,687,690.53	24,533,050.29
5161	Rent , Rates & Taxes	139,371,076.69	111,373,980.34
51701	Utilities & Others	106,571,002.70	87,845,470.59
513	Fuel & Lubricant	118,101,392.49	109,479,076.07
514	License Insurance Vehicles	17,342,420.16	27,246,161.95
5185	Repairs & Maintenance of Passenger Vehicles	91,013,825.21	77,255,741.22
5181-88	Repairs & Maintenance Others	36,702,609.57	27,742,836.25
519	Audit Fees	703,111.76	1,757,847.84
521	Bank Charges	2,674,477.26	2,403,767.62
5232	V.A.T.Adjustment	134,589,899.94	27,115,799.36
5233	Custom Duty	-	1,825.00
5235	Stamp Fees	22,650.00	-
5237	ESC Written-off	25,672,268.00	(25,672,268.00)
5238	Nation Building Tax	88,491,327.00	41,234,492.00
5241	Ceremonial Charges	788,644.43	596,796.00
5266	Provision for Impairement of Mobilization advance	-	(17,109,046.15)
5268	Unservisable Items WrittenOff	1,900.00	83,818.56
5271	Surcharges & Fines	183,851.20	-
		977,445,175.02	676,232,065.40
	Note 42 Provision for Impairement PPE		
5267	Provision for Impairement PPE / Stock	-	87,297,868.21
		-	87,297,868.21
	Note 43 Depreciation & Amortization Expenses		
53	Depreciation	629,894,352.83	1,064,737,821.48
54	Amotrization	5,088,337,640.76	4,143,946,552.68
		5,718,231,993.59	5,208,684,374.16
	Note 44 Finance Costs		
5224	Interest on Lease Land	4,392,909.00	4,019,743.00
638	Interest on Local Bank Loans	6,777,644,775.99	2,066,963,256.38
		6,782,037,684.99	2,070,982,999.38

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2014

		2014 (Rs.)	2013 (Rs.)
	Note 45 Income Tax Expenses		
55	Income Tax & S R L Note (45 A)	601,094,090.00	353,814,768.00
		601,094,090.00	353,814,768.00
	Note 45 A		
	Current Tax Expenses	639,180,200.00	422,568,643.00
	Less		
	Reversal of Over Provision in Y/A 2012/2013-2013/12	(43,313,824.00)	(112,067,699.00)
	Add		
	Reversal of Under Provision in Y/A 2013/2014	5,227,714.00	
		601,094,090.00	310,500,944.00
	Current Tax Liability for the year	639,180,200.00	310,500,944.00
	Less		
	Self Assessment Tax Paid	(57,300,000.00)	
	Setoff against Tax Credit		
	Nortional Tax Credit	(73,202,065.06)	
	Economic Service Charges	(69,039,403.00)	(310,500,944.00)
	WHT on Interest Current Year	(27,087.43)	
	Refund due on account of WHT on Interest Previous Years	(2,475,572.46)	
	Balance Tax to be paid for the year	437,136,072.05	-
	Note 46 Accumulated (Deficit)		
3522	Accumulated (Deficit) brought forward	(8,012,311,811.23)	(8,205,672,241.23)
		(8,012,311,811.23)	(8,205,672,241.23)

Annex - II

Auditor General's Report

ANNUAL REPORT 2014
AUDITOR GENERAL'S REPORT



විගණකාධිපති දෙපාර්තමේන්තුව
கணக்காய்வாளர் தலைமை அதிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT

මගේ අංකය / எனது இல. / My No. RT/D/RDA/01/14/01

ඔබේ අංකය / உமது இல. / Your No.

දිනය / திகதி / Date 21 December 2015

The Chairman,
Road Development Authority.

Report of the Auditor General on the Financial Statements of the Road Development Authority for the year ended 31 December 2014 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971.

The English version of the above mentioned report is sent herewith

H.M. Gamini Wijesinghe
Auditor General

Copies to: - 01. Secretary, Ministry of Finance
02. Secretary, Ministry of University Education and Highways

අංක 306/72, පොල්දූව පාර, බත්තරමුල්ල, ශ්‍රී ලංකාව. . - இல. 306/72, பொல்துவ வீதி, பத்தரமுல்லை, இலங்கை. - No. 306/72, Polduwa Road, Battaramulla, Sri Lanka
+94-11-2887028-34 +94-11-2887213 oaggov@sltnet.lk www.auditorgeneral.gov.lk

විගණකාධිපති දෙපාර්තමේන්තුව
கணக்காய்வாளர் தலைமை அதிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT

මගේ අංකය எனது இல. My No. RT/D/RDA/01/14/01 මඔබේ අංකය உமது இல. Your No. දිනය திகதி Date 21 December 2015

The Chairman,
Road Development Authority.

Report of the Auditor General on the Financial Statements of the Road Development Authority for the year ended 31 December 2014 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971.

The audit of financial statements of the Road Development Authority for the year ended 31 December 2014 comprising the statement of financial position as at 31 December 2014 and the statement of financial performance, statement of changes in equity and cash flow statement for the year then ended and a summary of significant accounting policies and other explanatory information was carried out under my direction in pursuance of provisions in Article 154(1) of the Constitution of the Democratic Socialist Republic of Sri Lanka read in conjunction with Section 13(1) of the Finance Act, No. 38 of 1971 and Section 16(3) of the Road Development Authority Act, No.73 of 1981. My comments and observations which I consider should be published with the Annual Report of the Authority in terms of Section 14(2) (c) of the Finance Act appear in this report. A detailed report in terms of Section 13(7) (a) of the Finance Act will be issued in due course.

1.2 Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS) and for such internal control as the management determines is necessary to enable the preparation of financial statements that are free from material misstatements, whether due to fraud or error.

1.3 Auditor's Responsibility

My responsibility is to express an opinion on these financial statements based on my audit. I conducted my audit in accordance with Sri Lanka Auditing Standards. Those Standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the

අංක 306/72, පොල්දූව පාර, බත්තරමුල්ල, ශ්‍රී ලංකාව, . - இல. 306/72, பொல்துவ வீதி, பத்தரமுல்லை, இலங்கை. - No. 306/72, Polduwa Road, Battaramulla, Sri Lanka
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circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. An audit also includes evaluating the appropriateness of accounting polices used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. Sub-sections (3) and (4) of Section 13 of the Finance Act, No. 38 of 1971 give discretionary powers to the Auditor General to determine the scope and extent of the audit.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for audit opinion.

1.4 Basic for Qualified Opinion

My opinion is qualified based on the matters described in paragraph 2.2 of this report.

2. Financial Statements

2.1 Qualified Opinion

In my opinion, except for the effects of the matters described in paragraph 2.2 of this report, the financial statements give a true and fair view of the financial position of the Road Development Authority as at 31 December 2014 and its financial performance and cash flows for the year then ended in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).

2.2 Comments on Financial Statements

2.2.1 Sri Lanka Public sector accounting Standards (SLPSAS)

The following observations were made.

(a) **SLPSAS 1- Presentation of Financial Statements;** The lease rental payable amounting to Rs. 466,561,476 and interest in suspense amounting to Rs.411,688,613 should be separately accounted under non-current liabilities and current liabilities respectively. However, the Authority had accounted the total lease payables and interest in suspense under the current liabilities.

(b) **SLPSAS 7 – Property, Plant and Equipment;** The fully depreciated fixed assets costing Rs.970,844,975 continued to be used by the Authority had not been revalued in terms of provisions in the Standard.

2.2.2 Accounting Deficiencies

The following observations were made.

(a) Debit balances aggregating Rs 1,887,870 in 02 client deposit accounts had been set off against the client deposit balances payable.

(b) Rent advances amounting to Rs.6,101,220 received for several subsequent years had been included in the 'Creditors' account under current liabilities instead of stating under non-current liabilities as Deferred Income.

(c) If contracts could not be completed on due dates, penalties should be charged and accounted as income from "Liquidated Damages" according to Section 3(49) of

publication No SBD 01 of the Institute of Construction, Training and Development. Nevertheless, such 396 penalties aggregating Rs.502,465,116 charged by the Authority during the period 2009-2013 and shown under current liabilities had not been transferred to income.

(d) Debit balances aggregating Rs 5,769,729 in 02 retention money ledger accounts had been set off against the retention money balances payable.

(e) Although retention money is stated under non-current liabilities and current liabilities in the statement of financial position as at 31 December 2014, as Rs.4,060,661,255 and 4,405,339,648 respectively, a separate note and schedule had not been submitted. Therefore, it was observed that the retention money aggregating Rs.8,466,000,903 could not be verified due to non-submission of basis of separating as current and non-current liabilities in the statement of financial position as at 31 December 2014.

(f) Clients deposits amounting to Rs. 1,000 million received from the Ministry of Economic Development had been credited to the receivable account instead of being credited to the client deposits account. Hence, receivable account balances and client deposit balances included in the current assets and current liabilities respectively had been understated by Rs. 1,000 million.

(g) The credit balance of Rs. 2,332,173 arisen from the over recoveries of mobilization advance had been included in the mobilization advance balance of Rs.7,144 million under current assets resulting to understate the mobilization advance by Rs.2,332,173.

(h) Consultancy fees amounting to Rs. 182,265,942 paid in 2014 in relation to the construction of outer circle road from Kerawalapitiya to Kadawatha with a length of 9.32 km had been erroneously accounted as work-in progress on buildings in the statement of financial position as at 31 December 2014.

(i) A sum of Rs. 32,469,175 had not been taken to the opening balance of the bank loan account, thus the loan account balance had been understated by same amount.

(j) According to the financial statements of the Authority for the year under review, a sum of Rs. 4,147,234,771 had been included in current liabilities as payable portion of the bank loan in the year 2015 out of the total bank loan balance of Rs.107,304,314,019 as at 31 December 2014. However, according to the confirmation received from the Authority it was shown as Rs.4,220,578,423. Hence, the current liabilities had been understated by Rs.73,343,652.

(k) Even though motor vehicles valued at 218,960,500 belonging to the foreign funded Projects of Road Rehabilitation and Improvements had been transferred to the RDA for the year under review, the value of such vehicles had not been brought to accounts.

(l) The value of land on which the buildings valued at Rs.313,208,798 constructed had not been valued and brought to accounts. This land was crown land transferred to the RDA by the Department of Highways at the time of establishment of the Authority.

However, the Cabinet of Ministries had been approved to allocate the land to RDA as a free grant by their decision dated 30 October 2014.

(m) Even though the fixed assets valued at Rs.20,009,499 belonging to the Colombo Katunayake Expressway Project had been transferred to the RDA by 31 December 2014, the value of such assets had not been brought to the accounts.

(n) Value of the fixed assets relating to 394 items aggregating Rs.3,488,240 and fixed assets purchased and subsequently transferred to the RDA by two foreign funded Projects of Road Rehabilitation and Improvements relating to 200 items, which the value was not made available had not been valued and included in the financial statements of the RDA even in the year under review. Therefore, the depreciation of Rs.348,824 and Rs.697,648 for the year 2013 and 2014 respectively had not been charged to the accounts.

(o) Two machines, a Multi-Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometre (FWD) purchased to the value of AS$ 58,500 equivalent to Rs.97.51 million and EUR 135,900 equivalent to Rs.30.13 million had not been taken to Property, Plant and Equipment in the financial statements of the RDA.

(p) Even though sale proceeds of Rs.16,418,233 received from disposal of fixed assets had been shown as other income in the financial statements for the year under review, the cost of such assets had not been brought to account since the date of acquisition by the Authority.

2.2.3 Un - explained Differences.

The following unexplained differences were observed in audit.

(a) A difference of Rs. 3,639,226,411 was observed between the loan balances shown in the financial statements and the balances confirmed by the respective banks as at 31 December 2014. Further, the reasons for the differences had not been explained to audit. Details are shown below.

Lending Agency	Amount as per the financial statements	Amount as per bank confirmations	Difference
	Rs.	Rs.	Rs.
National Savings Bank	49,268,963,075	49,217,723,859	2,973,665,662
Bank of Ceylon	23,525,258,779	20,551,593,117	614,312,031
People's Bank	12,799,588,721	13,413,900,752	51,239,216
Hatton National Bank	12,176,235,085	12,176,244,587	9,502
Total	**97,770,045,660**	**95,359,462,315**	**3,639,226,411**

(b) A difference of 7,016,408,503 was observed between the cost of highways shown in the financial statements of RDA and the corresponding cost shown in the financial statements of three Project Management Units.

(c) A difference of Rs. 40,226 was observed between the financial statements and the bank balances of 03 Regional Offices and one Head Office bank account of the RDA.

2.2.4 Accounts Receivable and Payable

The following observations are made.

(a) Client Deposits

It was observed that the client deposits amounting to Rs. 198,474,099 relating to 105 clients had remained unsettled between the periods ranging from 1 to 6 years. Further, the client deposits aggregating Rs. 257,057,468 relating to 134 clients had remained unchanged since the date of deposits obtained during the period ranging from 2010 to 2013.

(b) Advance Payment

(i) On Account Advance

- On Account Advances granted amounting to Rs. 3,614,943 older than one year recoverable from "Maga Neguma" Road Constructions and Equipment Company had not been recovered even during the year under review.
- The Authority had not taken any action to settle On Account Advance payable balances aggregating Rs. 10,020,158 older than one year even at the end of the year under review.
- Action had not been taken to settle the accrued work bills amounting to Rs. 2,377,388 relating to "Maga Neguma" Road Construction and Equipment Company and "Maga Neguma" Consultancy and Project Management Services Company respectively even in the year under review.
- Credit balances aggregating Rs. 24,344,177 relating to 02 contractors had been shown as "On Account Advances" and it was observed that those are over – recoveries from contractors. But actions had not been taken up to 31 December 2014 to settle this amount.
- On Account Advances amounting to Rs. 22,046,094 granted to 05 contractors during the year 2013 had not been settled by the contractors even by 31 December 2014, even though the advances obtained should have been settled immediately after the completion of the purposes.

(ii) Mobilization Advances

- It was revealed that prompt action had not been taken up to June 2015 to recover the mobilization advances amounting to Rs.2,000 million

granted to the Provincial Road Development Authority for Deyata Kirula Project 2014.

- It was observed that prompt action had not been taken to recover the mobilization advances amounting to Rs.275,245,398 granted to 21 contractors during the years 2004 to 2011.

- Action had not been taken to recover the advances granted to the Southern Transport Development Project and Road Sector Assistant Project in 2013 and 2014 amounting to Rs.601,000,000 and Rs.237,110 respectively.

(iii) **Purchase Advances**

Even though the advances given for suppliers should have been recovered after completion of the purposes which they were granted, the purchase advance amounting to Rs. 17,481,824 given to 77 suppliers in the year 2011, 2012 and 2013 and preceding 05 years had not been recovered even in the year under review.

(iv) **Contract Advances**

Even though the advances given for suppliers or contractors should have been recovered during the relevant contract period, the advances amounting to Rs. 29,108,037 given to 30 suppliers or contractors during the period from 2010 to 2013 and over 05 years had not been recovered even in the year under review.

(c) Creditors and Other Payables

(i) It was observed that 17 creditors over one year, 51 creditors between 2-5 years and one creditors over 5 years amounting to Rs.4,617,450, Rs.14,635,982 and Rs.1,521,036 respectively, were remained unsettled even by the end of the year under review.

(ii) Action had not been taken to settle the Direct Labour Wages amounting to Rs.1,119,113 relating to Akkarepattu Additional Provincial Office by the end of the year under review.

(iii) The lease rental relating to the years 2009 to 2014 amounting to Rs.36,176,000 had not been paid by the Authority even in the year under review.

(d) Retention Money Payables

(i) Retention money amounting to Rs. 620,406,926 relating to 774 contracts had remained unsettled between the period ranging from 3 to 10 years.

(ii) Although there was retention money over deduction of Rs.5,486,278, the adequate information had not been submitted in schedules.

(e) Accrued Expenditure and Contract Payables

(i) Action had not been taken to settle the accrued expenditure amounting to Rs.7,008,077 remained over one year and Rs. 46,913,405 remained between the period ranging from 2 to 5 years.

(ii) Action had not been taken in respect of payables to other contractors amounting to Rs.278,062,288 relating to the year 2012 and 2013 even in the year under review.

(f) Rent Income and Rent Receivables

Action had not been taken to recover the rent income amounting to Rs.1,622,491 from the shops in Kandy Underpass for over 3 years.

(g) Other Receivables from Employees

(i) No prompt action had been taken to recover the staff loans aggregating Rs.5,655,091 granted to 66 then employees.

(ii) Action had not been taken to reimburse the Gratuity payment to the Authority aggregating Rs. 696,394,067 relating to the year 2014 paid to 101 RDA staff members employed in Government Institutions even in the year under review.

(iii) It was failed to reimburse the salaries and other allowances paid to 94 RDA staff members aggregating Rs. 62,757,658 relating to the year 2014 employed in other institutions even in the year under review.

2.2.5 Lack of Evidence for Audit

Client deposits and liquated damages aggregating Rs.7,954,777 could not be satisfactory vouched or verified in audit due to non availability of evidence such as payment vouchers and narrations for the journal vouchers.

2.3 Non- Compliance with Laws, Rules, Regulations and Management Decisions.

Instances of non- compliance, observed in audit are given below.

	Reference to Laws, Rules, Regulations and Management Decisions	Non- compliance
(a)	Financial Regulations of the Government the Democratic Socialist Republic Sri Lanka	
	(i) Financial Regulations 135, 138(6) and 139(1)	The provisions in the Financial Regulations had not been followed by the Project Divisions of the Authority with regard to authorization, approval, certification and payments in spending a sum of Rs.14,099.3 million from the loan obtained for the road constructions of the Local Bank Funded Projects. Accordingly, vouchers had been certified and payments had been made without including the certified documents on the advances amounting to Rs.6,426 million given to Maga Neguma companies for the construction of roads.
	(ii) Financial Regulation 396	Action had not been taken to cancel 25 lapsed cheques amounting to Rs.5,924,999 relating to 08 bank accounts.
	(iii) Financial Regulation 373 and Office Circular No. 333 of 17 October 2014	Petty cash imprest and fuel imprests aggregating Rs. 1,415,139 granted to 02 Sub-offices and 04 Divisions of the Authority had not been settled even up to the end of the year under review.
(b)	Publication No. SCA/05 of the Institute for Construction Training and Development	(i) Although payments for the contracts should be made on measure and pay basis, advances totaling Rs. 6126.37 million had been paid in 55 instances to "Maga Neguma" companies without measuring the bills and the works done.
(c)	Section 5.4.4 of the Procurement Guideline 2006	(ii) A maximum of twenty per cent of the contract sum could be granted as mobilization advance with an acceptable security to any contract in accordance with the Procurement Guideline. However, in contrary to that, advances totalling Rs.6,126.37 million had been granted by the Authority to Maga Neguma Companies without obtaining any security.

(d)	Financial Circular No.294 dated 07 October 2008 of the Road Development Authority.	Although the accountant is authorized to sign in cheques for the payments up to Rs.10 million, cheques valued for more than Rs. 10 million had been signed by him.

3. Financial Review

3.1 Financial Results

According to the financial statements presented, the operations of the Authority for the year under review had resulted in a pre-tax deficit of Rs.4,962.68 million as against the pre-tax net surplus of Rs.547.17 million for the preceding year, thus indicating a deterioration of Rs.5,509.85 million in the financial results for the year under review. The decrease of total revenue by Rs.4,617 million and increase of expenditure by Rs 892.35 had mainly attributed to this deterioration in the financial results of the year under review.

3.2 Analytical Financial Review

Certain significant balances shown in the statement of financial position as at 31 December 2014 as compared with the previous year are given below.

	As at 31 December	
	2014	2013
	Rs Mn	Rs Mn
Net Current Assets	2,717	(76.2)
Net Assets	170,633	124,552
Accumulated Deficit	(13,576)	(8,012)

Accordingly, it was observed that the net current assets and net assets had increased in 2014 when compared to 2013 by 3665.61 per cent and 41 per cent respectively whilst the accumulated deficit had also increased by 69 per cent.

4. Operating Review

4.1 Performance

4.1.1 Maintenance Works of National Roads and Bridges.

The allocations of funds and actual expenditure in respect of maintenance of bridges and flyovers for the year under review are as follows.

	Allocation	Actual Expenditure	Utilization as percentage of Allocation
	Rs. million	Rs. million	
i) Routing maintenance	1,850	2,543.17	137.46
ii) Periodic maintenance	3,110	2,643.72	85.00
iii) Drainage and structure improvement	940	610.22	64.91
iv) Maintenance of signal light systems, street lights, Road sign and marking, and minor road safety improvements	800	575.63	71.95
v) Emergency maintenance /Disaster works	1,280	1,421.68	111.06
vi) Operation and maintenance of ferries	8,000	7,801.85	97.52
Total	15,980	15,596.27	

The following observations are made in this regarded.

(i) Even though a sum of Rs. 493.83 million had been provided for the maintenance activities of 186 roads through the annual budget, those roads had not been maintained within the year.

(ii) Five Provincial Director's Offices had spent a sum of Rs. 26.31 million during the year under review on 07 road maintenance works for which no budget provisions had been made, and not included in the annual maintenance program.

(iii) The budget for the year 2014 had not allocated provisions for the maintenance of roads not pertaining to RDA. However, a sum of Rs. 1,248.14 million had been spent during the year under review on 281 roads which were not belonging to RDA.

(iv) As the expected performance could not be achieved due to failure in properly identifying the maintenance activities to be carried out during the year, and costs incurred on the maintenance of roads that were not belonging to RDA etc. it was observed that the annual maintenance program had to be revised again on 30 June 2014.

4.1.2 Performance of Engineer Service and Bridge Design Division

The following observations are made.

(i) A methodology to approve the work plan of this division by the top level management had not been implemented, and it had not been prepared prior to commencement of the year. At the meantime, the work plan had been revised again in November 2014.

(ii) It was proposed to construct 142 bridges during the year under review, whereas plans related to 84 bridges had been concluded according to the progress report presented in December 2014. Further, the progress with regard to 06 bridges was less than 50 per cent.

(iii) Twenty seven bridges had been planned outside the work plan for the year under review, and out of that, 07 bridges were not belonging do the RDA.

4.2 Contract Administration

4.2.1 Road Rehabilitation and Improvement

The following observations are made.

(a) Road Widening and Improvements

According to the allocations for widening and improvements of roads under Government funds and performance reports, action plans and the progress reports sent by the Provincial Directors, the following matters were observed.

(i) Even though it was targeted to commence widening and improvement of 141 roads valued at Rs.16,238 million in the year under review, no constructions and improvements had been commenced even up to end of the year under review.

(ii) A sum of Rs.2,757 million had been spent during the year 2014 for widening and improvements of 33 roads which had not been included in the Action Plan for the year under review. Meanwhile a sum of Rs.38,519 million had been spent for 900 roads which were not belonging to RDA.

(iii) Widening and improvements of 61 roads with an estimated cost of Rs.5,319 million during the year under review had shown a progress less than 50 per cent as at 31 December 2013.

(iv) Widening and improvements of 234 non RDA roads with an estimated cost of Rs.16,503 million during the year under review had shown a progress less than 50 per cent as at 31 December 2014.

(b) Local Bank Funded Road Rehabilitation Project (LBFP)

The Road Development Authority had been permitted to obtain loans amounting to Rs. 151.77 billion from local Banks to rehabilitate 64 priority roads with a length of 1433.85 kilometers, Island wide. Accordingly, the Road Development Authority had offered contracts valued at Rs.137.52 billion to rehabilitate 64 roads. The Authority had obtained loans aggregating Rs.108,257.66 million from 07 local banks in the years

2012, 2013 and 2014 in order to make payment to the contractors for the construction of roads. Out of that, a sum of Rs.953.35 million had been settled during the year 2014. Accordingly, it was observed that the payable portion of the loan amounted to Rs.107,304.31 million as at 31 December 2014. The details of the Loans received and the outstanding portion of the loans as at end of the year under review are shown below.

Name of the Bank	Loans received from Banks for the year			Capital repayment during the year 2014	Loan Balance as at 31 December 2014
	2012	2013	2014		
	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million
Commercial Bank	1,267	634	2,647	128	4,420
Bank of ceylon	3,703	9,637	10,402	218	23,525
People's Bank	3,369	5,234	4,806	607	12,800
National Saving Bank	384	4,953	43,931	-	49,268
Development Finance Corporation	209	724	*(32)	-	901
Hatton National Bank	-	3,614	8,562	-	12,176
National Development Bank	-	-	4,214	-	4,214
	8,932	**24,796**	**74,530**	**953**	**107,304**

*Erroneously credited in 2013 and corrected in 2014

The following observations were also made in this regard.

(i) According to the information made available, the contractors for road constructions under the above Project (LBFP) had not been selected in terms of the provisions in the Procurement Guidelines. Instead the contractors themselves had brought the contract proposals for the respective roads.

(ii) The proposals of contractors had not been properly evaluated by the Technical Evaluation Committee (TEC). Further the Engineer's estimate had not been prepared for the each road including items of works, quantities and the rates to support the evaluation. Therefore, the contractors' proposal had been evaluated by the TEC by using highway standard rate (HSR). However, the rates proposed by the contractors in the bills of quantity (BOQ) were very much higher as compared with Engineers rates and the rates were varied from contractor to contractor.

(iii)The Standard Cabinet Appointed Procurement Committee (SCAPC) had decided and recommended the final contract amount for each contract. Accordingly, a sum of Rs. 146,552.78 million recommended by the TEC for 54 contracts had been increased to 155,794.94 million by the SCAPC. As such, an additional cost of Rs.9,242.16 million had been recommended for the road construction by the SCAPC.

(iv) According to the Cabinet Memorandum, all constructions under the LBFP should be done through the local contractors in view of increasing the capacity of the local contractors. However, this objective could not be satisfactorily achieved by the Authority as few contractors were given more contracts than others.

(v) It was revealed that some part of the road which had been asphalt overlaid by the Road Development Authority in the early part of 2012 had again been included for rehabilitation under LBFP.

(vi) The Local Bank Funded Project had received the approval from the Cabinet of Ministers to obtain a loan of Rs.55,392.2 million to construct 28 roads. Out of the loan obtained, a sum of Rs.28,000 million had been spent on other activities of the RDA which had no connection with the Project activities. Details are shown below.

	Amount Rs. millions
Fund given to Ministry	3,741
Rural Bridge Construction Unit	105
Maga Neguma Companies	5,824
Payment Unit	282
Deputy Director Design	30
Road Maintenance Trust Fund Payment	358
Asphalt Plant	2,374
Provincial Directors Office	3,631
Project Management Unit	6,140
CIGFL	16
Widening & Improvement Works of Project Division	5,498
Total	**28,000**

Further, out of the loan approved for 28 roads amounting to Rs.55,392.2 million, a sum of Rs.21,238.98 million had been paid as advances and for works done. Accordingly, the amount payable from the loan obtained for the rest of the work to be done was Rs.34,153.34 million. But a sum of Rs.28,000 million had been used for activities other than that of the Project as at 31 December 2014. As a result, the balance of loan available was Rs.6,153.34 million. Accordingly, it was observed in audit that there was a possibility for financial problem that may occur in the future while making payments for the rest of the road works to be done and would adversely affect to the construction works.

(vii) A loan amounting to Rs.2,172 million had been obtained by the Road Development Authority from National Savings Bank under the above Project to rehabilitate the Pelmadulla – Embilipitiya – Nonagama road. Although, the construction works valued at Rs.315 million equal to 15 per cent of the total contract value had been completed by the contractor at the end of the year under review, the Authority had disbursed from the loan a sum of Rs.2,096 million equal to 96 per cent as at 31 December 2014. However, a sum of Rs.596 million had only been paid to the contractor including mobilization advance. The following observations were also made in this connection.

- According to the Interim payment certificate No 04 submitted by the contractor for the month of November 2014, a sum of Rs.18.45 million had been included as the variation No.1 to the above road. However, this variation had been submitted by the contractor for the construction cost related to the President House at Embilipitiya.

- Even though the variation No.02 to the value of Rs.142.6 million had been submitted by the contractor under interim payment certificate No. 04 for the above period, this amount had been arisen due to construction of works related to 17 other roads with a length of 9.2 1 kilometers.

(c) Funds Granted to the Project Management Units

(i) Even though a sum of Rs. 5,820 million granted to 21 Project Management Units for the construction of roads and bridges from the funds of foreign loans during the year under review, a sum of Rs.3,006 million only had been spend for the Project activities. The remaining amount of Rs.2,814 million had been spent as direct expenses, expenses for maintenance of project office and extraneous expenses respectively.

(ii) Information regarding the manners in which a sum of Rs. 20 million spent which was granted to Emergency Development Project in the war- affected areas had not been submitted to audit.

(iii) The value of the Local Bank Loan fund granted for 22 Projects was Rs.6140.11 million. The provision that should have been received from the Treasury for the year 2014 with respect to those Projects was Rs. 19,304 million. However, only a sum of Rs. 8,467 million had been obtained.

(d) Funds Granted to the Project Division of the Authority

(i) The Project Director of the Authority had spent a sum of Rs. 5,499.43 million in 697 instances on widening/improvements/renovations of roads that were relevant to the Authority but which were not belonging to the Local Bank Funded Project.

(ii) According to the loan agreement entered into between the RDA and the NSB, the loan obtainable for 28 roads Project as at 31 December 2014 was Rs. 34,200.79 million. However, contravening this, a sum of Rs. 49,238.98 million or additionally Rs. 15,038.18 million had been obtained for these purposes.

(iii)Loan amounting to Rs.28,000 million had been obtained for works not related to the Local Bank Funded Project activities and the interest paid thereon was Rs.466.08 million.

(e) Construction of Galigamuwa – Ruwanwella – Karawanella Road

The renovation of the stretch of Galigamuwa-Ruwanwella-Karawanella road (km000+0.to210+29) by applying asphalt had been assigned to a contractor at a cost

of Rs. 2,472 million. According to the contract agreement, the construction works scheduled to be commenced on 14 January 2012 and completed on 14 July 2014. The following matters were observed during the inspection carried out on 17 December 2014.

- The financial proposal of the contractor was Rs. 2602.48 million whereas the engineering estimate of the Technical Evaluation Committee amounted to Rs.2,328.27 million. Accordingly, the contract had been awarded at a value of Rs.2,472.36 million exceeding the engineer estimate by Rs.144.09 million.

- Action had not been taken by the Road Development Authority to prepare an engineering estimate including works to be carried out on this road, quantities and rates and evaluate the financial proposal of the contractor accordingly. Further the financial proposal of the contractor also did not consist of works to be carried out, quantities and the rates. However, only the cost of the contract presented had been evaluated. According to the Interim-Payment certificate No. 23 of the contractor, an increase of payable value by Rs. 439 million had been shown in excess of the values of bill of quantity of the items of work

- The Technical Evaluation Committee had evaluated only the contract price without evaluating the items of work, quantities and rates of prices based on the bills of quantity presented by the contractor. Accordingly, an increase of Rs 439.49 million in the value payable for the items of works such as Earth works, Bridges, and Drains included in the Interim Payment Certificates presented by the contractor was observed in excess of the values in the Bill of Quantity. Due to this reason, a possible decrease in other woks stated in the Bill of Quantity is observed.

- Provisions for the construction of retain walls to prevent earth slips had not been allocated in the bills of quantities of the contractor. However, the necessity for the construction of retain walls stretching 1763 meters at 87 places along this road had been identified.

- Action had been taken to construct only one bridge on this road. The Engineering Office had identified that 5 bridges remained dilapidated condition and required to be reconstructed, and 2 other bridges should be widened in a way suitable to the road.

(F) Construction of Bridge No. 9/12 on Norwood Upcort Road

The following observations are made.

(i) The Construction of Bridge No. 9/12 on Norwood Up-court Road had been awarded to a contractor at a sum of Rs. 3,456,682. The new contract value was Rs. 8,162,377 as the width of the bridge had been increased from 4 meters to 7 meters. The contractor, after obtaining a sum of Rs. 3,425,378 for the construction works had left the site. Since the performance bond had been cancelled, RDA could not recover the payments affected to

the contractor. However the RDA had not taken any action against the contractor in this connection.

(ii) Layer of concrete had been applied only on a part of the surface of the bridge and as such there was a higher risk of accidents as the other part of the bridge had not been adequately covered and no warning signs had been erected.

(iii) Though it was proposed to commence the construction of the bridge on 26 October 2010 and conclude before 25 March 2011, it was observed that the construction had not been completed even up to 31 December 2014.

(g) Construction of Wijebahukanda Bridge

(i) The contract had been awarded at a sum of Rs. 23,907,253 less than the engineering estimate by 25.32 per cent despite the engineering estimate for the construction of this bridge amounting to Rs.30,833,502. Had an estimate been prepared by taking the timely prices into consideration, it was observed that either an expected performance or a specific quality of the construction could not be expected by quantitatively decreasing the contract price. Or, it is observed in audit that the accuracy of the estimate prepared is questionable.

(ii) It was proposed to commence the bridge construction works on 04 April 2011 and conclude before 09 January 2012. An extension period had also been granted up to 02 September 2012. Even though the construction had not been completed as at 15 December 2014, neither an extension for time had been granted nor liquidated damages had been charged.

(iii) The contract value had been increased by a sum of Rs. 11,992,423 or 50 per cent due to additional works in 2 instances.

(iv) Although the bridge had been constructed, the roads on either side had not so far been constructed. Furthermore, wing walls had yet to be constructed at the entrance for the safety of the bridge.

(v) Honey combs had been excessively seen in the concrete applied on abetment and pears of the bridge. The metal bars used in beams had surfaced in several instances. The soil underneath the wing wall on the right side at the exit of the bridge had eroded.

4.2.2 Construction of Steel Bridges in Trincomalee District

Ten steel bridges in Trincomalee District had been constructed by incurring a sum of Rs.3,831,936,290 under the Steel Bridges Project of United Kingdom. Out of that, a sum of Rs.336,328,087 had been incurred for constructing Lanka Patuna Bridge and Palathoppur – Seruwila Bridge and Rs.3,495,608,203 had been incurred for 08 Bridges in Batticaloa – Thirikondai Aru – Trincomalee (A-15) and Ambepussa – Kurunegala – Trincomalee (A-6) which were connected beyond the town. Although eight bridges had been constructed on Outer Circular Road in Trincomalee incurring a sum of Rs.3,495.6 million in the years 2009 and 2010, the constructions of the roads which connecting

these bridges had not been completed to enable transportation of vehicles even though 4 years had elapsed.

4.2.3 Construction of the Kataragama Circuit Bungalow

The following observations are made.

(i) The construction work of basement of the Kataragama Circuit Bungalow had been entrusted to a contractor for Rs.12,352,242 on 28 September 2010 and a sum of Rs.11,771,448 had been paid to the contractor. According to the agreement entered into with the contractor, it was agreed to complete the works before 07 June 2011. However, the construction works had not been completed even as at 31 December 2014.

(ii) Even though there were significant shortcomings in the works carried out by the contractor. The construction of the first floor had been entrusted to him for Rs.7,922,316.21 on 24 December 2014 without being considered the shortcomings.

4.4 Fruitless Transactions

The following observations were made in this regard.

(i) According to the decision made by the Ministers of Cabinet on 19 November 2009, an annual lease rental amounting to Rs.1,000 was required to be paid to the Urban Development Authority on leasing of the land at Denzil Kobbekaduwa Mawathe. However, as per provision made in the Lease Agreement signed by the RDA with UDA on 20 August 2008, the annual lease rental had been determined as Rs.6 million for over 50 years. Action had not been taken to revise the lease agreement as enable to reduce the annual lease payment as determined by the Ministers of Cabinet.

(ii) Lease rentals amounting to Rs. 466,561,476 instead of the initial payment had not been paid even though the provisions thereon had been made in the financial statements as at 31 December 2014. According to the provisions made in the lease agreement, penalties will be imposed over the outstanding balance. Therefore, the penalties aggregating Rs. 29,839,114 will be charged on the outstanding lease rentals.

(iii) Head office of the RDA is constructed by using the funds from a foreign funded project had been handed over to the RDA on 21 November 2014. However, RDA had not shifted to the new building and building rent amounting to Rs. 40,697,802 from December 2014 to March 2015 had been paid to an external Institute, Further the new building had not been utilized even as at June 2015.

(iv) It was observed in the audit that 50 Projects had been commenced during the year 2006 to 2015. However, these Projects had come to stand still due to delay o construction works, poor performance, lack of funds and terminating non RDA works. The estimated cost of these projects amounted to Rs. 5,891.05 million and a sum of Rs. 705.39 million had already been paid.

4.5 Assets Management

The following observations are made in this connection.

(a) Non-moving Assets

i. Unutilized and slow moving stock of spares amounting to Rs.31,810,655 had remained in the stores for over one year.

ii. Obsolete inventory of uniforms, shoes and sandals, tyres and material stock-asphalt plant amounting to Rs. 1,989,955 had been brought forward from 2008 to 2009 without being considered to dispose them.

4.6 Transactions of Contentious Nature

Certain transactions executed by the Authority with the Private Companies had been of contentions nature. The details of such transactions are given below.

(i) Amounts Receivable from Maga Neguma Companies

- Although rental for vehicles hired to Maga Naguma Companies by the Authority should be recovered without delay as per the agreement entered with respective companies on 10 February 2012, action had not been taken to recover the rental amounting to Rs.488,868,233 receivable to the Authority for the period from 2008 to 2013.

- It was observed that 20 obsolete vehicles hired to Maga Neguma companies had not been returned.

- Action had not been taken to recover the receivable amount of Rs.63,276,545 and Rs.7,536,165 from Maga Neguma Road construction and Equipment Company which was granted for purchasing of assets, consumables and spares to the respective company during the year 2004-2007.

(ii) Amounts Payable to Maga Neguma Companies

Amounts payable to three Maga Neguma Companies as at 31 December 2014 amounted to Rs. 225,297,655 and out of that a sum of Rs. 9,993,329 was relevant to 2013. It was observed that an action had not been taken either to settle these payable balances or set off against the balances receivable even by the end the year under review.

4.7 Human Resources Management

The following observations were made.

(a) The Cadre

The following matters were observed in this connection.

(i) According to the cadre position of the Authority as at 31 December 2014 it was revealed that there were 711 vacancies in 11 posts and 1400 excesses in 07 other posts.

(ii) Vacancies were observed in 148 post of Technical Services and 47 post of Clerical and Allied Services, which were essential to perform the functions of the Road Development Authority. It was further observed that this situation would adversely affect the performance of the Road Development Authority.

(b) Resources of the Authority made available to other Institutions

(i) Public Enterprises are not permitted to incur expenditure or deploy its resources (including human resources) under any circumstances, on behalf of the line Ministry or any other Government Institutions in terms of Section 8.3.9 of the Public Enterprises Circular No. PED/12 of 02 June 2003. However, contravening this, the Authority had released 114 its staff to other institutions and subsequently these employees had been re attached to the RDA during the year under review.

(ii) Seven employees of the RDA released to 7 other institutions had been paid salaries by the RDA amounting to Rs. 2,683,222 and these salaries had been included in the debtors account as receivable. It was observed that this refers to a sum of Rs.2,053,066 of the year 2014 and Rs. 630,156 of the year 2013.

(c) Performance of the Procurement Section

(i) The Procurement Section had been established with the objective of carrying out the procurements of Road Development Authority in proper and efficient manner. But the activities of the Procurement Section had gradually decreased over several years.

(ii) Even though the approved cadre of the Section was 37 and actual cadre was 16, the Director and the Supplies Officer were the only officers available in the Section.

(iii) Procurement of stationery amounting to Rs.24.67 million had only been carried out by the Procurement Section while the other procurements had been carried out by other Sections during the year under review.

(d) **Planning Division**

(i) According to the Organizational Structure of the Planning Division, the cadre requirement of the Division was 117. However, there were only 81 employees in the existing cadre and accordingly there were 36 vacancies as at 31 December 2014.

(ii)The proposed cadre of 117 staff according to the Organizational Structure of the Planning Division did not match with the proposed cadre of the Administration Division.

5. Accountability and Good Governance

5.1 Cooperate Plan

(a) According to paragraph 5.1.3 of the Circular No. PED/12, "Public Enterprises Guidelines for Good Governance" dated 02 June 2003, updated copies of the Corporate Plan should be furnished to the Auditor General at least 15 days before commencement of each financial year. However, the Authority had furnished the Corporate Plan for the period 2014 – 2018 to the Auditor General only on 01 January 2015.

(b) Although the Corporate Plan should embody the cadre requirements of each Division of the Enterprise, consolidated in the form of a Human Resource Budget according to the Public Enterprises Circular No.PED/12 of 02 June 2003, the Corporate Plan prepared for 2014-2018 or the budget of the Authority for the 2014 had not provided the cadre details accordingly.

5.2 Action Plan

(i) The re-revised budget of the RDA for the year under review had been furnished to the Auditor General on 25 February 2015. However, action had not been taken to amend the Action Plan of the RDA to suit with the revised budget.

(ii) Action had not been taken to forward to the Governing Board of the Authority, the performance report prepared in accordance with the Action Plan for the financial year 2014 even by 09 March 2015.

5.3 Budgetary Control

(i) According to Paragraph 5.1.3 of the Circular No. PED/12, "Public Enterprises Guidelines for Good Governance" dated 02 June 2003, the annual budget should be furnished to the Auditor General 15 days before commencement of each financial year. However, the annual budget for the year under review had been furnished to the Auditor General only on 19 February 2014.

(ii) The budget for the year 2014 had been revised in 2 occasions and the approval of the Board of Directors had been obtained on 26 May 2014 and 23 October 2014

respectively. Further, significant variances were observed between the revised budgets and actual income and expenditure.

6. Systems and Controls

Deficiencies in systems and controls observed during the course of audit were brought to the notice of the Chairman of the Authority from time to time. Special attention is needed in respect of the following areas of control.

(a) Presentation of Financial Statements
(b) Maintenance of Ledger Accounts and Schedules
(c) Disclosure of Transactions with Related Parties
(d) Contract Administration
(e) Road Maintenance and Client Works
(f) Management of Regional Offices
(g) Utilization of Motor Vehicles
(h) Utilization of lands
(i) Inventory Control

H.M. Gamini Wijesinghe
Auditor General

Comments on the report of the Auditor General

on

The Financial Statement

of the

Road Development Authority

for the year ended 31st December 2014

in terms of section 14 (2) (c) of the Finance Act

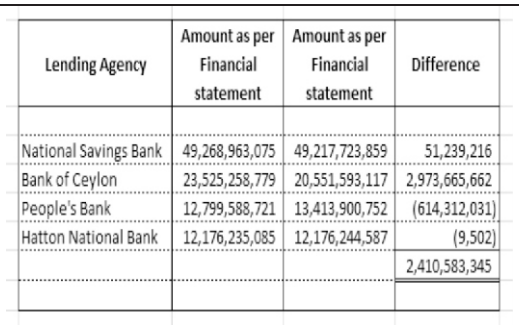
No. 38 of 1971

	Comments on Report of the Auditor General on the Financial Statements of the Road Development Authority for the year ended 31st December 2014 in term of section 14(2) (c) of the Finance Act No 38 of 1971	
Para No	**Audit Quarry**	**14(2(c) Reply**
2.2.1 (a)	**Sri Lanka Public sector accounting Standards (SLPSAS)** **SLPSAS 1- Presentation of Financial Statements;** The lease rental payable amounting to Rs. 466,561,476 and interest in suspense amounting to Rs.411,688,613 should be separately accounted under non-current liabilities and current liabilities respectively. However, the Authority had accounted the total lease payables and interest in suspense under the current liabilities.	After amendment of the lease agreement in accordance with cabinet approval dated 3rd March 2009,action will be taken to pass the journal to revised the accounts of lease payable & interest in suspense.
(b)	**SLPSAS 7 – Property, Plant and Equipment;** The fully depreciated fixed assets costing Rs.970,844,975 continued to be used by the Authority had not been revalued in terms of provisions in the Standard. (RT/D/RDA/2014/TU/NA/AQ-33)	Action have already been taken to informed chief government valuer ,(government valuation department) to get their assistant to value the assets which were in zero value.
2.2.2 (a)	Accounting Deficiencies The following observations are made. Debit balances aggregating Rs:1,887,870 in 02 client deposit accounts had been set off against the Client Deposit balances payable. **(RT/D/RDA/2014/AS/PO/AQ26 – June 2015)**	These Debit balances have arisen from our clients, i.e. Hambanthota Divisional Secretariat and Defense Service College and explanation givenbelow in this regard Hambanthota Divisional Secretariat This job consists of two phases and audit quarry relates to phase I only. Though it looks like we have done the phase I without profit, having considered both phases we can recover the profit margin of phase I from phase II of the project. Defense Service College This job originally estimated without profit margin based on the instruction issued by DG to Director(Construction).However, as per the circularNo. MMC/1/2005, in general, profitmargin of 20% should be added to the client's job. Accordingly, Finance hasaccounted 20% margin to client givingrise to this debit balance. Relevant officers have been instructed to make the necessary adjustments.

(b)	Rent advances amounting to Rs. 6,101,220 received for several subsequent years had been included in the 'Creditors' account under current liabilities instead of stating under noncurrent liabilities as Deferred Income.	Since the rent advance received amount is not having material impact to the balance sheet, it has shown as current liabilities without taking in to consideration the amount falling due after year. However, this is notified for future compliance.
(c)	If contracts could not be completed on due dates, penalties should be charged and accounted as income from "Liquidated Damages" and if that completion date is not extended, that penalties are not required to payback according to the section 3(49) of publication no SBD 01 of the Institute of Construction, Training and Development. But such 396 penalties aggregating Rs. 502,465,116 stated in Current Liabilities charged by the authority during the period 2009-2013 had not been transferred to income.	Except the time of extension given for the contract liquidated damages cannot be claimed. Most of the balances refer to above comment have been credited to income During the year 2015.
(d)	Debit balances aggregating Rs. 5,769,729 in 02 retention money ledger accounts had been set off against the Retention Money balances payable.	These are accounting entry errors and instructions were given to respective accountants to make necessary adjustments to rectify those errors.
(e)	Although Retention money is stated under non-current liabilities and current liabilities for Rs. 4,060,661,255 and 4,405339,648 in the respectively in the Statement of Financial Position as at 31 December 2014, a separate note and schedule had not been submitted. Therefore, it was observed that the retention money total amounting to Rs.8,466,000,903 could not be verified due to non-submission of basis of separating as current and non-current liabilities in the Statement of Financial position as at 31 December 2014.	Required adjustments already made in the 2014 & schedules already given to Auditors.
(f)	Clients deposits amounting to Rs. 1,000 million received from the Ministry of Economic Development had been credited to the 'Receivable' account instead of crediting to the 'Client Deposit' account. Accordingly, Receivable account balance and Client Deposit balance included in the current assets and current liabilities respectively, had been understated by Rs. 1000 million in both accounts	The bills outstanding at the end of the year 2013 had been accrued and same amount is accounted as debtor receivables. Therefore, once the money received from the client in 2014 that has settled against the receivables. There is no over/under stated in the client deposit as stated in the audit comment.

(g)	The credit balance of Rs.2,332,173 arisen from the over recoveries of mobilization advance had been included in the mobilization advance balance of Rs:7,144 million under current assets resulting to understated the mobilization advance by Rs:2,332,173.	Instructions have been given to make necessary adjustments to rectify those errors.
(h)	Consultancy fees amounting to Rs. 182,265,942 paid in 2014 in relation to the construction of Outer Circle road from Kerawalapitiya to Kadawatha with a length of 9.32 km, had been stated erroneously as work in progress on buildings in the Statement of Financial Position for the year under review.	This has been corrected in monthly accounts of January 2015.
(i)	A sum of Rs. 32,469,175 had not been taken to the opening balance of the bank loan account and thus the account balance had been understated by the same amount.	The correction entries have been made in the accounts of the 2014 itself.
(j)	According to the Financial Statements of the authority, a sum of Rs.4,147,234,771 had been included in current liabilities as the payable portion of bank loan for the year 2015 out of the total bank loan of Rs.107,304,314,019 as at 31 December 2014. However, a break up for a sum of Rs. 4,220,578,423 had been provided as payable for 2015 in the confirmation received from the Authority. Hence, current liabilities had been understated by Rs.73,343,652.	This difference has arisen due to the time gap of the incident where interest rate fluctuation during the six months period is caused for such difference of interest.
(k)	Even though Motor Vehicles valued at Rs: 218,960,500 belonging to foreign funded Projects of Road Rehabilitation and Improvements had been transferred to the RDA for the year under review, the value of such vehicles had not been brought to accounts.	Already corrected in 2015.
(l)	The value of lands on which the buildings valued at Rs.313,208,798 constructed had not been brought to accounts. This lands were crown lands transferred to RDA by the Department of Highways at the time of establishment of the Authority and however, the Cabinet of Ministries had been approved to allocate the lands to RDA as a free grant vide their decision dated 30 October 2014.	The crown land allocated to RDA as free grant ,the Land Division of RDA is processing get ownership to RDA as per the cabinet memorandum.

(m)	Even though fixed assets valued at Rs.20,009,499 belonging to Colombo Katunayake Expressway Project had been transferred to the RDA by 31 December 2014, the value of such assets had not been brought to the accounts.	This had been already corrected in 2014 accounts
(n)	Value of the fixed assets relating to 394 items amounting to Rs.3,488,240 and fixed assets purchased and subsequently transferred to the RDA by two foreign funded Projects of Road Rehabilitation and Improvements relating to 200 items, which the value was not made available, had not been valued and included in the financial statements of the RDA in the year under review. Therefore, depreciation of Rs.348,824and Rs.697,648 for 2013 and 2014 respectively had not been brought to the accounts.	It has been informed to valuation Department to revalue these assets of which not yet finalized..
(o)	Two machines, Multi Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometre (FWD) have been purchased at the values of AU$ 58,500 equivalent to Rs.97.51 million and EUR 135,900 equivalent to Rs.30.13 million respectively. However, it was observed that these machines were not taken to Property, Plant and Equipment in the final accounts of RDA.	The purchase market value of these assets amounting to Rs. 55,525,000/- have been accounted in the books of accounts of RDA in 2015.
(p)	Even though sale proceeds of Rs.16,418,233 received from disposal of fixed assets had been shown as other income in the financial statements for the year under review, the cost of such assets had not been brought to accounts since the date of acquisition by the Authority.(RT/D/RDA/2014/TU/NA/AQ-33-18 June 2015)	Net book values of those assets were zero and entire sale proceeds are going to be the net disposal profit
2.2.3	**Un - explained Differences.** The following unexplained differences were observed in audit	
	A difference of Rs. 3,3639,226. 41 was observed between the loan balances shown in the financial statements and the balances confirmed by the respective banks as at 31 December 2014. Further, the reasons for the differences had not been explained to audit.	The copy of the bank confirmation sent to the audit also received by authority. There is no difference between the amount confirmed by the bank & bank balance stated in the bank reconciliation. However due to un presented & unrealized cheque at the end of year bank balance stated in the financial statement is differ from the bank balance appeared in bank statement

	 	
(b)	A difference of Rs:7,016,408,503 was observed between the cost of highways shown in the Financial Statements of RDA and Financial Statements of three Project Management Units.	Given the fact that financial reporting deadline to AG of project management units is 31stMarch as against end of February of RDA, PMUs are providing their respective estimates on 31st December on tentative basis on the premise that final figures are providing as at 31st March. Out of Rs:7,016,408,503, Rs. 5,222,895,461.60 has already been adjusted in the accounts. Instructed to relevant officers to identify the balance amount and correct the accounts before finalization of the accounts for the year 2015.
(c)	A difference of Rs. 40,226 was observed between the bank balances of 03 regional offices accounts and one head office bank account of the RDA and the balances shown in bank reconciliations.	This had been already corrected in 2015 accounts
2.2.4	**Accounts Receivable and Payable** The following observations are made	
(a)	**Clint Deposits** It was observed that the client deposits amounting to Rs. 198,474,099 relating to 105 clients had remained unsettled between the periods ranging from 1 to 6 years. Further, the client deposits aggregating Rs. 257,057,468 relating to 134 clients had remained unchanged since the date of deposits obtained during the period ranging from 2010 to 2013	Amount of Rs 202,803,707.22 out of the amount referred in audit comment has already been transferred to income. Instructed to relevant officers reviewed the balance amount & make necessary adjustments in the accounts before finalization of annual accounts
(b) (i) 1	**Advance Payment** **On Account Advance** On Account Advances granted amounting to Rs. 3,614,943 older than one year recoverable from MagaNeguma Road Constructions & Equipment Company had not been recovered even during the year under review.	This has been settled now.

2	Authority had not taken an action to settle On Account Advance payable balances aggregating Rs. 10,020,158 older than one year even at the end of the year under review.	This has been fully settled now.
3	Action had not been taken to settle the Accrued Work Bill amounting to Rs.2,377,388 Maganaguma Road Construction and Equipment Company even during the year under review.	This has been fully settled now.
4	Credit balances aggregating Rs. 24,344,177 relating to 02 contractors had been shown as "On Account Advances" and it was observed that those are over – recoveries from contractors. But an action had not been taken up to December 2014 to settle this amount.	Credit balance of Rs 24,344,177 is already corrected.
5	On Account Advances amounting to Rs. 22,046,094 granted to 05contractors during the year 2013 had not been settled by the contractors even by 31 December 2014, even though the advances obtained should have been settled immediately after the completion of the purposes.	We have settled for the sum of Rs.12, 840,665 out of the total advance and instructions given to relevant officers to clear the accounts before finalization of annual accounts for the year 2015.
(ii) 1	**Mobilization Advances** It was observed that prompt action had not been taken to recover mobilization advance amounting to Rs.2,000 million granted to Provincial Road Development Authority for the DeyataKirula Project 2014 as at the date of audit.	Out of Rs 2000 Mn bills for the sum of Rs 630 Mn have been received by Finance Division and checking at the moment. Settlement will be made during the finalization accounts for the year 2015.
2	It was observed that prompt action had not been taken to recover the mobilization advances amounting to Rs.275,245,398 granted to 21 contractors from the year 2004 to 2011.	Rs 261,961,749 mn had been settled & due to abandoned of projects Rs 13,283,649 is remaining
3	Action had not been taken to recover the advance granted to the Southern Transport Development Project in 2013 and 2014 amounting to Rs.190,000,000 Rs.411,000,000 respectively.	This has been recovered now.
(iii)	**Purchase Advances** Even though the advance given for suppliers should have been recovered after completion of the purpose, the purchase advance amounting to Rs. 17,481,824 given to 77 suppliers in the year 2011,2012 and 2013 and preceding 05 years had not been recovered even in the year under review. (RT/D/RDA/2014/HA/AQ-21 MAY 2014)	Reminders have been sent to the advance receivers through their respective head of departments. Action will be taken during 2015 either to recover or to get the settlement in 2015

(iv)	**Contract Advances** Even though the advances given for suppliers or contracts should have been recovered during the relevant contract period , the advances amounting to Rs. 29,108,037 given to 30 suppliers or contracts obtained in the years 2010,2011, 2012, 2013and over 05 years had not been recovered even in the year under review.	Partly recovered from this total advance and action shall be taken to settle the balance advance during 2015.Rs 15,818,274 had been given to NHDA &Rs 5,727,580 had been given to Projects has been includes in the total amount.
(c) (i)	**Creditors & Others** It was observed that 17 Creditors over one year, 51 creditors in between 2-5 years and one creditor over 5 years amounting to Rs. 4,617,450, Rs. 14,635,982 and Rs.1,521,036 respectively, were remained unsettled even by the end of the year under review.	All the creditors mentioned in the audit quarry have been settled.
(ii)	Action had not been taken to settle the Direct Labour Wages amounting to Rs.1,119,113 relating to Akkaripattu Additional Provincial Office by the end of the year under review.	This has been settled now.
(iii)	It was observed that lease rental relating to the year from 2009 to 2014 amounting to Rs. 36,176,000 had not been paid by the authority even in the year under review.	In accordance with the cabinet decision made on 11th November 2009, Rs.1,000 should be paid as lease rental instead of Rs.6,000,000.Action will be taken to adjust accounting entry accordingly 2015.
(d) (i)	**Retention Money Payables** It was observed that retention money amounting to Rs.620,406,926relating to 774 contracts had remained unsettled during the period ranging from 3 to 10 years.	Most of retention Money Payables are now settled in 2015 and others will be checked and do the needful in year 2105
(ii)	Although there was retention money over deduction amounting to Rs.5,486,278, adequate information had not been submitted in schedule.	Action will be taken to correct the accounts
(e) (i)	**Accrued Expenditure & Contract payables** Action had not been taken to settle the accrued expenditure amounting to Rs.7,008,077 over one year and Rs. 46,913,405 during the period ranging from 2 to 5 years.	Action had been taken recover the hire charges amount of Rs 198,833,675.97 in 2015 & deferred output tax against on this value Rs 21,303,608 will be reversed .
(ii)	Action had not been taken to settle payables to Other Contractors amounting to Rs. 278,062,288 relating to 2012 and 2013even in the year under review.	Creditors have been fully settled during the year 2015.

(f)	**Rent Income and Rent Receivables** Action had not been taken to recover the rent income amounting toRs. 1,622,491 over 3 years form the shops in Kandy Under Pass. (RT/D/RDA/2014/SH/AQ14– May 2015)	Letter of demand have been issued to the respective defaulters.
(g) (i)	**Other Receivables from Employees** No prompt action had been taken to recover the Staff loans aggregating Rs. 5,655,091 granted to 66 former employees.	Out of Rs: 5, 655, 091, Rs: 3,066,763/- has been recovered from the Guarantors and action is been taken to recover the balance amount of Rs: 2, 588, 327 /- too from the Guarantors.
(ii)	Action had not been taken to reimburse Gratuity Payment aggregating Rs. 696,394,067 relating to the year 2014 for 101 RDA staff members employed in government institutions even in the year under review.	Employees those worked in the other Ministries were released on the basis of recovering actual salary cost. Thus, other incidental costs such as gratuity are not going to be reimbursed and RDA should bear the cost.
(iii)	Action had not been taken to reimburse the Salaries and other allowances paid to 94 RDA staff members aggregating Rs. 62,757,658 relating to the year 2014 employed in other institutions even in the year under review.	Those employees released to our Ministry based on the condition that work should be done without recovery of salaries.
2.2.5	**Lack of Evidence for Audit** Client deposits and liquated damages aggregating Rs.7,954,777 could not be satisfactory vouched or verified in audit due to non-availability of evidence such as payment vouchers and narrations for the journal vouchers.	
2.3 (a)	**Non- Compliance with Laws, Rules, Regulations and Management Decisions.** Instances of non- compliance, observed in audit are given below.	
(i)	**Failure to Make Payments in Accordance with the Financial Regulations.** It was observed that Financial Regulation 135 had not been followed with respect to authorization, approval, certification , and making payment in spending a sum of Rs. 14,079.3 million from the loan amount obtained for the roads relevant to the Local Bank Funded Project, on other activities by the Project Division of the Authority. Accordingly, Vouchers had been certified and payments had been made without including the documents certified in terms of FR 138(6) and 139(1) on the advances amounting to Rs.	The bills referred to the payments made line with project division for a long period of time due to lack of funds .Therefore bulk amount

	6426 million given to Maganeguma companies for constructing roads. (RT/D/RDA/2014/AS/PA/AQ-12)	was paid to the company instead of drawing separate cheques for each voucher. Based on the certified bill values. Settlement entries made in the accounts during the year 2014.All the required information are attached to the individual vouchers.
(ii)	Action had not been taken to cancel 25 lapsed cheques amounting to Rs.5,924,999 relating to 08 bank accounts. (RT/D/RDA/2014/AS/AQ25 – May 2015)	The corrective action has been taken in February 2015.
(iii)	Petty cash imprest and fuel imprests aggregating Rs.1,415,139 granted to 02 Sub-offices and 04 Divisions of the Authority had not been settled even up to the end of the year under review, in terms of the provisions in the Financial Regulation and the Office Circular. (RT/D/RDA/2014/AS/AQ25 – May 2015)	The settlements have been finalized by April 2015.However relevant officers were instructed not to repeat this in future years.
(b)	Although payments for the contracts should be made on measure and pay basis, advances totaling Rs. 6126.37 million had been paid in 55 instances to "Maga Neguma" companies without measuring the bills and the works done.	This has been fully settled now.
(c)	A maximum of twenty per cent of the contract sum could be granted as mobilization advance with an acceptable security to any contract in accordance with the Procurement Guideline. However, in contrary to that, advances totalling Rs.6,126.37 million had been granted by the Authority to Maga Neguma Companies without obtaining any security	This has been fully settled now.
(d)	According to Financial Circular FIN/01/2007 and 294 of Road Development Authority, the accountant is authorized to sign cheques for payments uptoRs. 10 million. Nevertheless, cheques valued more than Rs. 10 million had been signed.	Corrective action has been taken.
3 3.1.	**Financial Review** **Financial Results** According to the Financial statements Presented, the operations of the Authority for the year under review had resulted in a pre-tax deficit of Rs.4962.68 millions as against the pre-tax net surplus of Rs.547.17 million for the preceding year, thus indicating a decrease of Rs.5,509.85 million in the financial results for the year under review. The decrease in revenue by Rs.7078.68 million, increase in other	

<table>
<tr><td></td><td>revenue by Rs.2,461.18 million and increase in expenditure by Rs.892.35 had attributed to the decrease in financial results of the year under review.</td><td></td></tr>
<tr><td>3.2</td><td><u>Analytical Financial Review</u>
Certain significant balance shown in the Statement of Financial Position as at 31 December 2014 as compared with the pervious year are given below.
<table><tr><td></td><td colspan="2">As at 31 December</td></tr><tr><td></td><td>2014</td><td>2013</td></tr><tr><td></td><td>Rs.Mn</td><td>Rs.Mn</td></tr><tr><td>Net Current Assets</td><td>2,717</td><td>(1,681)</td></tr><tr><td>Net Assets</td><td>170,633</td><td>124,552</td></tr><tr><td>Accumulated Deficit</td><td>(13,576)</td><td>(8,012)</td></tr></table>Accordingly, it was observed that the net current assets and net assets had increased in 2014 when compared to 2013 by 3665.61 per cent and 41 per cent respectively whilst the accumulated deficit had also increased by 69 per cent.</td><td>Amount stated in 2013 as net current assets in report is not correct.</td></tr>
<tr><td>4.
4.1
4.1.1.</td><td><u>Operating Review</u>
<u>Performance</u>
<u>Maintenance Works of the Authority – National Roads and Bridges.</u>
The allocation of funds and actual in respect of maintenance of bridges and flyovers for the year under review as follows.
<table><tr><td></td><td></td><td>Allocation for 2014 Rs.million</td><td>Actual Expenditure Rs.million</td><td>Utilization as precentage of Allocation</td></tr><tr><td>(i)</td><td>Rouing maintenance</td><td>1850</td><td>2543.17</td><td>137.46</td></tr><tr><td>(ii)</td><td>Periodic maintenance</td><td>3110</td><td>2643.72</td><td>85</td></tr><tr><td>(iii)</td><td>Drainage & structure improvement</td><td>940</td><td>610.22</td><td>64.91</td></tr><tr><td>(iv)</td><td>Maintenance of Signal light systems, street light, Road sign & marking & Minor Road safety improvements</td><td>800</td><td>575.63</td><td>71.95</td></tr><tr><td>(v)</td><td>Emargency Maintenance / Disaster works</td><td>1280</td><td>1421.68</td><td>111.06</td></tr><tr><td>(vi)</td><td>Operation & maintenance of ferries</td><td>8000</td><td>7801.85</td><td>97.52</td></tr><tr><td></td><td>Total</td><td>15980</td><td>15596.27</td><td></td></tr></table></td><td></td></tr>
<tr><td>(a)
(i)</td><td><u>Performance of Road Maintenance</u>
186 roads included in the maintenance program for the year 2014, had not been maintained within the year. However, a sum of Rs. 493.83 million had been provided for the maintenance activities of the said roads through the annual budget.</td><td>Owing to urgent and unexpected natural disaster situations priorities have been changed and programmer was prepared in for 2014 in year 2013.Hence maintenance work has been carried out of program.</td></tr>
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(ii)	Five Provincial Director's Offices had spent a sum of Rs. 26.31 million during the year under review on 07 road maintenance works for which no budget provisions had been made, and not included in the annual maintenance program.	Due to flood situation, priorities have been changed to accommodate the urgent maintenance work.
(iii)	The budget for the year 2014 had not allocated provisions for the maintenance of roads not pertaining to RDA; however, a sum of Rs. 1,248.14 million had been spent during the year under review on 281 roads which were not belonging to RDA.	As a management policy decisions, RDA had decided to carry out non RDA roads to cater to the public interest. Furthermore, due to some RDA projects like DAYATAKIRUALA, RANARUNA most of the non RDA roads were damaged. Hence, RDA had some responsibilities to do non RDA roads.
(iv)	As the expected performance could not be achieved due to reasons such as, failure to properly identify the maintenance activities to be carried out during the year, and costs incurred on the maintenance of roads that were not belonging to RDA, it was observed that the annual maintenance program had to be revised again on 30 June 2014. (RT/D/RDA/2013/SH/AQ- 41 JUNE 2014)	Action had been taken to revise the annual maintenance program.
4.1.2 (i)	**Performance of Engineer service and Bridge Design Division** A methodology to approve the work plan of this division by the top level management had not been implemented, and it had not been prepared prior to commencement of the year. The work plan had been revised again in November 2014.	The corrective action shall be taken during 2015.
(ii)	It was proposed to plan 142 bridges to be constructed during the year under review, whereas plans related to 84 bridges had been concluded according to the progress report presented in December 2014. It was observed that the Progress was less than 50 per cent with regard to 06 bridges.	The low progress with regard to these six bridges was happened due to the fact that exiting resources had to be used for some urgent work in project management units.
(iii)	Twenty seven bridges had been planned outside the work plan for the year under review, and out of that, 07 bridges were observed to be non-RDA. (RT/D/RDA/2013/HA/AQ-39 April 2014)	These non RDA bridges had been done outside the work plan as per the instruction issued by Hon. Minister and Secretary, Ministry of Highways.
4.2 4.2.1 (a)	**Contract Administration** **Road Rehabilitation and Improvement** **Road Widening and Improvements** According to the allocations for widening and improvements of roads under Government funds, performance reports, action plans and the progress reports had been sent by Provincial Directors, and the following matters were observed.	

(i)	Even though it was targeted to commence widening and improvement of 142 roads valued at Rs.16,239 million in the year under review, no constructions and improvements had been commenced.	Out of these projects priorities were identified and included in 2015 action plan to carry out the work as availability of funds and to relieve public inconvenience.
(ii)	A sum of Rs.2,774 million had been spent during the year 2014 for widening and improvements of 69 roads which had not been included in the Action Plan for the year under review. A sum of Rs.36,597 million had been spent during the year 2014 for widening and improvements of 864 roads which were not belonging to RDA.	Hereafter action will be taken to include new projects to revised action plan. Hereafter action will be taken to include new projects to revised action plan
(iii)	Widening and improvements of 61 roads with an estimated cost of Rs.5,319 million during the year under review had shown a progress less than 50 per cent as at 31 December 2013.	Action was taken to carryout balance work in the year of 2015 as availability of funds and avoid public inconvenience.
(iv)	Widening and improvements of 234 non RDA roads with an estimated cost of Rs. 16,503 million during the year under review had shown a progress less than 50 per cent as at 31 December 2014.	Action was taken to carryout balance work in the year of 2015 as availability of funds and avoid public inconvenience.
(b) (i)	**<u>Local Bank Funded Road Rehabilitation Project (LBFP)</u>** According to the information made available, the contactors for road constructions under the above Project (LBFP) had not been selected in terms of the provisions in the Procurement Guidelines. Instead the contractors themselves had brought the contract proposals for the respective roads.	Supplementary allocation of Rs.2800Mn has been provided to settle outstanding bills of ongoing project under NSB funded projects according to cabinet approval.
(ii)	The proposals of contractors had not been properly evaluated by the Technical Evaluation Committee (TEC). Further the Engineer's estimate had not been prepared for the each road including items of works, quantities and the rates to support the evaluation. Therefore, the contractor's proposal had been evaluated by the TEC by using highway standard rate (HSR). However, the rates proposed by the contractors in the bills of quantity (BOQ) were very much higher as compared with Engineers rates and the rates were varied from contractor to contractor.	Engineers Estimate was prepared by the TEC according to the H S R rates + 20% Overhead and profit with considering the Proposer's quantities. Contract amounts are differing from contract to contract because of location of the site, distance to transport materials and the year of award of the contracts.

(iii)	The Standard Cabinet Appointed Procurement Committee (SCAPC) had decided and recommended the final contract amount for each contract. Accordingly, a sum of Rs. 146,552.78 million recommended by the TEC for 54 contracts had been increased to 155,794.94 million by the SCAPC. As such, an additional cost of Rs.9,242.16 million had been recommended for the road construction by the SCAPC.	According to the appointment given to SCAPC, the authority has been given to negotiate withthe contractors to reduce the contact amount.As a result, the prices have been reducedconsidering the difficulties and problemsuncounted at sites that contactors faced.
(iv)	According to the Cabinet Memorandum, all constructions under the LBFP should be done through the local contractors in view of increase the capacity of the local contractors. However, this objective could not be satisfactorily achieved by the Authority as few contractors were given more contracts than others.	Few Contractors were given more contracts due to contractors' inability to get the consent letterfrom banks for loan facilities within thestipulated time frame.
(v)	It was revealed that some part of the road which had been asphalt overlaid by the Road Development Authority in the early part of 2012 had again been included for rehabilitation under LBFP.	Considering the dilapidated condition of roads, immediate requirements were fulfilled to make roads mortorable condition under widening and Improvements. However, theserehabilitations have been considered whenevaluate pavement designs of Local BankFunded Projects and cut down the cost.
(vi)	The Local Bank Funded Project had received the approval to obtain a loan of Rs.55,392.2 million to construct 28 roads with the approval of Cabinet of Ministers with the Treasury Bond. Of the loan obtained, a sum of Rs.28,000 million had been spent on other activities of the RDA which had no connection with the Project activities. Approval of the Cabinet of Ministers or the approval of the General Treasury had not been obtained to utilize Rs.28,000 million of the loan for activities which were not relevant to the Project. Details are shown below	As per the instruction and approval granted by the former Secretary to the Ministry of Ports, Highways and Shipping, the distribution of funds to the respective works was carried out. The comfort letter has been issued by the treasury to the sum of Rs. 15,000Mn and supporting documents in this regard can be provided

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	Out of the loan approved for 28 roads amounting to Rs.55,392.2 million, a sum of Rs.21,238.98 million had been paid as advances and for work done. Accordingly, the amount payable from the loan obtained for the rest of the work to be done was Rs.34,153.34 million. But a sum of Rs.28,000 million had been used for activities other than that of the Project as at 31 December 2014. As a result, the balance of loan available was Rs.6,153.34 million. Accordingly, it was observed in audit that there was a possibility of financial problems that may occur in the future while making payments for the rest of the road work to be done and would adversely affect the construction work.	In order to avoid the adverse effect on the construction work of the roads due to financial constraints, RDA had acknowledged this situation in advance to the concerned authorities. Accordingly, RDA had received 5.4Bn up to now in 2015 to continue the work and balance to be received in the times to come.
(vii)	A loan amounting to Rs.2,172 million had been obtained by the Road Development Authority from National Savings Bank under the Local Bank Funded Project to rehabilitate the above road at a cost of Rs.2,172 million. Although, construction works valued at Rs.315 million equal to 15% of the total contract value had been completed by the contractor at the end of the year under review, the Road Development Authority had disbursed from the loan a sum of Rs.2,096 million equal to 96% as at 31 December 2014.However,a sum of Rs.596 million had only been paid to the contractor including mobilization advance. Followed observation were made in this regard.	This was done with prior approval on 14.08.2014 received from Chairman / RDA. Relevant approval is attached in Annex-01.Payment has been deducted from interim payment certificates starting from lPC 11.
(i)	According to the Interim payment certificate No.04 submitted by the contractor for the period of November 2014, a sum of Rs.18.45	Verbal instruction was given by Director General / RDA and it was confirmed by the Resident Engineer's letter dated 03.11.2014.

	million had been included as the variation No.1 to the above road. However, this variation had been submitted by the contractor for the construction cost related to the President House at Embilipitiya.	Payment has been deducted from the interim payment certificate starting from lPC 11.
(ii)	It was observed that a value of Rs.142.6 million had been submitted by the contractor under Interim payment certificate No.04 as the variation No.02 for the above period. However, this amount had been arisen due to construction of works related to 17 other roads with a length of 9.21kilometers.	All works which were not included in the scope been carried out under the instruction of higher management. Payment of the work included in the lPC-04 and it has been deducted gradually, starting from lPC 11.
(c) (i)	**Funds Granted to Project Management Units** A sum of Rs. 5,820 million granted to 21 Project Management Units involved in the construction of roads and bridges by the funds of foreign loans, had been spent by those projects; however, only a sum of Rs. 3,006 million had been spent on the constructions. Out of the saving, sums of Rs 2,164 million, Rs. 183 million, and Rs. 17 million had been spent as direct expenses, expenses for maintenance, and extraneous expenses respectively.	As per the instruction and approval granted by the former secretary to the ministry, a sum of Rs.5, 820 million is granted to project management units. This initiative has been taken in view of the fact that treasury funds were not received during the period as expected.
(ii)	Information regarding the manner in which a sum of Rs.20 million spent which was granted to Emergency Development Project in the war-affected areas had not been explained to audit. **(**RT/D/RDA/2014/PA/AS/AQ 22**)**	RDA had provided the required information on this.
(iii)	The value of the local bank loan fund granted for 22 projects was Rs. 6140.11 million. The provision that should have been received from the Treasury for the year 2014 with respect to those projects was Rs.19,304 million.However only a sum of Rs. 8,467 had been obtained. (RT/D/RDA/2014/PA/AS/AQ 22)	Given the fact that treasury has not granted the funds according to allocation. Hence, RDA has taken initiative to go for local bank loans on the premise that once the treasury funds received to settle the local bank loans.
(d) (i)	**Funds Granted to Project Division of the Authority** The Project Director of the Authority had spent a sum of Rs. 5499.43 million in 697 instances on widening/improvements/renovations of roads that were relevant to the Road Development Authority but which were not belonging to the Local Bank Fund Project. (RT/D/RDA/2014/TU/PA/SH/AS/AQ.12)	Some of the important project belongs to RDA was on hold due to lack funds. Hence, as a temporally measure on advance basis, Local bank funds had utilized to RDA work.
(ii)	**Contravening the loan agreement of LBFP** According to the loan agreement signed between the RDA and the NSB, the loan obtainable for 28 roads Project as at 31 December 2014 was Rs. 34,200.79 million.	In line with the contractual obligation, delay payment to contractors is subjected to the additional interest payment. Therefore, in

	However, contravening this, a sum of Rs. 49,238.98 million had been obtained. Accordingly, a sum of Rs. 15,038.18 million had been additionally obtained contravening the loan agreement.	order to avoid delay interest payments to contractors, this local bank loans have been utilized.
(iii)	Loan amounting to Rs.28,000 million had been obtained for work not related to the Local Bank Funded Project activities and it was observed that the interest paid thereon amounting to Rs.466.08 million.	The action shall be taken to distribute the interest which is not related to local funded Project.
(e)	The renovation of the stretch of the Galigamuwa-Ruwanwella-Karawanella road from (km000+0.to210+29) by applying asphalt had been assigned to a contractor at a cost of Rs. 2,472 million. According to the contract agreement, the construction had been scheduled to commence on 14 January 2012 and complete on 14 July 2014. The following matters were observed during the inspection of the construction of this road.	
(i)	The financial proposal of the contractor was Rs. 2602.48 million, whereas the engineering estimate of the Technical Evaluation Committee amounted to Rs. 2228.27 million. Accordingly, the contract had been awarded at a value of Rs. 2,472.36 million exceeding the engineering estimate by a sum of Rs. 144.09 million.	The Technical Evaluation Committee amount mentioned in the query is incorrect and it should be corrected as Rs, 2328.27Mn..This Project has been awarded to the contractor at a value of Rs, 2472.36Mn according to the decision taken by the relevant SCAPC on the recommendation given by the project committee appointed by the Public Finance Department of the General Treasury. However, SCAPC had negotiated with the contractor considering TEC views and the constrains face by the contactor and proposed priced has brought down to the value of rupees 2472.36Mn. Accordingly, the difference between TEC recommended amount and the proposer's amount is Rs, 274.21Mn
(ii)	Action had not been taken by the Road Development Authority to prepare an engineering estimate including works to be carried out on this road, quantities and rates of prices, and evaluate the financial proposal of the contractor accordingly. The financial proposal of the contractor did not consist of works to be carried out, quantities and rates of prices, and only the cost of the contract presented had been evaluated. According to the inter-payment voucher No. 23 of the contractor, an increase of payable value by Rs. 439 million had been shown in excess of the values of bill of quantity of the items of work	Anincrease of payable value of Rs, 439 Mn has been occurred due to construction of retaining walls and side drains, the width of the road has to be increased in town areas. Previously this decision has not been taken due to cut down the Land Acquisition cost. Later, Residents in town area have given their consent voluntarily for road widening.

(iii)	The Technical Evaluation Committee had evaluated only the contract price without evaluating the items of work, quantities and rates of prices based on the bills of quantity presented by the contractor. Accordingly, an increase of Rs 439.49 million in the value payable for the items of work such as Earth works, Bridges, and Drains included in the IPCs presented by the contractor was observed in excess of the values in the BOQ. Due to this reason, a possible decrease in other woks stated in the BOQ is observed.	The increased amount of 439 Mn have been covered form the physical contingencies of 10% and the savings occurred when do the detail design. Therefore, there is no possibility to decrease in other works in the B.O.Q.
(iv).	Provisions for the construction of retain walls to prevent earth slips had not been allocated in the bills of quantities of the contractor. However, the necessity for the construction of retaining walls stretching 1763 meters at 87 places along this road had been identified.	Construction of retaining wall of 3300 meters have been already completed. There are 87 places that have to be erected retaining walls of approximately 1700 meters which have been postponed due to unavailable of allocation. This has happened due to road widening up to 16meters in the town areas which have only included as 10 meters in the original proposal.
(v)	Action had been taken to construct only a one bridge on this road. The Engineering Office had identified that 5 bridges remained dilapidated and required to be reconstructed, and 2 other bridges should be widened in a way suitable to the road.	The most dilapidated and narrow bridge No, 22/1 has been reconstructed according to the approved BOQ. Further, bridge Nos, 11/6 & 16/1 had been identified as narrow and not adequate enough width for two lane road. Though, we couldn't include these bridges due to the financial provision was inadequate to construct these bridges. The other 05 bridges which have been identified as narrow and width is inadequate after widening of the road, therefore it has been informed to the Director General to include in to another project, including the above two bridges vide RE's Letter No, RDA/GRK/RE/1.1/C dated 18.11.2013.
f (i)	**<u>Construction of Bridge No. 9/12 on Norwood Upcort Road</u>** The Construction of Bridge No. 9/12 on Norwood Upcort Road had been awarded to the contractor at a sum of Rs. 3,456,682. The new contract value was Rs. 8,162,377 as the width of the bridge had been increased from 4 meters to 7 meters. The contractor, after obtaining a sum of Rs. 3,425,378 for the construction, had left the site.	Contractor had left the site having completed the work for the first phase of 4 meters width and completion certificate to this effect is available to check the substantial completion of the work.

(ii)	Layer of concrete had been applied only on a part of the surface of the bridge. There was a higher risk of accidents as the other part of the bridge had not been adequately covered and no warning signs had been erected.	Corrective action had been taken during 2014.
(iii)	Though it was proposed to commence the construction of the bridge on 26 October 2010 and conclude before 25 March 2011, it was observed that the construction had not been completed.	This bridge had been included in to the action plan in 2105.
g. (i)	**Construction of Wijebahukanda Bridge** The contract had been awarded at a sum of Rs. **23,907,253** despite the engineering estimate for the construction of this bridge amounting to Rs. **30,833,502**. However, the contract had been awarded at a price less than the engineering estimate by 25.32 per cent. Had an estimate been prepared by taking the timely prices into consideration, it was observed that either an expected performance or a specific quality of the construction could not be expected by quantitatively decreasing the contract price. Or, it is observed in audit that the accuracy of the estimate prepared is questionable.	Defect observed were corrected by the contractor without extra payment.
(ii)	It was proposed to commence this construction of the bridge on 04 April 2011 and conclude before 09 January 2012. An extension period had also been granted up to 02 September 2012. The construction remained incomplete as at 15 December 2014, neither an extension for time had been granted nor liquidated damages had been charged	Action has been taken to deduct liquidated damages
(iii)	The contract value had been increased by a sum of Rs. 11,992,423 or 50 per cent due to additions made in 2 instances.	When designing this bridge upper Kothmale reservoir was not completed. But after construction upper Kothmale reservoir, quantity of water flows though Kothmale oya within short period due to opening of spilt gates is high rainy periods. Therefore, the design of the bridge was changed to avoid the bridge gone under water. Hence, the cost incurred with new design was increased.
(iv)	Although the bridge had been constructed, the roads on either side had not so far been constructed. Furthermore, wing walls had yet to be constructed at the entrance for the safety of the bridge.	The roads on either side had not been included in the main contract. However, the action has been taken to construct the access road at Wijayabahukanda end including I road project and the estimates have been prepared and the allocation requested for the access at Madakumbura end. Furthermore, wing walls have been completed for the safety of the bridge.

(v)	Honey combs had been excessively seen in the concrete applied on abetment and pears of the bridge. The metal bars used in beams had surfaced in several instances. The soil underneath the wing wall on the right side at the exit of the bridge had eroded.	Honey combs in abutments and peers have been patched up without doing extra payments to the contractor.
4.2.2.	**<u>Construction of Steel Bridges in Trincomalee District</u>** Ten steel bridges in Trincomalee District had been constructed by incurring a sum of Rs. 3,831,936,290 under Steel Bridges Project of United Kingdom. Out of that, a sum of Rs.336,328,087 had been incurred for constructing Lanka Patuna Bridge and Palathoppur–Seruwila Bridge and Rs.3,495,608,203 had been incurred for 08 Bridges in Batticaloa – ThirikondaiAru – Trincomalee (A-15) and Ambepussa – Kurunegala – Trincomalee (A-6) which were connected beyond the town. However, it was observed that although eight bridges had been constructed on Outer Circular Road in Trincomalee incurring a sum of Rs.3,495.6 million in the years 2009 and 2010, the constructions of the roads which connecting these bridges had not been completed to enable transportation of vehicles even though 4 years had elapsed.	This is not relevant to RDA and should present this to relevant project management unit.
4.2.3. (i)	**<u>Construction of the Kataragama Circuit Bungalow</u>** The construction work of basement of the Kataragama Circuit Bungalow had been entrusted to a contractor for Rs.12,352,242 on 28 September 2010 and a sum of Rs.11,771,448 had been paid to the contractor. According to the agreement entered into with the contractor, it was agreed to complete the work before 07 June 2011. However, the construction work had not been completed even as at 31 December 2014.	Maganeguma Construction Company had been issued a work order to construct Circuit Bungalow at Kataragama and it was started in the year 2004. After that, the company had abandoned the site after completing the foundation. Hence, the construction had been again started using direct labour by the Provincial Director and constructed up to the brick walls. This work again has been commenced by calling bids and awarded a contract to M/S Edward & Christie to complete the basement of the circuit bungalow. It had been almost completed except few minor works i.e. fixing bathroom fittings, grouting the tiled floor of the bathroom etc., before the expected contract period. Further, we have been informed that

		the above mentioned works cannot be completed due to the failures of the foundation which had been laid by Maganeguma Company.
(ii)	There were significant shortcomings in the work carried out by the contractor. In spite of this, the construction of the first floor had been entrusted to him for Rs.7,922,316.21 on 24 December 2014.	The first floor of the above construction had been entrusted to the same contractor as per the instructions given by the Secretary of Ministry of Highway , Ports & Shipping of a meeting headed by him at Provincial Director's Office, Matara.to avoid unnecessary delay and the expenses. Even though variation approved 24th December 2014,written instructions were given to the contractor on 17/01/2011,before identifying short comings. The contractor perform well when instruction given to the construct the first floor. Most of the work in Main contract and variation has been completed by the contractor and the steps have been taken to deduct cost of balance work, defects identified, liquidated damages from his retention money.
4.4 (i)	**Fruitless Transactions** The following observations were made in this regard According to the decision made by the Ministers of Cabinet on 19 November 2009 the annual lease rental amounting to Rs.1000 was required to be paid to the Urban Development Authority on leasing of the land at DenzilKobbekaduwaMawathe. However, as per provision made in the Lease Agreement signed by the RDA with UDA dated on 20 August 2008 annual lease rental had been determined as Rs.6 million for over 50 years. Action had not been taken to revise the lease agreement as enable to reduce the annual lease payment as determined by the Ministers of Cabinet.	Action has already been taken to revise the Lease Agreement by Legal Division.
(ii)	Lease rentals a sum of Rs. 466,561,476 instead of initial payment had not been paid even though the provisions thereon had been made in the financial statements as at 31 December 2014. According to the provision made in the lease agreement, penalties will be imposed over the outstanding balance. Therefore, the penalties aggregating to Rs. 29,839,114 will be charged on the outstanding lease rentals.	Action has already been taken to revise the Lease Agreement by Legal Division.

(iii)	**Head office of RDA constructed** using **the funds** from **a foreign** funded **project had been handed over to RDA on 21 November 2014. However,** RDA had not shifted to the new building and **building rent amounting to Rs. 40,697,802 from December 2014 to March 2015 had been paid to an external Institute** and observed the new building had not been utilized even as at June 2015.	All divisions already shifted to Maganaguma Mahamadure before November 2015.
(iv)	It was observed that 50 projects had been commenced during the years 2006 to 2015. However these projects had come to standstill due to delay of contractors, poor performance, lack of funds and terminating non RDA works. The estimated cost of the projects amounted to Rs. 5,891.05 million and a sum of Rs.705.39 million had already been paid.	Reasons in details for such delays of these projects are available for the further investigation. As such main reasons for the delays are as follows: 1.Some projects are completed under direct labour 2.Some contractors were terminated due to bad performance and balance had been carried out by project management units. 3.Some projects are being carried out at present from local bank funded project. 4.Revisions of original estimates and scope
4.5 (i)	**Assets Management** The following observations are made in this connection **Non-Moving Assets** The following unutilized and slow moving stock were observed Unutilized and Slow moving Stock of Spares amounting to Rs.31,810,655 had remained for over one year. (RT/D/RDA/2014/TU/NA/AQ.46 -06 July 2015)	A committee has been appointed to get recommendations for non moving spare parts stock available in main stores. After submitting the committee report the board paper will be submitted to get the approval from board of Directors of RDA to dispose items accordingly.
(ii)	Obsolete inventory of uniforms, Shoes & Sandals, Tyres and Material Stock-Asphalt Plant amountingRs. 1,989,955 brought forward from 2008 to 2009was not considered to dispose by the Authority. (RT/D/RDA/2014/TU/NA/AQ-46)-06 July 2015	It has been decided to disposed uniforms by selling among the staff of the authority with the approval of the Director General.
4.6	**Transactions of Contentious Nature** Certain transactions executed by the Authority with the Private Companies had been of contentions nature. The details of such transactions are given below **i) Amounts Receivable from Maga Neguma Companies**	

	Although rental for vehicles hired to Maganaguma Companies by the Authority should be charged without delay as per the agreement made with respective companies on 10 February 2012, action had not been taken to recover rent receivable to the authority amounting to Rs.488,868,233 for the period from 2008 to 2013.	Rs 198,833,675.97 out of the Rs.488,868,233have been recovered to date.Hire charge receivables of Maganaguma Emulsion company is fully recovered by now and recovery process of the hire charge receivables in other two companies started.
(iii)	It was observed that 20 obsolete vehicles hired to Maganaguma companies had not been returned.	RDA had informed the Maganaguma authorities to hand over the vehicle back to RDA.
(iv)	Action had not been taken to recover the receivable amount of Rs. 63,276,545 from Maganaguma Road construction and Equipment Company which was granted for purchasing of assets, consumables and spares to the respective company during the year 2004-2007.	The action shall be taken to recover the receivable of Rs.63,276,545 from the payables to MNRCEC in 2015.
(b) (i)	**Amount Payable to Maganaguma Companies** It was observed that On Account Advance credit (payable) balances aggregating Rs. 225,297,656 had been shown in Financial Statements for 2014 in relating to 5 ledger accounts of Maganeguma Companies.	This amount has been fully settled now.
4.7 (a) (i)	**Human Resource Management** **The Cadre** The Following matters were observed in this connection A reconciliation of the cadre revealed that there were 711 vacancies in 11 posts and 1400 excesses in 07 other posts.	In respect of excess cadre: as the several policies of the government we have been asked to keep them in the position they held on Temporary / Contract basis.
(ii)	Vacancies were observed in 148 posts of Technical Services and 47 posts of Clerical & Allied Services, which were essential to perform the functions of the Road Development Authority. It was further observed that this situation would adversely affect the performance of the Road Development Authority.	148 Post of Vacancies in Technical Service were reduced to 44 post by filling vacancies and 42 Posts excess of Clerical & Allied Services by end of the June 2015.
(b) (i)	**Resources of the Authority made available to other Institutions** A government institution should not permit to utilize its resources by the line ministry or any other state institution under any circumstances in terms of Section 8.3.9 of the Circular No. PED/12 of 02 June 2003 of the Public Enterprises. However, contravening this, the	The 114 employees are released to the office of the Ministry office of the Deputy Ministry & Ministry of Highways for the purpose of Road Development Activities.

	Authority had released its staff to other institutions. Accordingly, 114 employees appointed by the RDA and subsequently released to other institutions had again been released to the RDA.	
(ii)	Seven employees of the RDA released to 7 other institutions had been paid salaries by the RDA amounting to Rs. 2,683,584 and their salaries due to the RDA had been included in the debtors account. It was observed that this refers to a sum of Rs. 2,053,066 of the year 2014 and Rs. 630,156 of the year 2013. (RT/D/RDA/2013/SH/AQ-20 MAY 2014)	Seven employees of the RDA released to 7 other Institutions had been paid salaries by the RDA amounting o Rs:2,683,548 and their salaries due to the RDA had been included in the debtors account .Reminders has been sent to the respective institutions to balance due.
(c). (i)	**Performance of Procurement Section** The following matters were observed in this connection. The Procurement Section had been established with the objective of carrying out the procurements of Road Development Authority in proper and efficient manner. But the activities of the Procurement Section had gradually decreased over several years.	Due to decentralization of procurement section, related divisions procured their requirement by its own and not routed through the central procumbent section. Therefore followings works are being carried out at the movement. Registration of Suppliers, Contractors, Goods &Services, Procurement of Supply of aggregate to the asphalt plants & Office items request by the relevant division are being carried out by procurement section at present.
(ii)	Even though the approved cadre of the Section was 37 and actual cadre was 16, the Director and the Supplies Officer were the only officers available in the Section.	Due to decentralization of procurement section cadre requirement was adjusted accordingly. At the movement in addition to existing staff another two Engineers have been recruited in the year 2015.
(iii)	Procurement of stationery amounting to Rs.24.67 million had only been carried out by the Procurement Section while the other procurements had been carried out by other Sections during the year under review	No Comment
(d) (i)	**Planning Division** According to the organizational structure of the planning division, a total of 117 staff had been presented as their requirement. However, there were only 81 employees in the existing cadre and accordingly there were 36 vacancies as at 31 December 2014.	With the expansion of the Planning Division, distinct functions that have to be handled by different sections of the Division have been increased. Accordingly more work load has to be carried out by the Division and staff requirement increased. This reflects the organization chart of the Planning Division. As at 31st December 2014, although the total staff requirement of the division is 117 there were only 81 persons (all categories) remained in the Division.

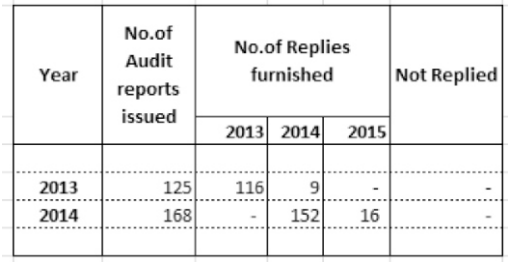
(ii)	The proposed cadre of 117 staff according to the organizational structure of the planning division did not match with the proposed cadre of the administration division. (RT/D/RDA/2014/PO/WE/AQ48– July 2015)	Carder requirement of the Planning Division has been increased with respect to the work load and function. However, required action will be made to adjust to the administration carder accordingly.
5 5.1	**Accountability and good governance** **Cooperate Plan** According to paragraph 5.1.3 of the Circular No. PED/12, "Public Enterprises Guidelines for Good Governance" dated 02 June 2003, the Corporate Plan should be furnished to the Auditor General at least 15 days before commencement of the financial year. However, the Authority had furnished the Corporate Plan to the Auditor General on 01 January 2015.	Corporate Plan is prepared as a rolling plan for a period of 5 years and reviewed annually to accommodate the requirement of the current year and the balance period of time. Annual Action Plan is prepared in November every year after receiving budget proposal for the coming year by the Ministry of Finance and it is re-adjusted according to the Printed Estimate receive for that particular year. However, we continue to receive budget proposals until late December every year. Since, Annual Action Plan is Annexure of the Corporate Plan, Corporate Plan cannot be submitted until the action plan is finalized.
5.2 (i)	**Action Plan** The Re-Revised budget of the RDA for the year under review had been furnished to the Auditor General on 25 February 2015. However, action had not been taken to amend the Action Plan of the RDA to suit the revised budget.	Due to government change, revised budgets were late to approve. Action shall be taken in 2016 to do the prompt adjustment to action plan.
(ii)	The performance report prepared in accordance with the Action Plan for the financial year 2014 had not been forwarded to the Governing Board of the Authorityeven by 09 March 2015.	Due to government change, this process was delayed. Instructed to relevant officers to submit the relevant authority in time.
5.3 (i)	**Budgetary Control** According to Paragraph 5.1.3 of the Circular No. PED/12, "Public Enterprises Guidelines for Good Governance" dated 02 June 2003, the annual budget should be furnished to the Auditor General 15 days before commencement of the financial year. However, the annual budget had been furnished to the Auditor General on 19 February 2014.	RDA board has approved the budget of 2014 on 6th December 2013.How ever board minutes have been confirmed and received by finance in February 2014.Therefore, this delay was occurred.
(ii)	The budget for 2014 had been revised in 2 occasions and the approval of the board of directors had been obtained on 26 May 2014 and 23 October 2014 accordingly. Further, significant variances were observed between	New two additions to expressway network during 2014, and budget estimates on the income and expenses in this regard were underestimated due to non-availability of proper information in time. Two expressways

	the income and expenditure in the revised budget as well as the re-revised budget.	are not included in preparation of Re revised Budget.
(c)	The opening items and their values had not been shown in the revised budget so as to compare it with the budgetary items prepared at the commencement of 2014. Accordingly, the items as well as the values of both, that is, the initial budget and the revised budget could not be compared. (RT/D/RDA/2013/HA/AQ-11 April 2014)	Once the budget is re revised, comparison is done revised budget vs re revised budget. Accordingly, comprehensive report is available to compare the initial budget vs revised budget and revised budget vs re revised budget.
	Systems and Controls Deficiencies in systems and controls observed during the course of audit were brought to the notice of the Chairman of the Authority from time to time. Special attention is needed in respect of the following areas of control. (a) Presentation of Financial Statements (b) Maintenance of Ledger Accounts and Schedules (c) Disclosure of Transactions with Related Parties (d) Contract Administration (e) Road Maintenance and Client Works (f) Management of Regional Offices (g) Utilization of Motor Vehicles (h) Utilization of lands (i) Inventory Control	

2.6 2.6.1	**Internal Audit** **Approved Carder and Actual Carder** The approved carder and the actual carder of the Internal Audit as at 31 December 2014 were as fallows. The approved carder of the Internal Audit Division was 17 and the actual carder was 12 for the year 2014.Accordingly, there were 05 vacancies, a post of Senior Internal Auditor, a post of Internal Auditor and 03 Audit Officers had remained vacant in the internal audit division as at 31 December 2014.	
2.6.2	**Performance of Internal Audit** The following Observations are made. Though 159 audit assignments were planned in the year 2014, 168 audit assignments had been completed during that period. Details are as follows.	No Comment

Designation	Grade	Approved Cader	Actual cader	Vacancies
Director	HM-2-1(A)-1	01	01	-
Deputy Director	HM-1-1(B)	01	01	-
Senior Internal Auditor	HM-1-1(A)	02	01	1
Internal Auditor	NM-1-1(1)	02	01	1
Audit Officers	JM-1-1(1)	08	05	3
Technical Officers	JM-1-1(A)	03	03	-
Total		17	12	5

Category	Activity Planned	Actual Performance
PD Office	10	10
CE Office	25	25
EE Office	48	48
CE Districts -Field audit	15	15
CE Project	7	7
Asphalt/Crusher Plants	11	11
Local bank funded Road	9	9
EOM&M -Expressways	12	12
RDA-Division	10	10
Finance Division	12	12
Investigations	0	9
Total	159	168

2.6.3	**Audit Reports** The International audit division had issued 125 and 168 audit reports for the years 2013 and 2014 respectively. Details are as follows. 	No Comment
2.7	**Audit and Management Committee Meetings** It was observed that 03 Audit and Management Committee Meetings had been held in 2014.	No Comment
3 3.1 (a)	**Comments on Financial Statements** **Accounting Policies** Although lease rental of Rs. 12,580,717 payable and interest in suspense less than one year should have been accounted separately in current and non- current liabilities in the Financial Statement as per Generally Accepted Accounting Principals and LKAS 17, the Authority had accounted the total lease payable and interest in suspense amounting to Rs.466,561,476 and Rs. 415,928,613 respectively under current liabilities in the Statement of Financial position. (RT/D/RDA/2014/AS/AQ35 – June 2015)	After amendment of the lease agreement in accordance with cabinet approval dated 3rd March 2009,action will be taken to pass the journal to revised the accounts of lease payable & interest in suspense.
(b)	Maganeguma Road Construction Equipment Company (Pvt) Ltd and Maganeguma Emulsion Production Company (Pvt) Ltd had issued two shares each at the share price of Rs. 100. Although RDA has 50% of the total share value of these companies, the Authority had not prepared Consolidated Financial Statements for the year 2014.	There are some areas to be cleared in formation of Maganaguma companies. Hence, RDA shall take action to call for a joint meeting with concerned parties in presence of both auditors and clear the accounting matters before making such decision on consolidation.
(c)	Although RDA has 50% share ownership of Maganeguma Road Construction Equipment Company (Pvt) Ltd, this equity investment had not been stated in the Financial Statements of the Authority for the year2014. (RT/D/RDA/2014/AS/PO/AQ50 – July 2015)	There are some areas to be cleared in formation of Maganaguma Road Construction Equipment Company (Pvt) Ltd. Hence, RDA shall take action to call for a joint meeting with concerned parties in presence of both auditors and clear the accounting matters with regard to equity investment.
3.3 (a) (i)	**Accounts Receivable and Payable** **Client Deposits** It was observed that Client Deposits	Relevant officers were instructed to review the report submitted by respective PDD and make necessary adjustments before finalization of

Year	No.of Audit reports issued	No.of Replies furnished			Not Replied
		2013	2014	2015	
2013	125	116	9	-	-
2014	168	-	152	16	-

	amounting to Rs. 198,474,099 relating to 105 clients had remained unsettled during the period ranging from 1 to 6 years. (RT/D/RDA/2014/AS/PO/WE/AG 26 – 10 July 2015)	annual accounts for 2015.
(ii)	It was observed that Client Deposits amounting to Rs. 257,057,468 relating to 134 clients had remained unchanged since the date of deposits taken between the period ranging from 1 to 4 years. **(RT/D/RDA/2014/AS/PO/AQ26 – June 2015)**	.
(b) (i)	**On Account Advance** Although payment should be made on measure and pay basis for all contracts as per the publication no. SCA/5 of the Institute of Contract, Training and Development, RDA had paid a sum of Rs.1000 million to Maganaguma Road Construction Company as advance. (RT/D/RDA/2014/AS/PO/AQ30 – June 2015)	These are on account payments to Maganaguma constructioncompany through our province offices. These payments are made on IPCs based on the progress. This is due to not having sufficient funds to settle the full IPC value
(ii)	It was observed that 10 Creditors for Inter locking blocks of Northern Province amounting to Rs. 2,047,744 had been erroneously indicated as 2014 in sub-schedules. But that amount had been included in financial statements since 2011. (RT/D/RDA/2014/AS/AQ36 – June 2015)	The balance carrying onward since 2011 had been settled in 2014 and current balance of Rs. 2,047,744 has reflected since 2013.
(iv)	Action had not been taken to recover advance amounting Rs.237,110given to Road Sector Assistant Project during the year 2013 and 2014. (RT/D/RDA/2014/SH/AQ13 – May 2015)	This has been already settled in July 2015.
(j) (i)	Although festival advances given to staff should be recovered within one year, an action had not been taken to recover festival advances aggregating Rs.546,675 paid during the period from 2007 to 2012. (RT/D/RDA/2014/SH/AQ17– May 2015)	Employees who had taken these festival advances had resigned the office without notifying and action shall be taken to write off.
(ii)	Although Book advances given to staff should be recovered within one year, an action had not been taken to recover such advances aggregating Rs.58,512 paid during the period from 2002 to 2013. (RT/D/RDA/2014/SH/AQ17– May 2015)	Employees who had taken these book advances had resigned the office without notifying and action shall be taken to write off.
(iii)	Action had not been taken to recover the loans granted to three staff members amounting to	Employees who had taken these loans had resigned the office without notifying and

	Rs. 128,202 over 5 years. (RT/D/RDA/2014/SH/AQ17– May 2015)	action shall be taken to recover from guarantors.
(iv)	Action had not been taken to recover the overpaid salaries from six ex-employees amounted to Rs. 37,940. (RT/D/RDA/2014/SH/AQ17– May 2015)	Those who had on NO PAY leave and subsequently resigned without notifying RDA had not been recovered dues owing to late information and only amounting to Rs.16,722 had been recovered out of Rs. 37,940. Action shall be taken to write off the balance.
3.4 (a)	**Lack of Evidences for audit** Bank balances amounting to Rs.916,458,861relating to 09 bank accounts could not be satisfactorily verified in audit due to non-availability of direct confirmationsby the respective banks. (RT/D/RDA/2014/AS/AQ25 – May 2015)	It is requested to the bank to send direct confirmation to government audit section.
(b)	Bank reconciliations aggregating Rs. 8,290,203 for the month of December2014 in respect of 24 bank accounts had not been submitted for audit. (RT/D/RDA/2014/AS/AQ25 – May 2015)	These reconciliations have already been submitted to government audit section.
(c)	Client Payment Voucher no 003/C01 amounting to Rs. 4 million had not been submitted for the Audit. (RT/D/RDA/2014/AS/PO/AQ30 – June 2015)	These vouchers have been submitted audit.
(d)	Confirmations for Creditors and Others aggregating Rs. 665,713,983 had not been furnished to audit. (RT/D/RDA/2014/AS/AQ36 – June 2015)	RDA has requested from creditors submit directly confirmation to government audit branch.
(e)	Confirmations for Retention money balances aggregating Rs.8,461,490,593 had not been furnished to audit. (RT/D/RDA/2014/AS/AQ42 – June 2015)	RDA has requested to confirm their balances directly n to government audit branch.
(f)	It was observed that the retention money amounting to Rs. 8,466,000 could not be verified due to non-submission of basis of separating retention money current and non-current liabilities in the Statement of Financial Position asat 31 December 2014 and lack of details relating to defect liability period and date of completion of contracts. (RT/D/RDA/2014/PO/AS/AQ31 – June 2015)	Retention payables falling due within next immediate year has been categories as current and more than one year has been categories non-current liabilities .The details related to defect liability period and date of completion already provided to auditors.
3.5	**Non- Compliance with Laws, Rules, Regulations and Management Decisions.**	

	iii) Financial Regulation 272(3)	Client payments aggregating Rs. 1,042,739,651 in respect of 62 payment vouchers had not beensubmitted for the period from September to December 2014 (RT/D/RDA/2014/AS/PO/AQ30 – June 2015)	The respective vouchers referred in the audit comment have already been submitted to government audit branch.
(b)	Public Enterprises Circular No. PED/12Of 02 June 2003	Although the Corporate Plan should embody the cadre requirements of each division of the enterprise, consolidated in the form of a Human Resource Budget according to the Department of Public Enterprises (PED) instructions, the Corporate Plan for 2014-2018 or the budget of the Authority for 2014 had not provided the cadre details accordingly. (RT/D/RDA/2014/PO/WE/AQ 48 – July 2015)	The action shall be taken to assess the divisional carder requirement and publish in the corporate plan in 2016.
(ii)	According to the section 5.4.4 of the procurement Guide Line 2006, 20%mobilization advance could be granted with an acceptable security to any contract. However, contrary to that, above advances had been granted by the Authority to Maganeguma Companies without obtaining any security. (RT/D/RDA/2014/AS/PA/AQ/12)		This has been fully settled now.
(iv)	Action had not been taken to settle the Accrued Work Bill of Sabaragamuwa Province amounting to Rs. 619,434 relating to the Maganaguma Consultancy and Project Management Services Company even at the end of the year under review.		Action already been taken to settle this amount.

	(RT/D/RDA/2014/CH/AQ38-June2015)	
(c) (i)	**Fixing of Boundary Marks** According to the details furnished to audit with regard to the road maintenance relevant to 10 province offices of RDA boundary marks had not been fixed for 7699.72kilometres in 1022 Nos. of roads relevant to each Province Office. In addition to that, boundary marks had not been fixed relevant to 52 Nos. of ongoing Projects with a length of 830.24 kilometers.	01. Fixing of boundary marks is a continuing process which is carried out by Provincial Officers. It is purely depend on the release of fund. At present maintenance funds are not allocated for fixing boundary markers. Normally at present boundary markers are fixed using funds released for rehabilitation of road by relevant projects. But unfortunately for some projects very hardly getting funds for fixing boundary marking due to insufficient funding. Fixing boundary marks had done on some roads in 2015.
(ii)	Although boundary marks should be fixed according to the P-Plan , P-Plans were available only up to the year 2000 in the RDA Record room. Hence, it was observed that the Planning Division of RDA had not applied a proper mechanism to obtain and preserve preliminary plans(P-Plan) of all RDA roads Constructed up to present inside their premises.	Boundary markers are fixed on new rehabilitated roads where either acquired or available boundaries are clearly discernible. When in doubt, the RDA request and refer P Plan for finding the boundary reservation.
(d) (i)	**Funds granted to Provincial Directors' Offices** A difference of Rs.114,623,937 was observed between the local bank funds granted by the RDA from this loan to 04 Provincial Directors' offices and the information obtained from those offices.	No difference was found as per our records.
(ii)	A sum of Rs.356,470,000 had been granted to 02 Provincial Directors' Offices at North Western and Uva Provinces. Of this, a sum of Rs.139,222,712 only had been used for widening and improvement work of roads. The manner in which the balance of Rs.217,247,288 spent, had not been explained to audit. (RT/D/RDA/2014/PA/AS/TU/SH/AQ-04)	Rs. 223,380,417 has been spent by NWP while Rs. 186,580,000/- has been spent by UVA.
(f)	**Granting Funds to the Project Division (RDA)** Despite the Finance Division of the Authority had given sums of Rs. 2,139.04 and Rs. 700 million to Provincial Director's Offices and premix yards respectively from the bank loan of the National Savings Bank, the Project Division had also given sums of Rs.1491.8 and Rs. 945 million to Provincial Director's Offices and premix yards respectively. The basis for the distribution of imprests to the same offices	Funds granted depending on the nature and votes of the projects. Project units granted funds to carry out Widening and Improvement jobs within the provincial offices where as RDA-Finance has granted to carry out the maintenance work under RMTF. Similar case is applicable to the payments to settle Asphalt supply.

	by 2 Divisions of the Authority had not been revealed in audit. (RT/D/RDA/2014/AS/PA/AQ 12)	
(i)	The price rates of certain items and quantities included in the financial proposals relevant to the contract value of 64 roads had not been correctly evaluated by the Technical Evaluation Committee. Details are as follows.	
(i)	The price rate of Rock Excavation in Soft of the BOQ furnished by the contractor, was almost higher than the Highway Standard Rate(HSR) and significant variations were observed between the rates of each road. Accordingly, an additional sum of Rs.33,794,076 had been included in the contract value of 05 roads.	The prices of Aggregate Base Course (ABC) and Soft Rock have been varied due to the distance from the quarry to the work site, year of award and site location. The details are available at your request.
(ii)	The price rate of Dense Graded Aggregate Base Course of the BOQ furnished by the contractor was higher than the Highway Standard Rate(HSR) and significant variations were observed between the rates of each road. Accordingly, it was observed that a sum of Rs.796,930,760 with regard to 6 roads had been included more in the contract value. (RT/D/RDA/2014/PA/AS/TU/SH/AQ 08)	The prices of Aggregate Base Course (ABC) and Soft Rock have been varied due to the distance from the quarry to the work site, year of award and site location. The details are available at your request.
(j)	The unit price shown in the BOQ could vary than that of the normal rate according to the area. However, significant variations were observed in the unit prices of BOQ presented by contractors.	
(i)	While considering few roads with equal widths, the cost of asphalt layering had varied, such as a variation of Rs.14 million to Rs.18 million for Wearing Courses and a variation of Rs.18 million to Rs.20 million for Binder Courses.	The prices of Binder Course & Wearing Course have been varied due to year of award, location of the site, distance from the work site to the Asphalt Plant, layer thickness of the wearing course
(ii)	BOQ prepared by the contractor were examined and it was observed that length, width and height under Highway Standard Rate and the asphalt layering quantity had exceeded than the amount computed.	The additional quantity of binder course had to be added to the BOQ due to town Improvements, construction of access roads, improvements of bends and construction of temporary sub bases
(iii)	Accordingly, the cost of binder course and the Wearing Course had been included more in the contract cost and it amounted to Rs.791,709,958 and Rs.158,113,689 respectively. (RT/D/RDA/2014/PA/AS/TU/SH/AQ 09)	The varied amounts of binder course and the wearing course that have been mentioned in the query are incorrect and the Corrected list is available at your request. However prices have been increased in the BOQ as per the corrected list due to the above reasons mentioned for the answer to the query no (ii).
v	The following matters were observed during the investigations conducted on the application of asphalt on the surface of this road	

a	Out of test results of 6 samples obtained to check the density for applying asphalts on the right lane of the road stretching from 13+458 km to 13+825 km, 5 samples had not conformed to the standards.	There were10 numbers of asphalt trucks reached to the site on 07.12.2013. These asphalt have not been laid on same day due to the bad weather. Until the rectification work was done, we didn't pay for this work.
b	As 174.48 tons of asphalt valued at Rs. 270,440 were applied to this road, instances were observed that the temperature of asphalt was considerably lower.	There were10 numbers asphalt trucks reached to the site on 07.12.2013. These asphalt have not been laid on same day due to the bad weather. When we tried to lay, these asphalt on the following day we observed that the temperature was considerably lower and not allowed to lay.
c	It is observed in audit that application of asphalt under low temperature sans the proper density can be detrimental to the road. RT/D/RDA/2014/TU/PA/WE/AS/HA/AQ. 15	There were10 Nos asphalt trucks reached to the site on 07.12.2013. These asphalt have not been laid on same day due to the bad weather. When we tried to lay, these asphalt on thefollowing day we observed that the temperature was considerably lower and not allowed to lay. Then, the Manager of Nawaloka had given a Letter to the Resident Engineer agreeing to take the responsibility if any damage would occur on the road surface.After that we found thedensity of the Asphalt was low at three places and instructed thecontractor to remove the asphaltand re-lay. Until rectify was donewe didn't pay for this work
(iii)	The Chief Engineer, Hambantota had requested the Southern Province Director to cancel the contract for constructing the first floor on 08 January 2014. However, action had not been taken either to cancel it or to handover the work to another contractor even by 30 June 2015. (RT/D/RDA/2013/SH/AQ-01 - JANUARY 2014)	Since above mentioned minor works cannot be formed as a new contract, it is very difficult to award the balance work to complete to a new contractor. Therefore, we didn't terminate the contract. and informed to the Provincial Director & the contractor as well, to complete the balance work and rectify the defects within 11/2 months.
G. (a)	**<u>Pannipitiya-Thalawathugoda Road</u>** Details and the relevant photographs of improper constructions observed on the road are given below.	
(i)	It was observed that since the pedestrian crossing line situated at the loacation 1+200 LHS (Kalagoda Junction) ,is not distinctively visible to the vehicles proceeding either side of the road (towards Thalawatugoda and Pannipitiya)from distance,there is a possibility of causing accidents on the crossing line.	As more pedestrians cross the road at this location before marking the new Pedestrian crossing, it was decided to locate the Pedestrian Crossing at the same location with all safety precautions (Raised centre median was introduced on both sides of Pedestrian Crossing and relevant sign boards were fixed at appropriate location)After implementation

		of these safety precautions, No accidents were reported.
(ii)	The road close to the Sirasa junction is situated on an elevated location and the pedestrian crossing line had been set up on that elevation. Accordingly, the pedestrians who cross the road on that pedestrian crossing line are not directly visible to the vehicles proceeding from either side of the road. Hence, there is a higher risk of casing accidents.	As an international school is situated at above location, a Pedestrian Crossing was provided with all safety precautions(Rumble strips was provided to minimize the speed of vehicles, Raised centre median was introduced on both sides of Pedestrian Crossing, warning lines were provided and necessary sign boards were fixed at appropriate locations.)
(iii)	Block Pavings on the pavement had not been properly fixed.	Some interlocking blocks were removed at locations mentioned in the photograph for planting trees arranged by Property Management division, RDA. Later, these interlocking blocks were laid properly at this location. In addition, some trees are dead and the replanting of trees will be done in due course.
(iv)	The culvert situated at the location, 0+788 had not been completed.	Construction of culvert has already been completed. The Photograph indicates the catch pit of the downstream of the culvert. In addition, we have already arranged to fix the guard rail at this location to ensure the safety of the pedestrians.
(v)	It was observed that the Telecom Manhole constructed close to the pedestrian crossing line at the Sirasajunction had surfaced above the road.	SLT has raised all their manholes after completion of AC overlay (wearing course.)But, the above said Manhole was not raised properly. But, it was informed to SLT to rectify soon.
(vi)	Center Medium of the road had not been constructed according to the prescribed standard. Grass could be observed grown over the Centre Medium of the road and it was further observed that this situation had arisen since it had not been constructed by compacting metal dusts and sand in a proper manner.	Centre median was constructed as per the standard drawing of RDA. Then it was filled with Dense Graded Aggregate Base Course(DGAB) and compacted unit achieving the required compaction. After that the interlocking block were laid. Furthermore, the DGAB material was used from the stock piles. But, there may be vegetation seeds in the stock pile and the vegetation has exposed through the interlock paving. Vegetation is removed by Executive Engineer under periodic maintenance.
(vii)	Half of the iron net fixed for the Manhole at the location, 2+220 RHS had been removed away.	The Manhole was broken and the cover was stolen by an unidentified person. Therefore, we made Police entry in this regard.(Entry No:MOIB-287/227 dated 23/08/2014).However, we have replaced the stolen one.
(viii)	It was observed that the concrete posts placed on the road had been cracked and damaged.	Barrier Pole was damaged by a vehicle as indicated in the photograph. Furthermore, it

		was decided to the fix the barrier poles to prevent parking of vehicle on foot walk on a trail basis for 1.0km. But, as this trial was fail, we were instructed to discontinue this work.
(ix)	It was observed that electrical posts had been installed in the drain of the road.	The above mentioned Pole was shifted by SLT.
(x)	It was observed that the concrete ditch had not been properly constructed.	The alignment of drain had to be adjusted due to presence of underground utility lines. Therefore, the alignment of drain has deviated slightly.
(b)	A larger space had been unnecessarily reserved for the pavement on both sides of the road and therefore parking areas are inadequate and vehicles were seen parked on the pavement.	
(i)	It was observed that a large space on both sides of the road at the following location had been reserved for the foot walk. Details along with the photographs are given below.(The width of the Foot walk is 5.22meters of an area of 50 meters (LHS) on the road.(opposite to Siridhammindaramaya.)	The paved is included Foot walk (1.5m),Service corridor (1.1m) and Concrete drain (0.9m). In addition, we require a bay width of 2.4m to provide a parking without affecting the vehicle traffic. But, the width of paved area indicated in the photographs is not adequate for providing parking facilities.
(ii)	It was observed that since the parking facilities on the road were inadequate, vehicles had been parked on the pavement. And the Manholes fixed on the pavement had been damaged.	The design was prepared by Highway design with the availability of ROW. In addition, an extra land was not acquired for providing parking facilities on this road.
(c)	**Retaining walls built for the houses situated close to the road had not been constructed in accordance with the prescribed standard.** The finishing of the retaining walls built for the houses situated close to the road at a weak level. The relevant photographs are given below.	The concreting of these retaining walls should be done in two lifts considering the height. Therefore, some honey combs are appearing at overlapping of two lifts. But, the Stability of these retaining walls will not be affected. The honey combs will be corrected in due course.
(d) (i)	**Unauthorized constructions, unauthorized storing and advertisement boards on the Foot Walk of both sides of the road.** An area of 50meters in length and 3 meters in width owned by the Road Development Authority opposite to the MONRACH building had been fixed with Block Paving and utilized as a vehicle yard.	The different type of interlocking blocks was laid in front of this hotel including the Foot walk area by their own cost. In addition, this area was paved by this hotel authority before we commence the Foot walk construction in this section. However, No permission was granted to park the vehicles on Foot walk area although different type of interlocking blocks was paved.
(ii)	A new building was being constructed at the	The building approval should be granted by

	location, 0+700 LHS. The distance from the middle line on the road up to the building should be 40 feet, whereas according to the accurate measurements that distance was observed as 34.9 meters.		local Authorities with the recommendation of Executive Engineer – Colombo, RDA. In addition Executive Engineer has legal authority to take action the building owners, if they have violated the rule.
(iii)	It was observed that the road been obstructed due to pieces of wood threw on the pavement.		We took action to remove the timber planks and the road was handed over to Executive Engineer against the shop owner, if they encroach again.
(iv)	Advertisement boards of the shops had been placed on the road track at the location, 0+810 LHS.		We took action to remove the advertisement boards and the road was handed over to Executive Engineer – Colombo. In addition, the further action will be taken by Executive Engineer against the shop owner, if they place them again.
(e)	**Lack of proper pedestrian safety** Slabs had not been fixed at the location 0+790 and it was observed to be insecure.		It was found that there was a gap at the end of placing of standard cover slabs. Therefore, an instruction was given to cast an institute slab for this gap to rectify this problem.
(f) (i)	**Environmental Issues** The drain of the road had filled with sand blocking the water flow entirely.		Action was taken to prevent the soil entering to the drain at CH-0+700 LHS. In addition, the maintenance work is being carried out by Executive Engineer – Colombo,RDA.
(ii)	About 500 meters along the drain at the location, 0+740 LHS had been completely blocked and water flowing could not be found.		There is some waste water connection to the road side drain were observed at locations especially by the restaurant and food chains and disconnected them. In addition, this matter was brought to the Police Environmental division and curtails some connection. However we have handed over this road to Executive Engineer for maintenance work.
(b)	**Area** Presentation of Financial Statements	**Deficiency** Maganeguma Road Construction Equipment Company (Pvt)Ltd Maganeguma Emulsion Company (Pvt) Ltd had issued two shares each at the share price of Rs.100.Although RDA has 50% of the share value of these companies, the Authority had not prepared Consolidated Financial Statements for	There are some areas to be cleared in formation of Maganaguma companies. Hence, RDA shall take action to call for a joint meeting with concerned parties in presence of both auditors and clear the accounting matters before making such decision on consolidation.

		the year 2014.	
(c)	**Area** Disclosure of Transactions with Related Parties	**Deficiency** Although RDA has 50% share ownership of Maganeguma Road Constuction Equipment Company (Pvt) Ltd, this equity investment had not been stated in the Financial Statement of the Authority for the year 2014.	There are some areas to be cleared in formation of Maganaguma Road Construction Equipment Company (Pvt) Ltd. Hence, RDA shall take action to call for a joint meeting with concerned parties in presence of both auditors and clear the accounting matters with regard to equity investment.
(d)	**Area** Utilization of Motor Vehicles	**Deficiency** It was observed that 20 obsolete vehicles hired to Maganeguma Companies had not been returned.	RDA had informed the Maganaguma authorities to hand over the vehicle back to RDA.
(e)	**Area** Contract Administration	**Deficiency** **(i)**It was observed in the audit that 50 projects had been commenced during the year 2006 to 2015.However these projects had come to standstill due to delay of contractors, poor performance, lack of fund and terminating non RDA works. The estimated cost of the projects amounted to Rs.5,891.05 million and a sum of Rs.705.39 million had already been paid. **(ii)**Arrears for the bills of contractors irrelevant to the project had been paid from the Local Bank Loan Fund in such a manner that the same contractors had been paid many times on a single day for contracts.	Reasons in details for such delays of these projects are available for the further investigation. As such main reasons for the delays are as follows: 1.Some projects are completed under direct labor 2.Some contractors were terminated due to bad performance and balance had been carried out by project management units. 3.Some projects are being carried out at present from local bank funded project. 4.Revisions of original estimates and scope
(f)	**Area** Inventory Control	**Deficiency** **(i)**Unutilized and slow moving stock of spares amounting to	A committee has been appointed to get recommendations for non moving spare parts stock available in main stores. After submitting the committee report the board

		Rs.31,810,655 had remained for over one year. **(ii)**Obsolete inventory of uniforms, Shoes & Sandals, Tyres and Material Stock-Asphalt Plant amounting Rs.1,989,955 brought forwarded from 2008 to 2009 was not considered to dispose by the Authority.	paper will be submitted to get the approval from board of Directors of RDA to dispose items accordingly. It has been decided to disposed uniforms by selling among the staff of the authority with the approval of the Director General.
(g)	**Area** Local Bank Funded Road Rehabilitation Project	**(i)**According to the information made available, the contractors for road constructions under this Project (LBFP) had not been selected in terms of the provisions in the Procurement Guidelines. Instead the contractor themselves had brought the contract proposals for the respective roads. **(ii)**The proposal of contractors had not been properly evaluated by the Technical Evaluation Committee (TEC).Further the Engineer's estimate had not been prepared for the each road including items of works, quantities and the rates to support the evaluation.Therfore, the contractor's proposal had been evaluated by the TEC by using highway standard rate (HSR).However, the rate	Supplementary allocation of Rs.5400Mn has been provided to settle outstanding bills of ongoing project under NSB funded projects according to cabinet approval. Engineers Estimate was prepared by the TEC according to the H S R rates + 20% Overhead and profit with considering the Proposer's quantities. Contract amounts are differing from contract to contract because of location of the site, distance to transport materials and the year of award of the contracts.

		proposed by the contractors in the bills of quantity (BOQ) were very much higher as compared with Engineers rates and the rates were varied from contractor to contactor.	
		(iii) According to the Cabinet Memorandum, all constructions under the LBFP should be done through the local contractors in view of increase the capacity of the local contractors. However, this objective could not be satisfactorily achieved by the Authority as few contractors were given more contractors than others.	Few Contractors were given more contracts due to contractors' inability to get the consent letterfrom banks for loan facilities within thestipulated time frame.
		(iv) The Local Bank Funded Project had received the approval to obtain a loan of Rs.55,392.2 million to construct 28 roads with the approval of Cabinet of Ministers with the Treasury Bond. Of the loan obtained, a sum of Rs.28,000 million had been spent on other activities of the RDA which had no connection with the Project activities.	As per the instruction and approval granted by the former Secretary to the Ministry of Ports, Highways and Shipping, the distribution of funds to the respective works was carried out.
		Approval of the Cabinet of Ministers or the approval of the General Treasury had not been obtained to utilize Rs.28,000 million of the loan for activities which were relevant to the Project.	The comfort letter has been issued by the treasury to the sum of Rs. 15,000Mn and supporting documents in this regard can be provided.

(h)	**Area** Performance of Procurement Section	**(i)**TheProcurementSection had been established with the objective of carrying out the procurement of Road Development Authority in proper and efficient manner. But the activities of the Procurement Section had gradually decreased over several years.	Due to decentralization of procurement section, related divisions procured their requirement by its own and not routed through the central procumbent section. Therefore followings works are being carried out at the movement.
		(ii) Even though the approved cadre of the Section was 37 and actual carder was 16,the Director and the suppliers Officer were the only officers available in the Section.	Registration of Suppliers, Contractors, Goods & Services, Procurement of Supply of aggregate to the asphalt plants & Office items request by the relevant division are being carried out by procurement section at present. Due to decentralization of procurement section cadre requirement was adjusted accordingly. At the movement in addition to existing staff another two Engineers have been recruited in the year 2015.

(i)	**Area** Maintenance of ledger accounts and submission of schedules	**(i)**All schedule submitted for Deposit for Liquidated Damages had not been properly explained due to lack of information such as reason for charging liquidated damages and completion date of relevant contracts.**(RT/D/RDA/2014/AS/AQ42 – june 2015)**	Due to decentralization of procurement section cadre requirement was adjusted accordingly. At the movement in addition to existing staff another two Engineers have been recruited in the year 2015.
		(ii) Ledger accounts relating to the expenditure incurred in 2014 for loans obtained from 2 banks had not been correctly maintained. According to the confirmation letter furnished by the RDA showing the makeup of the interest paid, a difference of Rs.6,613,160 was depicted between those two accounts. (RT/D/RDA/2014/NA/PA/AQ-44 June 2015)	Interest portion of Rs.**3,306,580**related to National Development Bank had been included as the interest of National Savings Bank owing to a mistake. This has caused for this difference.
		(iii) Itwas observed that the retention money amounting to Rs.8,466,000 could not be verified due to non-submission of basis of separating retention money as current and non-current liabilities in the Statement of Financial Position as at 31 December 2014and lack of details relating to defer liability period and date of completion of contracts.	Required adjustments already made in the 2014 & schedules already given to Auditors.

N. R. Sooriyaarchchi
CHAIRMAN
ROAD DEVELOPMENT AUTHORITY

Road Development Authority, Annual Report – 2014

1. Performance of RDA

All the detailed information on the performance of RDA during the year 2014 has been given in chapters 3 – 7 of the above report. The following is only a summary of the performance of the salient areas of RDA's activities.

1. Implementation of Road Maintenance: During the year 2014, the entire National road network consisting of a total length of 12,368 km including A-class roads, B-class roads & 160km of Expressways were maintained with general up keep. In addition, 601.06 km of those roads were sand sealed using local funds.

2. Highways Development under Local funds: Rehabilitation and improvement of roads are carried out both with local funds as well as with foreign funds. Highway development with local funds are undertaken by Provincial Director's offices throughout the country; 314 widening and improvement projects have been awarded; 152 projects were completed and 412 projects were ongoing as at 31.12.2014 with local funds. Under the project called "Local bank funded projects", 2 projects have been completed, 29 projects were on-going, and works of 8 projects has been awarded but yet to be started as at the end of 2014. In addition, significant amount of road rehabilitation & improvement has been carried out by foreign funding assistance as described in Chapter-5 of the RDA Annual report-2013.

3. Construction of Bridges: During the year 2014, a total of 97 weak bridges have been undertaken for improvement under weak Bridge construction programme with local funds out of which 41 bridges have been completed during the year. Under UK funded Steel Bridge Project –Phase-I, 170 bridges have been completed and construction works of one bridge was in-progress as at December 2014. Under UK funded Steel Bridge Project –Phase-II, 14 bridges have been completed and construction works of 30 bridges were in-progress as at the end of 2014. In addition, several bridge construction projects were completed under foreign funded project management units.

4. Design of Roads and Bridges: During the year, RDA carried out designs for more than 150km of roads and more than 100 no. of bridges on the National Road Network throughout the country. These design works were carried out under 4 RDA design offices established in Colombo, Kandy, Ratnapura and Kurunegala.

5. Quality Control in Road and Bridge Works: During 2014, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads through 9 provincial field laboratories.

6. Land Acquisition & Resettlement: During the year 2014, the Land Acquisition and Resettlement Division of the Road Development Authority coordinated the acquiring of lands by the Divisional Sectaries for road and bridge projects implemented by the RDA.

7. Implementation of Environmental and Social Safeguard Measures: The Environment and Social Division of the RDA continued its support for implementation of environmental and social safeguard measures of various road development projects including the preparation of EIA /IEE reports.

8. Expressway Development: The first expressway in Sri Lanka, Southern Expressway from Kottawa to Pinnaduwa was completed and opened to the public in November 2011. Construction work of the 2nd phase of the Southern Expressway from Pinnaduwa to Godagama (Matara) (34.54 km) was completed and opened to public in March 2014.

   The Outer Circular Highway (OCH) which connects Southern Expressway and Colombo – Katunayake Expressway by-passing the Colombo Metropolitan Area has been identified as a key Expressway component in construction of the Expressway Network in Sri Lanka. The Outer Circular Highway starts from Kottawa on Southern Expressway and ends at Kerawalapitiya on CKE, consists of three sections viz., from Kottawa to Kaduwela (11 km), from Kaduwela to Kadawatha (8.9 km) and from Kadawatha to Kerawalapitiya (9.3 km). Construction of Section-1 of the OCH from Kottawa to Kaduwela was completed March 2014. Construction work of the Section-2 of the OCH from Kaduwela to Kadawatha was in progress with 89.1% physical progress as at the end of December 2014. Land acquisition was in progress for section-3 of the OCH as at the end of year 2014.

Overall Financial Performance: The total funding allocation for RDA including domestic and foreign funds for the year 2014 was Rs. 135,706.40 million and expenditure for the year 2014 was Rs. 126,997.07 million. The foreign funds contributed nearly 69% of the total funding allocation for 2014.

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	33,080.60	31, 766.84
Foreign Aid Loan (FAL)	90,487.71	85, 833.74
Foreign Aid Grant (FAG)	1, 980.00	1, 388.00
Reimbursable Foreign Aid –Loan (RFAL)	117.30	105.46
Reimbursable Foreign Aid –Grant (RFAG)	14.00	0
Counterpart Fund (CF)	0	0
Foreign Aid related Domestic Funds (FARDF)	10,026.80	7,903.03
Total	*135,706.40*	*126, 997.07*

The steps taken to rectify the shortcomings indicated in the Audit Report of 2014

2.2.1 Presentation of Financial Statements

(a) Action will be taken to correct the accounts in 2016.
(b) The action had been taken to inform theValuation Department for valuation.

2.2.2 Accounting Deficiencies

(a) This has been corrected in 2015 Accounts.
(b) This has been corrected in 2015 Accounts.
(c) This has been corrected in 2015 Accounts.
(d) This has been corrected in 2015 Accounts.
(e) Details have been submitted.
(f) Detailed explanation has been given.
(j) Detailed explanation has been given.
(m) Detailed explanation has been given.
(o) Detailed explanation has been given.
(p) Detailed explanation has been given.
(g) This has been corrected in 2015 Accounts.
(h) This has been corrected in 2015 Accounts.
(i) This has been corrected in 2015 Accounts.
(k) This has been corrected in 2015 Accounts.
(l) The action will be taken by Director (Land) to get the ownership of land.
(n) The action has been taken to inform the Valuation Department.

2.2.3 Un - explained Differences

(a) A detailed explanation has been given.
(b) This has been corrected in 2015 Accounts.
(c) This has been corrected in 2015 Accounts.

2.2.4 **Accounts Receivable and Payable**

(a) Client Deposits - This has been corrected in 2015 Accounts.
(b)
(i) On Account Advance - This has been corrected in 2015 Accounts.
(ii) Mobilization Advance -
(1) Settlement will be made during the year 2016.
(2) Except abandoned projects of Rs13,283,649, other advances have been settled.
(3) This has been recovered now.
(iii) Purchase Advance -Action has been taken to deduct from the salaries of those who fail to settle.
(iv) Contract Advance - Except the advance of Rs. 15,818,274 given to NHDA, other advances are being recovered.

(c) **Creditors & Others**

(i) All the creditors mentioned in the audit quarry have been settled.
(ii) Detailed explanation has been given.
(iii) Detailed explanation has been given.

(d) **Retention Money Payables**

(i) Action is being taken to get the board approval to write back the same.
(ii) Corrected in the 2015 Accounts.

(e) **Accrued Expenditure & Contract Payables**

(i) Action had been taken to recover the hire charges amount of Rs 198,833,675.97 in 2015 & deferred output tax against on this value Rs 21,303,608 has been reversed.

(ii) Creditors have been fully settled during the year 2015.

(f) **Rent Income and Rent Receivables**

Letter of demand had been issued to the respective defaulters.

(g) **Other Receivables from Employees**

(i) Action is being taken to recover the balance amount of Rs: 2, 588, 327 /- from the Guarantors.

(ii) RDA has to bear the gratuity cost of the staff who are released to other ministries.

(iii) Those employees released to line Ministry based on the condition that work should be done without recovery of salaries.

2.2.5 Lack of Evidence for Audit

Details have been submitted.

2.3 Failure to Make Payments in Accordance with the Financial Regulations

(a)

(i) Corrective action has been taken.

(ii) Corrective action has been taken.

(iii) Corrective action has been taken.

(b) Corrective action has been taken.

(c) Corrective action has been taken.

(d) Corrective action has been taken.

4.1.1 Maintenance Works of the Authority -National Roads and Bridges

(a) Annual maintenance programme is being revised.

(i) Annual maintenance programme is being revised.

(ii) Annual maintenance programme is being revised.

(iii) Annual maintenance programme is being revised.

(iv) Annual maintenance programme is being revised.

4.1.2 Performance of Engineer service and Bridge Design Division

(i) The corrective action had already been taken.

(ii) The corrective action had already been taken.

(iii) The corrective action had already been taken.

4.2.1 Road Rehabilitation and Improvement

(a)

(i) Balance work is being carried out by now.

(ii) Balance work is being carried out by now.

(iii) Balance work is being carried out by now.

(iv) Balance work is being carried out by now.

Local Bank Funded Road Rehabilitation Project (LBFP)

(b) Detailed explanation has been given.

(c) Detailed explanation has been given.

(d) Detailed explanation has been given.

(e) Detailed explanation has been given.

(g) Detailed explanation has been given.

(f) Corrective action has been taken.

4.2.3 Construction of Kataragama Circuit Bungalow
Action will be taken to complete.

4.4 Fruitless Transactions

(i) Action has already been taken to revise the Lease Agreement by Legal Division.
(ii) Action has already been taken to revise the Lease Agreement by Legal Division.
(iii) All RDA offices which were located at "Sethsiripaya" have been relocated at "Maganeguma Mahamadura".
(iv) Corrective action has been taken.

4.5 Assets Management

(i) Unserviceable items are being scheduled to dispose.
(ii) Unserviceable items are being scheduled to dispose.

4.6 Transactions of Contentious Nature

(a)
(i) Corrective action has been taken.
(ii) Corrective action has been taken.
(iii) Corrective action has been taken.
(iv) Corrective action has been taken.

(b) This amount has been fully settled now.

4.7 Human Resource Management

(a)
(i) Vacancies have been filled in year 2015.
(ii) Vacancies have been filled in year 2015.

(b)
(i) Salaries have been reimbursed by relevant Institutions.
(ii) Salaries have been reimbursed by relevant institutions.

(c)
(i) Due to decentralization of procurement section, related divisions procured their requirement by its own and not through the central procurement section.
(ii) Due to decentralization of procurement section, related divisions procured their requirement by its own and not through the central procurement section.
(iii) Due to decentralization of procurement section, related divisions procured their requirement by its own and not through the central procurement section.
(i) The cadre will be adjusted according to the Administration cadre.
(ii) The cadre will be adjusted according to the Administration cadre.

5. Accountability & Good Governance Cooperate Plan
Corrective action has been taken to submit the details to relevant authorities in time.

DIRECTOR FINANCE
ROAD DEVELOPMENT AUTHORITY

MEDIUM TERM MEASURES INTENDED TO BE PERSUED TO IMPROVE THE PERFORMANCE OF THE ROAD DEVELOPMENT AUTHORITY

1. Steps were taken to appoint additional Technical Evaluation Committees to minimize delays in tender evaluation and awarding.

2. Steps were taken to accelerate land acquisition and compensation process with the assistance of relevant agencies such as Ministry of Land, Valuation Department and Divisional secretaries etc.

3. Steps were taken to conduct local and foreign training programmes for the RDA staff continuously to enhance their capacity.

4. Additional Director Generals were entrusted with more authority in decision making.

5. Steps were taken to fill the vacancies in engineering and technical services in the RDA and staff is provided with necessary training and office infra structure facilities to improve efficiency in the organization.

6. Most of the tasks of project planning and implementation were entrusted with the engineering staff of the RDA and which has resulted in efficient and effective implementation of project works and also consolidating the expertise and organizational strength of the RDA.



Road Development Authoriy