MINISTRY OF HIGHER EDUCATION & HIGHWAYS

Road Development Authority

ANNUAL REPORT

2015

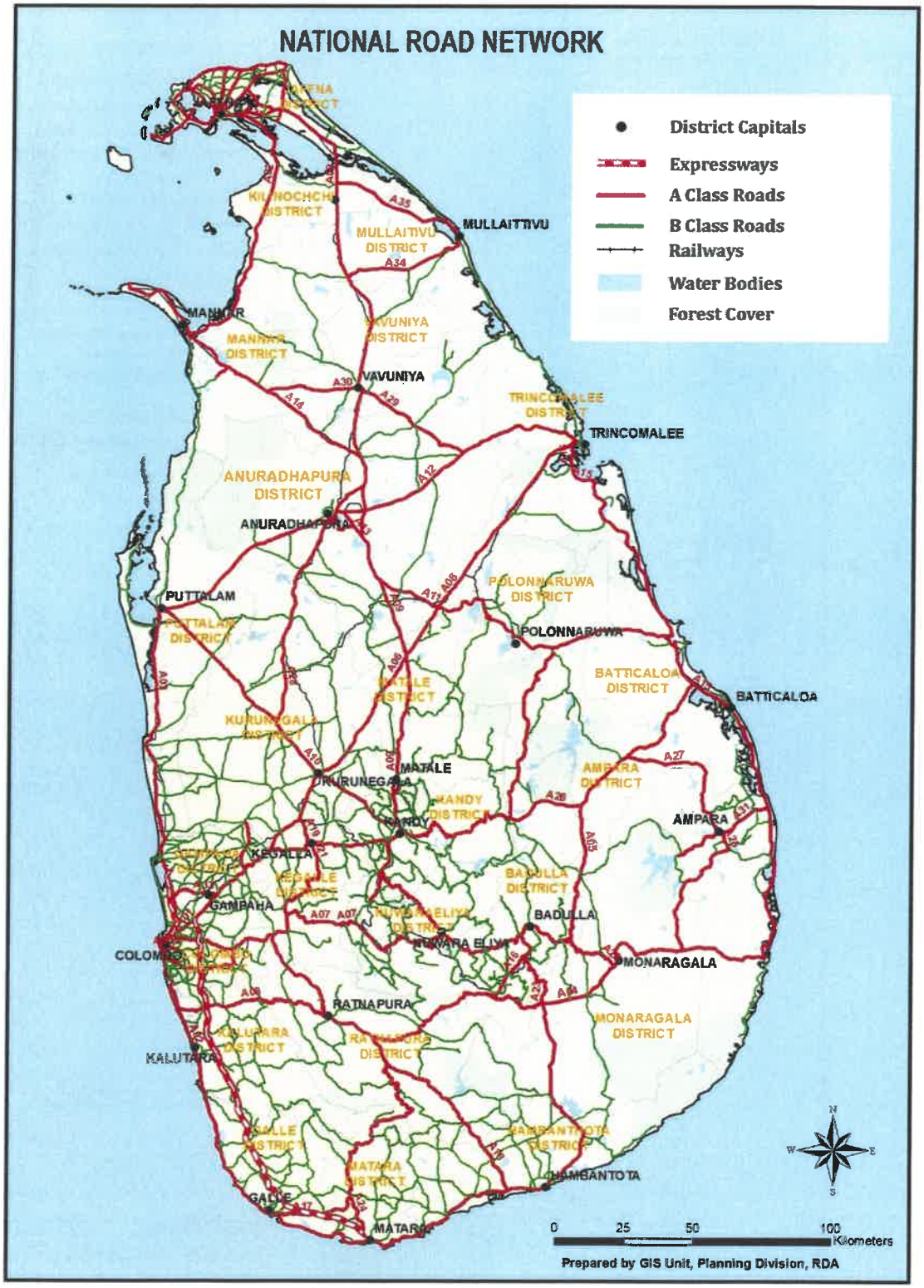








Map 1: National Road Network in Sri Lanka



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



මාර්ග සංවර්ධන අධිකාරිය
Road Development Authority
வீதி அபிவிருத்தி அதிகாரசபை
SRI LANKA

Corporate Management Structure

Chairman

Prof. J. M. S. J. Bandara (from 18.02.2015 to 08.11.2015)

Mr. N. R. Sooriyaarachchi (from 11.11.2015 to date)

Director General

Mr. W.A.S. Weerasinghe (up to 09.05.2015)

Mr. B. V. D. N. Chandrasiri (Actg) (from 09.05.2015 to 13.09.2015)

Mr. M. P. K. L. Gunarathne (Actg) (from 14.09.2015 to 21.10.2015)

Mr. M. P. K. L. Gunarathne (from 22.10.2015 to date)

Additional Director General /Assets Operation & Management

Mr. M.P.K.L Gunarathne (up to 21.10.2015)

Mr. D. M. P. R. K. Bandara (from 22.10.2015 to date)

Additional Director General/ Construction Design

Mr. B.V.D.N Chandrasiri

Additional Director General Network Planning

Mr. S. Yogendra (upto 29.07.2015)

Mr. D. Ganesan (from 22.10.2015 to date)

Acting Additional Director General /Projects

Mr. R.M. Amarasekara (Actg) (up to 11.08.2015)

Mr. M. P. K. L. Gunarathne (covering duty)(from 13.08.2015 to 21.10.2015)

Mr. D. K. R. Swarna (from 22.10.2015 to date)

Directors of Functional Divisions

Director Maintenance Management	Mr. P.K.D. Tissera (up to 25.06.2015) Mr. K. Amaraweera (from 26.06.2015 to *date)*
Director Construction	Mr. B.D.K. Bandara (up to 29.06.2015) Mr. P.K.D. Tissera (from 30.06.2015 to *date)*)
Director Rural Bridge Construction	Mr. K Amaraweera (up to 01.07.2015) Mr. T. K. Ranatunge (from 02.07.2015 to date)
Director Highway Designs	Mr. D.Ganesan (up to 21.10.2015) Mrs. R. A. S. K. Kaluarachchi (from 23.11.2015 to date)
Director Engineering Service	Mr.D.K.Rohitha Swarna (up to 21.10.2015) Mr. L. S. Premathilake (from 26.11.2015 to date)
Director Research and Development	Dr. (Mrs.) H.L.D.M.A. Judith
Director Land	Mr. S.Opanayake (up to 05.07.2015) Mr. D. M. Dayarathne (from 07.07.2015 to date)
Director Environmental and Social Development Division	Mr. S.H.U. De Silva
Director Planning	Mr. H.M.K.G.G Bandara (up to 02.02.2015) Mrs. D. N. Siyambalapitiya (Actg) (from 03.02.2015 to 07.06.2015) Mrs. D. N. Siyambalapitiya (from 08.06.2015 to date)
Director Expressway Operation, Maintenance and Management	Mr.T.K.Ranathunga (up to 05.07.2015) Mr. S.Opanayake (from 06.07.2015 to date)
Director Mechanical	Mr. D.G Nandasiri (Actg) (up to 29.06.2015) Mr. D.M.P.R.K.Bandara (from 30.06.2015 to 21.10.2015) Mr. D.G Nandasiri *(* from 2.10.2015 to date)
Director Training	Mr. W.E.S.K.Fernando
Director Legal	Mr. J. Waidyadasa

Director Procurement	Mr. D.M.P.R.K.Bandara (up to 29.06.2015) Mr. B. D. K. Bandara (from 30.06.2015 to date)
Director Administration	Mr. A.A.Ariyarahne (up to 18.03.2015) Mr. J. Waidyadasa (Actg) (from 19.03.2015 to date)
Director Finance	Mr. T. M. Karunaratne (Actg) (up to 15.01.2015) Mr. H. Kannangara (from 16.01.2015 to date)
Director Internal Audit	Mr. K.Damboragama
Director Quality Assurance	Mr. D.M. Dayarathne (up to 06.07.2015) Mr. V.Tharmakulasingham (from 01.12.2015 to date)

Directors of Project Management Units

Project Director (Southern Transport Development Project)	Mr. B.V.D.N.Chandrasiri (04.11.2010 to 17.06.2015)
	Mr. Garusinghe (18.06.2015 upto date)
Project Director (Colombo Katunayake Expressway Project)	Mr. M.P.K.L.Gunaratne (2005 to 20.09.2015)
	U.P.A.A.Malkanthi (covering up) (21.09.2015 to 31.12.2015)
Project Director (Outer Circular Highway – Phase I)	Mr.T. L. M. Fernando (27.11.2013 to 31.12.2015)
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 (Extension of Southern Expressway Project)	Mr. R.M.Gamini
Project Director (Central 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 (Northern Road Rehabilitation 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 (Priority Roads Projects 3)	Mr. L. U. D. Atapattu
Project Director (Northern Road Connectivity Project)	Mr. Nizar (09.04.2015 up to date)
Project Director (Road Project Preparatory Facility)	Mr. Nizar (09.04.2015 up to date)
Project Director (UK Steel Bridge Project)	Mr. R.M.Amarasekara (up to 11.08.2015) A. P. M. Warnakulasooriya (12.08.2015 up date)

Project Director (Badulla-Chenkaladi Road Improvement 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
Project Director (Integrated Road Investment Program) (i-ROAD Project)	Mrs. K. R. D. J. K. Weerakoon

Introduction

Annual Report of the Road Development Authority (RDA) for the year 2015 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 the 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 Higher Education & Highways 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.

Content

CHAPTER 1 – Overview **1**

CHAPTER 2 – The Road Development Authority – An Introduction to the Organization 7

2.1 Role of the Organization 7
2.2 Management of the RDA 7
2.3 The Vision, Mission, Goals and Objectives 11
2.4 Organizational Structure of RDA 12
2.5 Employees of the RDA 12
2.6 Functional Divisions 13
2.7 Provincial Setup 15

CHAPTER 3 – Performance of the RDA during 2014 ..... **19**

3.1 Implementation of Road Maintenance 19
3.2 Highways Development under Local funds 22
3.3 Reconstruction of Damaged/ Weak Bridges on National Highways 35
3.4 Rural Bridge Construction 36
3.5 Design of Roads 48
3.6 Design of Bridges 70
3.7 Quality Control in Road and Bridge Works 76
3.8 Land Acquisition & Resettlement 86
3.9 Implementation of Environmental and Social Safeguard Measures 99
3.10 Planning and Reporting 105
3.11 Traffic Forecasting Model for Sri Lanka 110
3.12 Road Condition Data Collection and Evaluation 111
3.13 Traffic Data Collection 120
3.14 Taking – over of Roads 122
3.15 Road Safety & Traffic Management 123
3.16 Maintenance of Management Information System 135
3.17 Expressway Management 138
3.18 Property Management and Revenue Collection 174
3.19 Mechanical Services 181
3.20 Manpower Development 183
3.21 Legal Services 193
3.22 Procurement Services 196
3.23 Personnel Management 197

3.24 Financial Management 203
3.25 Performance of Internal Audit Function 207

CHAPTER 4 – Constrains to Progress during 2015 ..... **210**
4.1 Implementation of Road and Bridge Work 210
4.2 Land Acquisition and Resettlement 211
4.3 Road Condition Data Collection and Evaluation 213
4.4 Maintenance of a Management Information System 216
4.5 Mechanical Services 216
4.6 Personnel Management 218

CHAPTER 5 – Foreign Funded Projects Implemented in year 2015 ..... **220**
5.1 Southern Transport Development Project 222
5.2 Southern Expressway Extention Project 233
5.3 Colombo – Katunayake Expressway Project 239
5.4 Outer Circular Highway Project 241
5.5 Central Expressway Project 252
5.6 Special Projects Management 258
5.7 Miscellaneous Foreign Aided Project 264
5.8 World Bank funded Road Sector Assistant Project 280
5.9 Climate Resilience Improvement Project 285
5.10 National Highway Sector Project 290
5.11 Road Network Improvement Project 298
5.12 Northern Road Rehabilitation Project 299
5.13 Priority Roads Project – 1 302
5.14 Priority Road Project – 2 (Southern) 305
5.15 Priority Road Project – 2 (Northern) 306
5.16 Priority Road Project -3 307
5.17 Northern Road Connectivity Project 310
5.18 UK Steel Bridge Project 325
5.19 Badulla-Chenkaladi road Improvement Project 335
5.20 New Bridge Construction Project over Kelani River 340
5.21 Landslide Disaster Protection Project of the National Road Network 348
5.22 Integrated Road Investment Program (i-ROAD) Project 360

CHAPTER 6 – Overall Financial Performance of RDA **369**

CHAPTER 7 – Achievement of Goals and Objectives **371**

Annex I – Financial Performance of RDA and Financial Statement.....373
Annex II – Auditor General's Report

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
CP	Central Province
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
EP	Eastern Province
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
NCP	North Central Province
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
WP	Western Province
WPP	Western Provincial Project office

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 considerable 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 2015

Province	National Roads		
	A Class	B Class	Total
Western	374.48	1,224.00	1,598.48
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	7,994.73	12,209.78

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 12,209.78 km of Trunk (A class) and Main (B class) roads 169.85 km of Expressways and 4,662 bridges (span of more than 3m) as at end of 2015. 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 272.09 km of roads were sand sealed during the year 2015.

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 breadowns.



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 2015 is 1,001 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 2015, 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 Outer Circular Highway (OCH) from Kaduwela to Kadawatha (8.9 km) was completed and opened to public in September 2015.

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

Construction of Colombo – Katunayake Expressway (CKE) (25.8 km) facilitating a 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.

The Outer Circular Highway (OCH) which provides connectivity between Southern Expressway and Colombo – Katunayake Expressway by-passing the city of Colombo 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 was completed and in operation since March 2014. Construction work of the Section 2 of OCH from Kaduwela to Kadawatha was completed in July 2015 and was opened to public on 17th September 2015. Land acquisition is in progress and contract has been awarded for construction of the section 3 of the OCH as of the end of year 2015.

Fixing of Variable Message Sign boards (VMS), Traffic Counters (TC) & Rain Gauges (RG) on Outer Circular Highway and Southern Highway from Kaduwela to Godagama was completed in July 2015.



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 in Sri Lanka. 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. Detailed designs and land acquisition was in progress during 2015 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 the proposed Northern Expressway has been planned to start from Kadawatha on the OCH and to extend towads the northern region of the country via Dambulla, thus providing expressway links to both Central and Eastern provinces. Feasibility study for the proposed Northern Expressway has been completed and Environmental Impact Assessment for the project is in progress as of the end of year 2015.

Construction of Highway Secretariate Building

The long time need of an Headquaters building for the Road Development Authority was fulfilled during the year 2015 by completing construction of RDA Headquaters building (Maganeguma Mahamedura) at No. 216, Kobbekaduwa mawatha, Koswatta, Battaramulla.

The building was declared opened on 20th November 2014 and some furnishing and partition works were in progress thereafter. All operational divisions of RDA except Project management Units were moved to the Headquaters building by October 2015.



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 7 projects and Concept papers were prepared for 5 projects during 2015.

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.

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 70 bridges and Highway design for 153 km length of roads were completed in 2015.

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 2015 was Rs. 191,214.20 million and expenditure for the year 2015 was Rs. 173,373.62 million. The foreign funds contributed to nearly 61% of the total funding allocation for 2015.

Table 2: Financial Performance based on source of funds

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	52,006.82	48,401.91
Foreign Aid Loan (FAL)	116,047.90	102,968.00
Foreign Aid Grant (FAG)	600.00	375.09
Reimbursable Foreign Aid –Loan (RFAL)	170.00	82.62
Reimbursable Foreign Aid –Grant (RFAG)	-	-
Counterpart Fund (CF)	5.00	-
Foreign Aid related Domestic Funds (FARDF)	22,384.48	21,546.01
Total	*191,214.20*	*173,373.62*

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

Road Development Authority is one of the Institutions under the Ministry of Higher Education & Highways which is the apex organization in Sri Lanka for highways sector. The Ministry is responsible for the formulation of policies and programmes covering the subjects related to Highways sector.

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 12,379.63 km of roads including Expressways of length 169.845 km and 4,662 bridges (span of more than 3 m) as of the end of 2015.

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.

Seven board meetings were held during the year 2015 and the Board of Management comprised of the following members as given below.

Board of Management of RDA for the Period of January to December 2015

Period: From 2015/01/01 to 2015/02/15

	Name	Address
01	R W R Pemesiri	Chairman Road Development Authority 1st Floor, Sethsiripaya Battaramulla
02	Mr. O Rathnaweera	Working Director Road Development Authority 1st Floor, Sethsiripaya Battaramulla
03	Mr. W Wijeratne	Maganeguma Road Con. & Equip. Co Nawa Nuge Road Peliyagoda
04	Mr. K A Gamini	No. 69/D, Padiliyatuduwa Road Hunupitiya Wattala
05	Mr. R A D A M Rupasinghe	No. 48/5, Rajamalwatta Road Battaramulla
06	Mr. T M W Mallahava	"Kithsara" Spring Valley Badulla
07	Mrs. M Gangadaran	Director Department of National Planning
08	Mr. A W M Sarathchandra	Director (Project Technical) Ministry of Transport No. 1, D R Wijewardana Mawatha Colombo 01
09	Mr. L B s P Dayaratne	Snr. Asst. Secretary Ministry of Lands & Land Development "Mihikatha Medura" Battaramulla
10	Mr. J M K Jayasekara	Addl. Secrxtary Ministry of Power & Energy No. 72, Anandakumarswamy Mawatha Colombo 07
11	Mr. N Perera	Chairman Urban Development Authority "Sethsiripaya" Battaramulla
12	Mr. G J C Gunathilaka	Addl. Secretary (Engineering) Ministry of Ports & Highways "Sethsiripaya" Battaramulla
13	Mr. B W R Balasooriya	General Manager NWS & DB Galle Road Ratmalana

Period: From 2015/02/16 to 2015/11/05

	Name	Address
01	Prof. J M S J Bandara	Chairman Road Development Authority "Sethsiripaya" Battaramulla
02	Mr. Keeth D Bernard	Working Director Road Development Authority "Sethsiripaya" Battaramulla
03	Mr. S Gunaratne	No. 107, Abya Pedesa Anuradhapura
04	Mr. S K Mark Pieris	811/3, Bluemendal Road Colombo 15
05	Mr. S J Perera	No. 01, Jayathilaka Place Waragoda Road Kelaniya
06	Dr. I H K Mahanama	Secretary Ministry of Land "Mihikatha Medura" Battaramulla
07	Mr. D C Dissanayaka	Addl. Secretary (Admin & Finance) Ministry of Highwas & Investment Promotion 9th Floor, "Sethsiripaya" Battaramulla
08	Dr. W K B N Prame	Director General Geological Survey & Mines Bureau No. 569, Epitamulla Road Sri Jayawardanapura, Kotte
09	Mr. K H Muthukudaarachchi	Director General Central Environmental Authority Denzil Kobbekaduwa Mawatha Battaramulla
10	Mr. N Mawilbada	Director General Urban Development Authority "Sethsiripaya" Battaramulla
11	Mr. B W R Balasooriya	General Manager NWS & DB Galle Road , Ratmalana
12	Mr. R M A Ratnayake	Addl. Director General Treasury Operations Ministry of Finance
13	Mr. A W M Sarathchndra	Director (Project & Technology) Ministry of Internal Transport
14	Mr. J G L Sulakshana	Director (Development) Ministry of Power & Energy

Period: From 2015/11/05 to 2015/12/31

	Name	Address
01	Mr. N R Sooriyaarachchi	Chairman Road Development Authority "Maganeguma Mahamedura" Battaramulla
02	Mr. J T S P Kariyawasam	Working Director Road Development Authority "Maganeguma Mahamedura" Battaramulla
03	Mr. S Gunaratne	No. 394, Muditha Mawatha Stage I Anuradhapura
04	Mr. J R U De Silva	284, Vauxhall Street Colombo 02
05	Dr. D Shanmugasundaram	Chairman Union Development & Investment Co.
06	Mr. M D S U Perera	155/3A, Dutugemunu Street, Weerasinghe Mawatha Kohuwala
07	Dr. I H K Mahanama	Secretary Ministry of Land "Mihikatha Medura" Battaramulla
08	Dr. W K B N Prame	Director General Geological Survey & Mines Bureau No. 569, Epitamulla Road Sri Jayawardanapura, Kotte
09	Mr. K H Muthukudaarachchi	Director General Central Environmental Authority Denzil Kobbekaduwa Mawatha Battaramulla
10	Mr. N Mawilbada	Director General Urban Development Authority "Sethsiripaya" Battaramulla
11	Mr. B W R Balasooriya	General Manager NWS & DB Galle Road , Ratmalana
12	Mr. R M A Ratnayake	Addl. Director General Treasury Operations Ministry of Finance
13	Mr. A W M Sarathchndra	Director (Project & Technology) Ministry of Internal Transport
14	Mr. J G L Sulakshana	Director (Development) Ministry of Power & Energy

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 18 Directors to carry out various functions.

In addition there are 24 Project Directors of Project Management Units under the Ministry of Higher Educaton & Highways and are appended to the RDA through the Director General. The organizational chart of the RDA is given in Figure 1.

2.5 Employees of the RDA

The RDA has a workforce of 5,673 employees on permanent and 763 employees on contract basis comprising of Engineering, Technical, Administrative, Accounting and other support staff. In addition it has 4,213 permanent labuorers employed for routine maintenance work as at end of 2015. The Total approved carder under different service categories is given in the table below.

Table 4: Summary of the Approved Cadre of RDA

No.	Category of employees	Approved cadre 2015
01	Senior management service	86
02	Engineering service	593
03	Accountant's service	29
04	Administrative officer's service	19
05	Information technology service	19
06	Legal officer's service	6
07	Junior Administrative service	47
08	Account / Audit Assistant's service	70
09	Associate service	78
10	Technical Service - I	103
11	Management Assistant Service - Technical	864
12	Management Assistant Service – Non Technical	1841
13	Supportive staff	2550
Sub Total		**6305**
Maintenance laborer Permanent		4024

2.6 Functional Divisions

The organizational structure of the RDA, there are 19 functional divisions of which 18 divisions are headed by a Director except for the Property Management & Revenue Unit. The Directors of the 18 divisions are reporting to the Additional Director Generals or to the Director General as per the details given below;

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

Mechanical Division

Legal Division

QualityAssurance & Progress Monitoring

Expressway Operation, Maintenance & Management Division

The Directors of the following three Divisions are directly reporting to the Additional Director General (Asset Operation, Maintenance & 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, Maintenance & Management. The Deputy Director, Property Management and Revenue Unit has to report to ADG (Asset Operation, Maintenance & Management) 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*** has been kept directly under the control of the Chairman, RDA. The Director Internal Audit is directly reporting to the Chairman, RDA.

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 Higher Education & Highways. Projects Management Units are as follows;

PMU of the Southern Transport Development Project
PMU of the Colombo Katunayake Expressway Project
PMU of the Outer Circular Highway – Phase I
PMU of the Outer Circular Highway – Phase II
PMU of the Outer Circular Highway – Phase III
PMU of the Central Expressway Project
PMU of the Extension of Southern Expressway Project
PMU of the Special Project Management
PMU of the Miscellaneous Foreign Aided Project
PMU of the World Bank funded Road Sector Assistant Project
PMU of the World Bank funded Climate Resilience Imrpovement Project
PMU of the National Highway Sector Project)
PMU of the Road Network Improvement Project
PMU of the Northern Road Rehabilitation Project

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 Priority Roads Projects 3
PMU of the Northern Road Connectivity Project
PMU of the Road Project Preparatory Facility
PMU of the UK Steel Bridge Project
PMU of the Badulla-Chenkaladi Road Improvement Project
PMU of the New Kelani Bridge Construction Project
PMU of the Landslide Disaster Protection Project of The National Road Network
PMU of the Integrated Road Investment Program (i-ROAD Project)

These PMU's maintain independent accounting units, responsible to the Ministry of Higher Education & Highways and to 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 2.

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 an 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.

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 Priority Roads Projects 3
PMU of the Northern Road Connectivity Project
PMU of the Road Project Preparatory Facility
PMU of the UK Steel Bridge Project
PMU of the Badulla-Chenkaladi Road Improvement Project
PMU of the New Kelani Bridge Construction Project
PMU of the Landslide Disaster Protection Project of The National Road Network
PMU of the Integrated Road Investment Program (i-ROAD Project)

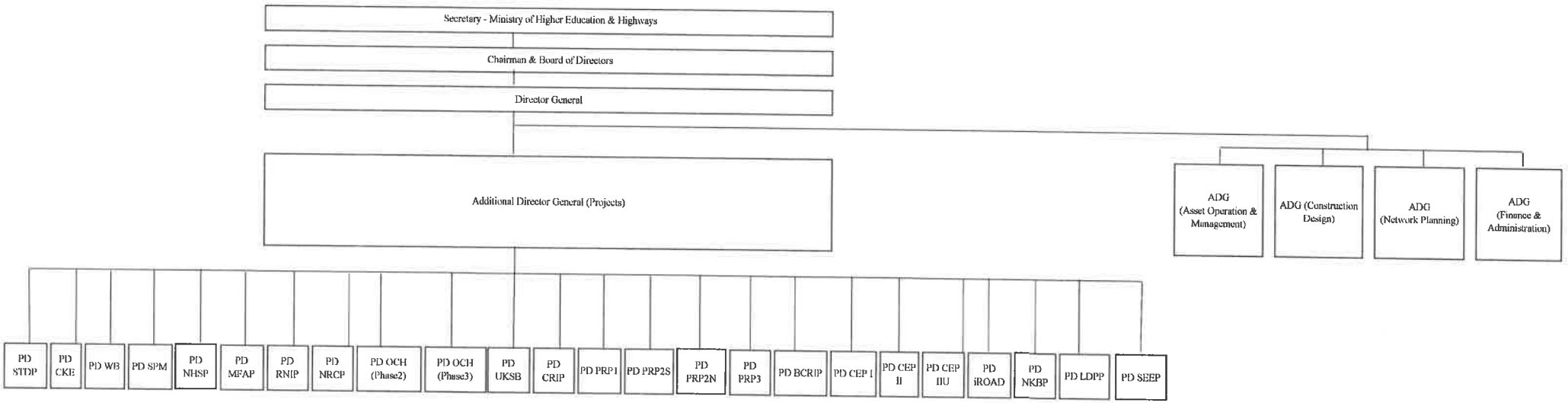
These PMU's maintain independent accounting units, responsible to the Ministry of Higher Education & Highways and to Road Development Authority. At the RDA level, the activities of those projects are coordinated by the Additional Director General (Projects).
The organizational chart of the Project Management Units of the RDA is given in Figure 2.

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 an 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.

Figure 1: RDA Organization Chart

Figure 3 : RDA Project Management Unit's Organization Chart



ABBREVIATION

PD	Project 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
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
CEP	Central Expressway Project
BCRIP	Badulla Chenkaladi Road Improvement Project
NRCP	Northern Road Connectivity Project
NHSP	National Highway Sector Project
iROAD	Integrated Road Investment Programme
NKBP	New Bridge Construction Project Over Kelani River
LDPP	Landslide Disaster Protection Project
iROAD	Integrated Road Investment Programme
SEEP	Southern Expressway Extension Project

Map 3: Completed, Ongoing & Committed Road Project

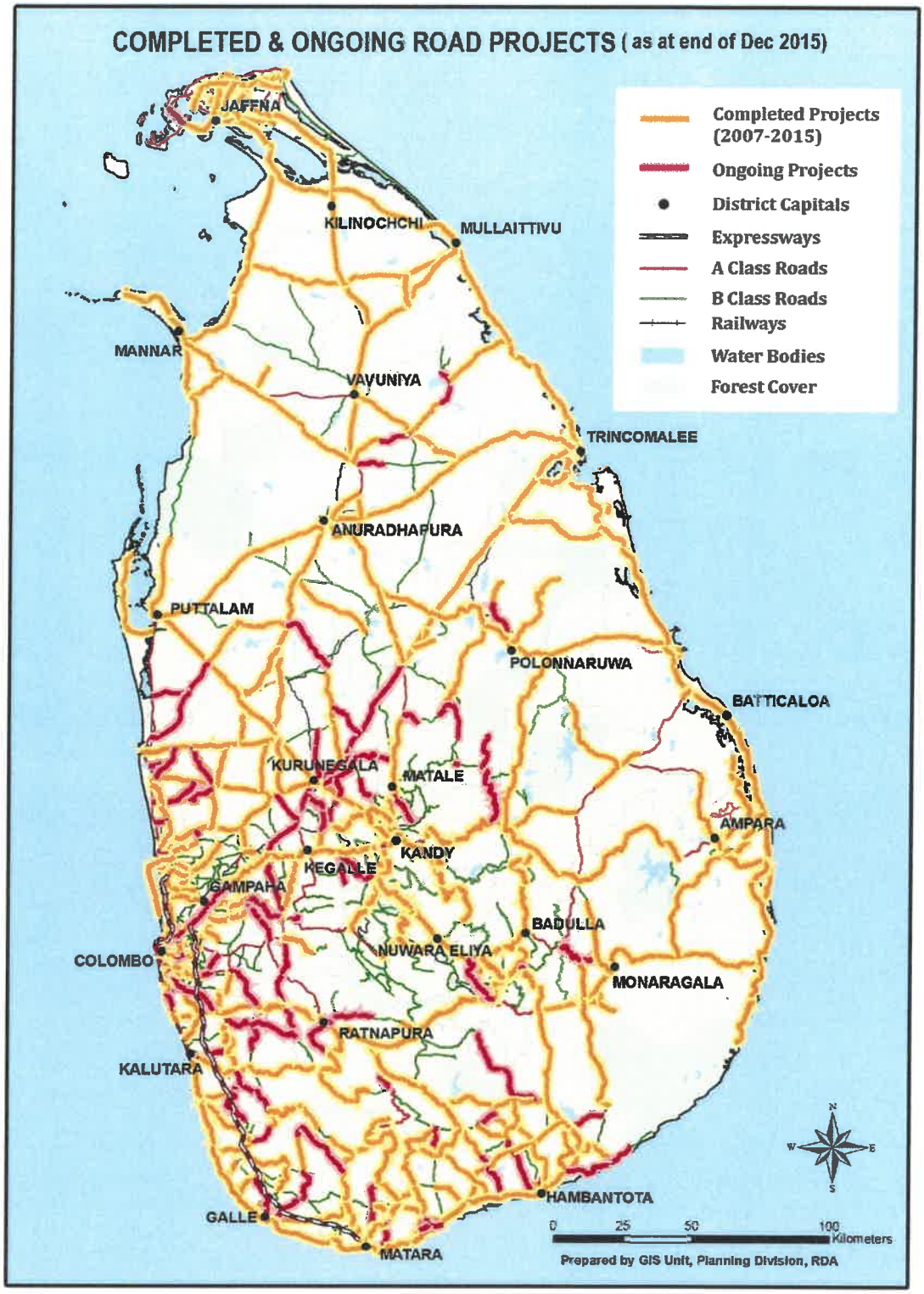
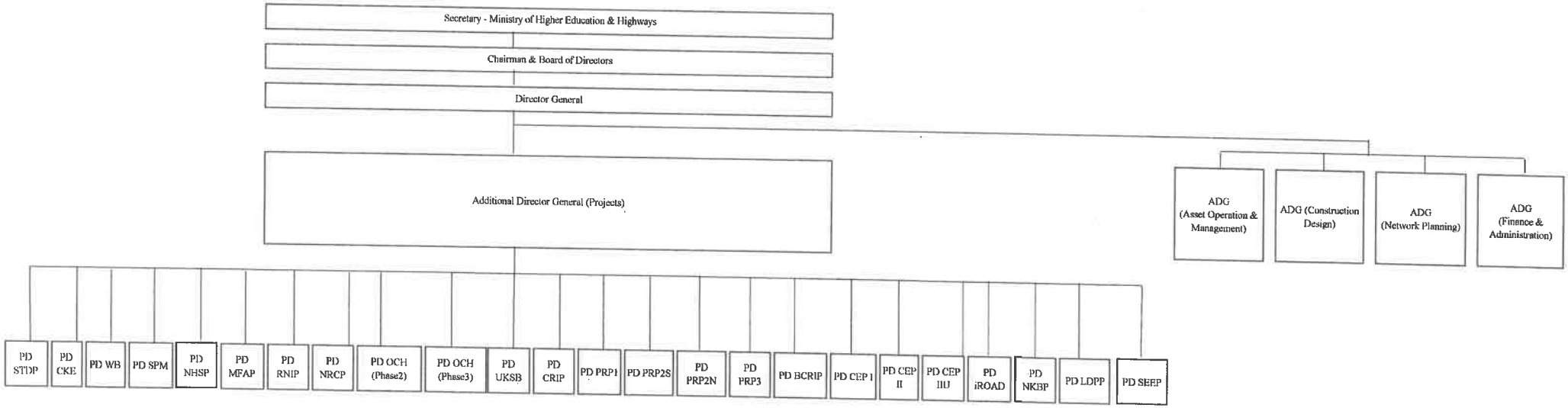


Figure 2: RDA Project Management Units' Organizaton Chart

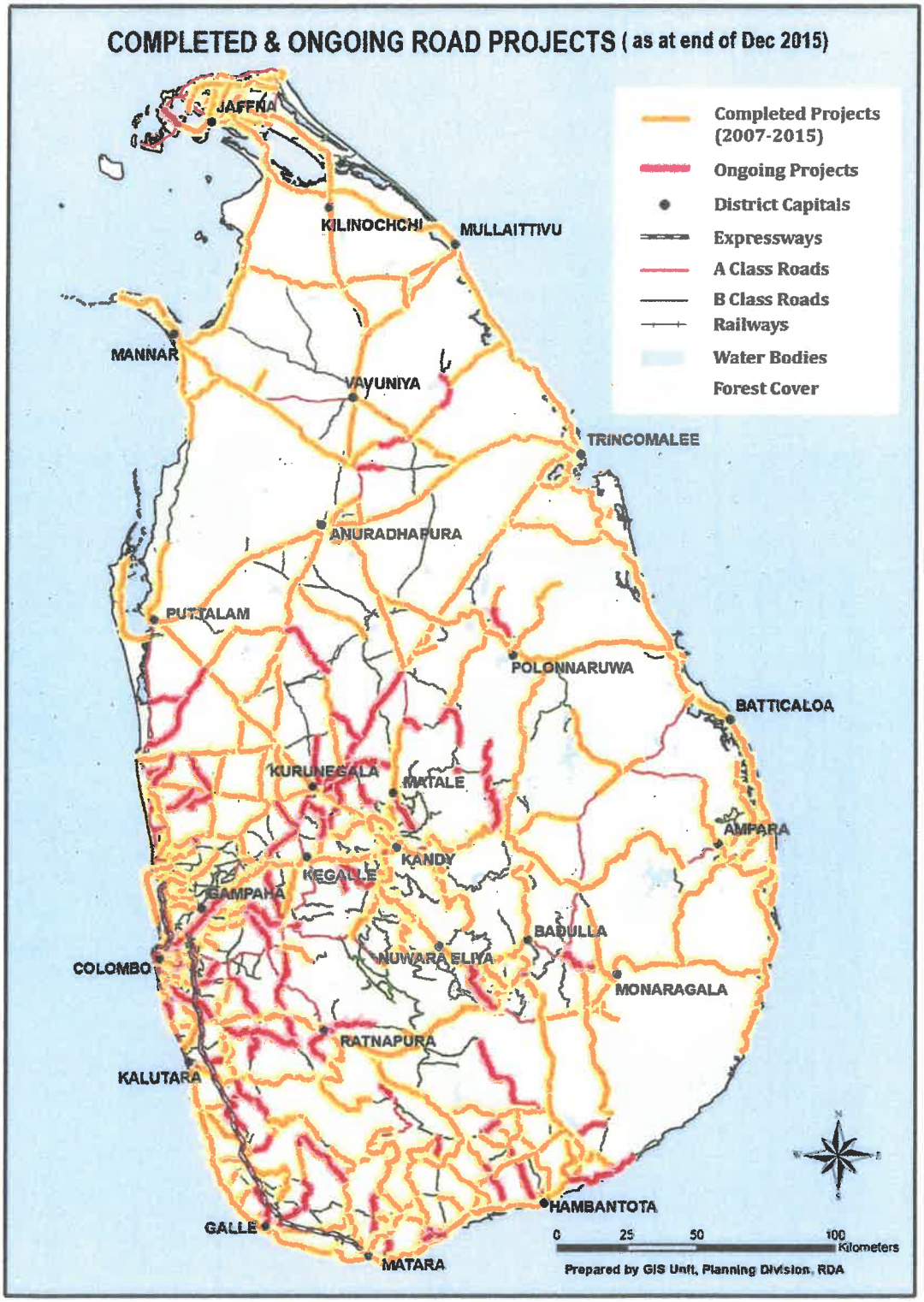
Figure 3 : RDA Project Management Unit's Organization Chart



ABBREVIATION

PD	Project 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
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
CEP	Central Expressway Project
BCRIP	Badulla Chenkaladi Road Improvement Project
NRCP	Northern Road Connectivity Project
NHSP	National Highway Sector Project
iROAD	Integrated Road Investment Programme
NKBP	New Bridge Construction Project Over Kelani River
LDPP	Landslide Disaster Protection Project
iROAD	Integrated Road Investment Programme
SEEP	Southern Expressway Extension Project

Map 3: Completed, Ongoing & Committed Road Project



Chapter 3 – Performance of the RDA during 2015

3.1 Implementation of Road Maintenance

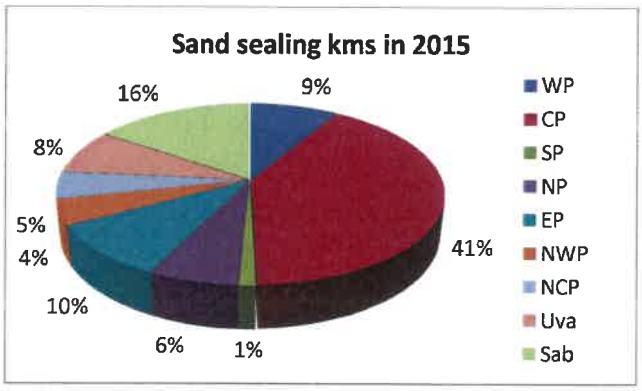
Road Maintenance is implemented through the Maintenance Management (MM) Division. The Additional Director General (Asset Operation & Management) and the Director (Maintenance Management) provide professional support to the Director General and also direct and coordinate the works of the Provincial Directors with the assistance of the Deputy Directors. 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 2015, 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 2015, Province wise progress of Sand Sealing was as follows.

Table 4: Sand sealing kms in 2015

Province	*Sand Sealing (km)*
Western Province	23.33
Central province	111.41
Southern Province	3.30
Northern Province	17.83
Eastern Province (Batticaloa & Akkaraipattu)	26.37
North Western Province	12.33
North Central Province	13.14
Uva Province	21.88
Sabaragamuwa Province	42.5
Total	*272.09*

Figure 3: Sand sealing kms in 2015



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

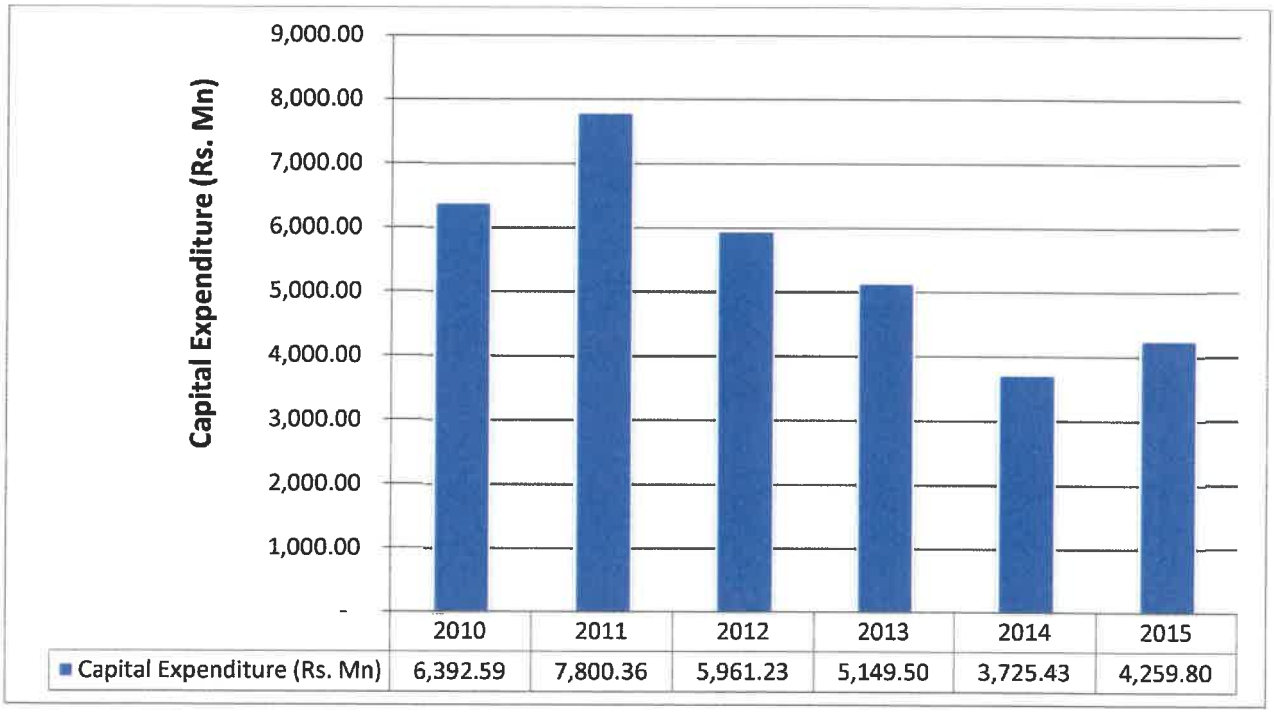
- Maintenance of National Roads (A&B Classes)
- Contract Administration, Preparation of Tender documents, Procurement work
- Preparation, assessment and approval of E.O.T and Variations
- Preparation of annual progress report for Road and Weak Bridges construction
- Preparation of annual Project Report, 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

Allocation for Road Maintenance under Road Maintenance Trust Fund for year 2015 is Rs. 5000 million.

Table 5: Progress of Road Maintenance Trust Fund in year 2015

Description	*Expenditure at December 2015 (Rs. Mn)*
Project 01 : Routine Recurrent Maintenance - Maintain of roads, rehabilitation under foreign funds (Kuwait, JBIC, ADB WB)	1,300,000,000.00
Project 02 : Periodic Maintenance - Surface application/ Minor improvement	502,500,000.00
WB Co-Funding Local component	281,500,000.00
Project 03 : Structure Improvement - Improvements of Bridges, Culverts and Drainages	159,500,000.00
Project 04 : Maintenance of Lights, Signal Lights, Road Markings & installation of Road Furniture	353,000,000.00
Project 05 : Emergency Work/ Disaster work	581,500,000.00
Project 06 : Operation and Maintenance of Ferries	9,000,000.00
Purchasing of Bitumen and other expenses to asphalt plants	366,580,000.00
Payments made by Finance Division for work under RMTF	706,220,000.000
Total	**4,259,800,000.00**

Figure 4: Distribution of Capital Expenditure of Road Maintenance Trust Fund



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

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 2015, 116 Widening and Improvement projects were completed and 342 projects were in progress as at 31.12.2015 under funds provided from Government of Sri Lanka.

Figure 5: Financial Performance of the District wise Widening and Improvement

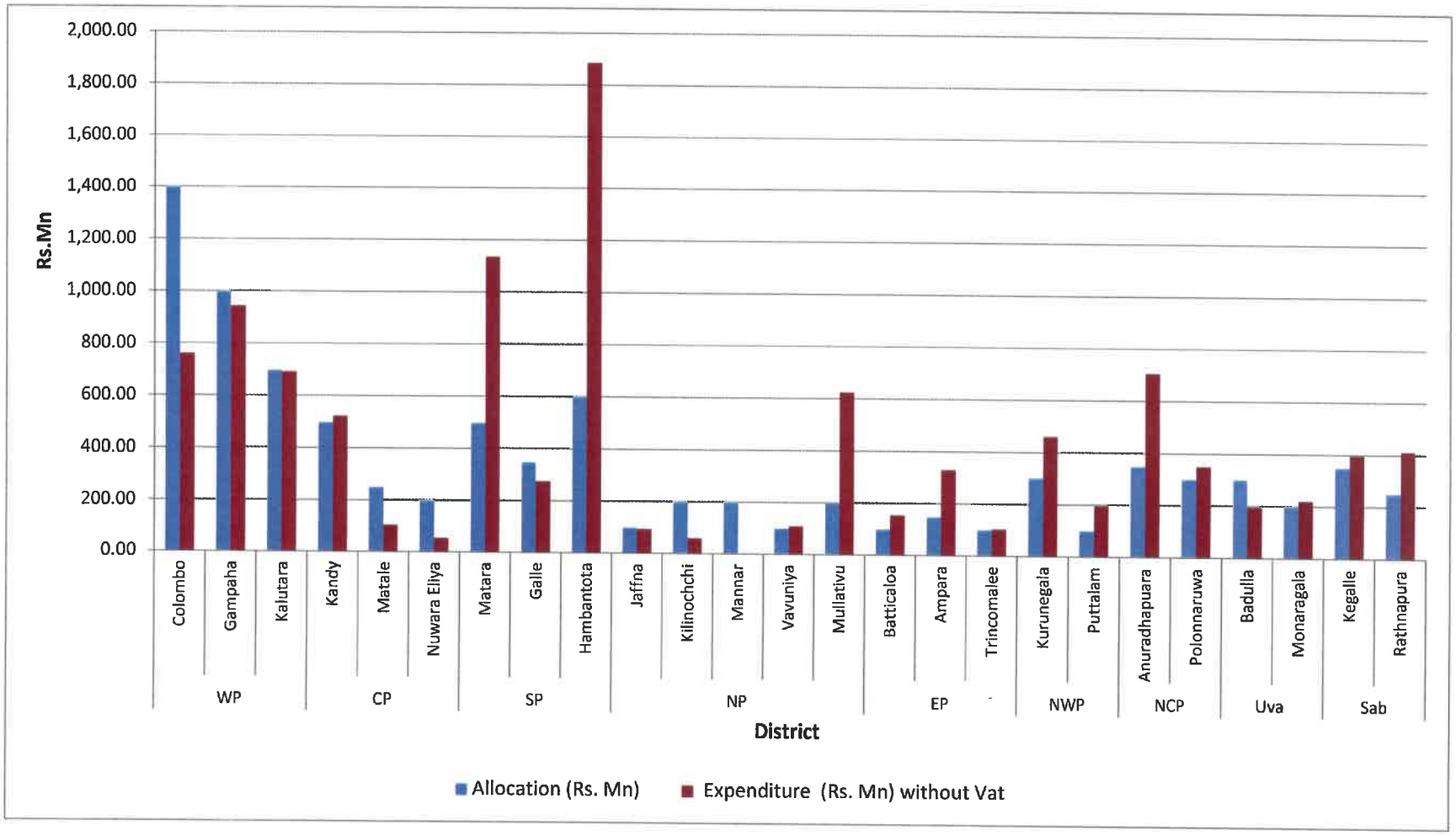


Table 6: Detail of Projects carried out under Widening and Improvement in 2015

District	Awarded in 2015		Completed during 2015		Ongoing as at end of 2015		Allocation for the year 2015 (Rs. Mn)	Expenditure for the year 2015 (Rs.) without Vat
	No of Projects	Length (Km)	No of Projects	Length (Km)	No of Projects	Length (Km)		
Western Province								
Colombo	-	-	28	29.6	22	15.84	763.40	763,399,695.92
Gampaha	-	-	5	13.24	20	79.69	946.00	945,979,506.21
Kalutara	-	-	15	9.4	14	13.39	695.80	695,753,403.22
Central Province								
Kandy	-	-	6	8.6	40	102.88	524.49	524,489,883.72
Matale	-	-	-	-	2	4.1	105.90	105,884,195.67
Nuwara Eliya	-	-	-	-	15	14.6	56.80	56,772,767.03
Southern Province								
Matara	-	-	2	3	45	71.26	1137.00	1,136,928,941.06
Galle	-	-	-	-	3	3.8	309.90	277,353,546.53
Hambantota	-	-	4	11.2	54	114.1	1886.80	1,886,786,405.03
Northern Province								
Jaffna	-	-	-	-	2	1.6	96.40	96,392,188.43
Kilinochchi	-	-	-	-	12	19.7	61.30	61,289,559.11
Mannar	-	-	-	-	3	5	-	-
Vavuniya	-	-	-	-	-	-	110.50	110,408,233.85
Mullativu	-	-	14	32.55	6	13.55	626.50	626,434,711.11
Eastern Province								

District	Awarded in 2015		Completed during 2015		Ongoing as at end of 2015		Allocation for the year 2015 (Rs. Mn)	Expenditure for the year 2015 (Rs.) without Vat
	No of Projects	Length (Km)	No of Projects	Length (Km)	No of Projects	Length (Km)		
Batticaloa	-	-	-	-	3	3.37	157.50	157,370,518.17
Ampara	-	-	1	1.98	13	15.21	331.35	331,345,919.40
Trincomalee	-	-	-	-	10	11.08	105.20	105,076,650.75
North Western Province								
Kurunegala	-	-	-	-	14	34.4	463.40	463,216,863.96
Puttalam	-	-	-	-	3	3.43	196.80	196,646,587.20
North Central Province								
Anuradhapuara	-	-	-	-	26	25.51	709.30	709,106,736.57
Polonnaruwa	-	-	-	-	5	17.65	352.00	351,960,546.59
Uva Province								
Badulla	-	-	6	20.82	7	14.35	300.00	196,398,901.30
Monaragala	-	-	4	2	-	-	221.30	221,263,784.32
Sabaragamuwa Province								
Kegalle	-	-	-	-	18	31.12	397.30	397,220,732.00
Rathnapura	-	-	11	9.2	4	0.9	413.20	413,063,912.55
Hub Development								
Hub Development	-	-	20	31.41	1	2	430.98	430,973,485.95
Total	**-**	**-**	**116**	**173**	**342**	**618.53**	**11,399.12**	**11,261,517,675.65**

3.2.2 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.

Polonnaruwa- Hingurakgoda Road





Elpitiya - Pitigala Road





Table 7: Progress of Local Bank Funded Road Projects

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
1	Construction of Bypass road to Kegalle Town -stage III (2.34km)	2.34	1,689,494,120.40	15.08.2013	17.10.2015	100%	1,689.49	84.47	Work completed 2015
2	Rehabilitation & Upgrading of Thalduwa -Meevitigammana road (B408) from 0+000 to 17+300km	17.3	1,884,932,359.69	17.02.2014	16.02.2016	93.0%	1,134.17	440.81	
3	Rehabilitation of Galigamuwa Ruwanwella Karawanella Road (0+000 to 29+210km)	29.21	2,472,357,070.33	14.01.2012	06.07.2015	100.00%	2,155.97	285.12	
4	Rehabilitation of Warakapola - Anguruwella - Karawanella road (0+000 to 22+000km)	22	2,125,947,140.14	07.07.2014	07.07.2016	58.0%	791.64	438.58	
5	Rehabilitation & Upgrading of Puttalam-Trincomalee Road from Anuradhapura to Trincomalee (83+000 to 180+100 km)	97.1	7,995,681,521.84	01.05.2012	31.10.2014	99.50%	7,995.67	-	Works completed 2014
6	Ampara-Uhana –Mahaoya Road (A-027) from 13+000 to 30+000km	17	1,503,629,563.00	14.01.2013	13.01.2015	100%	1,455.27	37.59	Works completed 2014
7	Mahaoya-Aralaganwila Road from 0+000 to 24+000km	24	2,363,892,396.05	16.10.2012	16.04.2014	100%	2,341.14	5.86	Works completed 2014
8	Widening & Improvements to Jaffna -Ponnalai -Point Pedro road from 29+000 to 30+450km	1.5	477,701,243.39	12.08.2013	12.11.2013	100%	459.31	52.38	Works completed 2014
9	Matara-Hakmana Road(0+000-24+140km)	24.14	1,400,000,000.00	02.02.2013	31.01.2015	98.20%	1,298.72	115.17	Works completed

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
			577,376,618.75				539.01	47.50	2014
10	Rehabilitation of Hambantota Hub Development roads Mirijjawila Sooriyawewa road (HR16) 23.3km & outer Circular road (HR 01) 6.6km	29.9	2,100,000,000.00	10.12.2013	09.12.2015	98.00%	1,721.86	477.28	
			5,645,736,887.95				4,631.34	1,283.92	
11	Rehabilitation and Upgrading of Lunugamvehera- Kataragama road (0+000 to 13+820km)	13.82	3,584,987,485.60	17.10.2013	16.04.2016	80%	3,584.38	154.74	
12	Pelmadulla -Embilipitiya-Nonagama from Padalangala to Nonagama (66+260 to 87+690km)	21.43	2,171,711,286.61	07.07.2014	07.07.2016	30.4%	2,170.79	74.55	
13	Ambalangoda - Elpitiya - Pitigala road (16+230 to 29+360km)	13.13	1,484,261,971.20	14.04.2014	04.02.2016	94.6%	1,483.78	221.11	
14	Rehabilitation & Improvements to Weligatta Bundala Kirinda (0+000 to 19+200km)	19.2	1,348,030,684.22	04.07.2014	04.01.2016	50.5%	1,300.68	163.91	
15	Rehabilitation & Upgrading of Katuwana Alupothdeniya Panamura Road (0+000-23+000 km)	23	2,328,364,568.44	17.04.2012	20.04.2015	99.50%	2,018.99	202.18	Works completed 2015
16	Widening & Improvements to Tangalle -Kadurupokuna -Beliatta – Kadurupokuna Dedduwawala road (0+000 to 12+760km)	12.76	1,401,386,112.05	07.07.2014	07.01.2016	56.0%	1,399.95	191.62	
17	Rehabilitation of Kirinda-Palatupana-Yala road (0+000 to 12+500km)	12.5	1,265,231,122.25	23.04.2014	23.07.2015	95.0%	1,264.15	202.57	
18	Embilipitiya -Moraketiya - Kiriibbanara -Uda mauara road (6+120 to 14+840km)	8.72	909,165,635.49	07.07.2014	07.11.2015	85%	902.91	358.52	

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
19	Haputale-Boralanda-Keppettipola Road (0+000 to 27+000km)	27	2,445,441,396.83	25.07.2013	24.07.2015	89.00%	1,700.13	926.23	
20	Bibile-Pitakumbura-Namaloya-Inginiyagala (B527) Road (0+000-60+310 km)	60.31	4,605,000,000.00	12.11.2012	11.11.2015	100.00%	3,668.79	1,003.70	Works completed 2015
21	Improvements to Passara - Monaragala road fom 0+000 to 27+000km	27	1,800,000,000.00	17.02.2014	16.08.2016	63.20%	1,785.15	202.79	
			917,275,810.32				405.41	184.66	
22	Rehabilitation of Bibile Uraniya Mahiyangana road (0+000 to 10+000km)	10	995,774,553.10	07.07.2014	07.10.2015	98.0%	994.72	208.00	Works completed 2015
23	Rehabilitation of Bibile Uraniya Mahiyangana road(18+000 to 22+000km)	4	405,059,614.84	07.07.2014	07.10.2015	98.0%	400.29	206.63	Works completed 2015
24	Bodagama-Hambegamuwa-Kaltota Road (0+000-48+200 km)	48.2	3,915,946,330.80	25.07.2013	24.07.2015	99.85%	3,515.83	1,100.57	Works completed 2015
25	Rehabilitation & Extension of Ambepussa Kurunegala Trincomalee road (0+000 to 75+110km)	75.11	3,914,222,198.61	26.12.2013	26.12.2016	64.6%	3,914.22	232.18	
			6,500,000,000.00				3,893.38	2,097.64	
26	Improvements to Ambepussa-Kurunegala- Trincomalee Road from Dambulla to Habarana (91+420-112+920km)	21.5	1,534,929,122.30	09.05.2011	09.07.2013	100%	1,533.25	51.42	Works completed 2013
27	Rehabilitation & Improvements to Ambepussa-Kurunegala-Trincomalee Road from Dambulla to Galewela (75+000 to 90+100km)	15.1	2,124,388,654.68	16.04.2014	16.10.2015	98.50%	1,474.88	1,029.49	
28	Tennakumbura Kandehandiya road from 0+000 to 20+400km & Kandehandiya to Ragala road from 0+000 to 13+600km	13.6	2,647,635,497.07	14.06.2012	13.12.2014	100.00%	2,496.90	132.38	Works completed 2014

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
29	Rehabilitation of Matale wattegama road from 0+000 to 13+000km	13	1,833,664,066.45	07.07.2014	23.05.2016	58.5%	1,833.50	195.80	
30	Rehabilitation & Upgrading of Hasalaka -Hadungamuwa Hettipola road from 0+000 to 20+000km	20	1,664,080,010.37	17.10.2013	16.10.2015	40.55%	1,601.11	172.61	
31	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	3,223,310,033.55	13.05.2013	17.04.2016	44.19%	1,482.12	515.14	
32	Naula-Elahera-Pallegama-Hettipola Road (0+000-8+400km & 19+000-33+500 km)	22.9	2,053,529,400.33	25.07.2013	24.07.2015	69.30%	1,404.86	532.72	
33	Muttettugala-Hiripitiya Road (0+000-18+500km)	18.5	1,596,531,812.30	11.10.2013	10.10.2015	75.00%	1,065.81	445.62	
34	Improvement/Rehabilitation & Reconstruction of Ibbagamuwa Kumbukgete Madagalla Road from 0+000 to 34+190km	34.19	2,861,809,006.59	09.03.2012	08.03.2014	100%	2,745.75	108.36	Works completed 2014
35	Bangadeniya-Andigama - Anamaduwa Road from 0+000 to 38+290km	38.29	2,570,953,030.79	29.11.2012	28.11.2014	95.00%	2,302.62	497.18	Works completed 2014
36	Kurunegala -Narammala -Madampe road from Kuliyapitiya Dadangamuwa jn to Madampe (40+870 to 64+770km)	23.75	2,346,986,909.00	20.03.2014	19.09.2015	98.50%	1,918.62	429.53	Works completed-2015
37	Narammala Dankotuwa road (16+030 to 45+250km	29.22	1,800,000,000.00 751,486,584.57	27.11.2013	26.11.2015	99.0%	1,610.71 670.46	624.88 261.67	
38	Pannala-Kuliyapitiya (B356) Road (5+000 to 16+280km) & Kuliyapitiya-Hettipola Road (0+000 to15+690km)	26.97	1,995,000,000.00	09.01.2013	08.01.2015	98.70%	1,967.12	324.77	Works completed 2015

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
39	Rehabilitation and Improvements to Kurunegala -Narammala -Madampe road (22+260 to 40+870km)	18.61	1,716,082,191.61	17.10.2013	16.04.2015	99.50%	1,589.32	62.56	Works completed 2015
40	Narammala-Giriulla-Dankotuwa Road from 0+000 to 16+030km	16.03	1,400,000,000.00	01.03.2012	31.08.2013	100%	1,213.14	56.27	Works completed 2013
41	Thoppuwa--Dankotuwa - MadampeRoad (0+000-26+650km)	26.65	2,060,849,267.84	09.01.2013	14.04.2015	96.50%	1,846.90	311.60	Works completed 2015
42	Rehabilitation & Improvements to Mallawapitiya -Rambadagalle - keeppetigala road (B264)from 10+000 to 15+750KM, 20+250 – 30+500KM, 30+500 – 37+810KM	23.31	2,267,652,290.09	26.09.2014	25.09.2016	47.00%	1,066.53	973.98	
43	Kadawalagedara Withikuliya from 0+000 to 14+000km	14	1,212,151,285.66	26.11.2013	24.02.2015	96.40%	927.83	200.36	Works completed 2015
44	Chilaw-Wariyapola Road from 0+000 to 29+000km	29	2,614,923,796.26	25.07.2013	24.07.2015	99.8%	2,364.39	814.53	Works completed 2015
45	Anamaduwa-Uswewa-Galgamuwa from 0+000 to 39+100km	39.1	2,561,638,611.91	01.11.2012	30.04.2015	98.80%	2,560.94	156.73	Works completed 2015
46	Rehabilitation & Improvements to Kalugamuwa -Wilakatupotha road from 0+000 to 21+180km	21.18	2,132,631,835.53	17.10.2013	16.10.2015	100.00%	2,132.59	208.84	Works completed 2015
47	Thalgodapitiya -Yatawatta-Dombawela road from 0+000 to 26+400km	26.4	3,197,862,310.50	17.02.2014	17.02.2016	66.8%	3,197.40	222.20	
48	Construction of two lane bridge across Deduru oya at Kadigawa (length-175m, width-8.4m)		1,383,491,414.99	02.10.2013	01.04.2016	85%	833.17	188.73	
49	Rehabilitation & Improvements to Mallawapitiya -Rambadagalle - keeppetigala road (B264)from 0+000 to 10+000km	10	940,897,040.54	07.07.2014	07.10.2015	87.00%	940.85	221.11	

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
50	Colombo – Kandy road from Kadawatha to Nittambuwa (17+000 to 39+000km)	27	6,956,047,225.24	07.09.2013	07.03.2015	28.52%	6,956.04	225.85	
51	Rehabilitation of Nagoda Neboda Road from 2+700 - 15+900 km Avittawa Lewwanduwa Road from 9+830 - 27+200 km	30.57	1,020,000,000.00	25.07.2013	24.07.2015	89.00%	1,019.74	514.08	
			2,179,475,266.71				2,177.06	96.59	
52	Roads Under Akuregoda Defense Headquarters Development (10.98km)	10.98	3,638,389,248.13	22.11.2013	21.11.2015	81.00%	2,971.54	266.09	
53	Rehabilitation of old Colombo Galle road (17+500 to 25+200km)	7.7	1,615,810,000.00	07.07.2014	07.1.2016	36.5%	1,615.79	182.93	
54	Widening & Improvements to Kelanimulla Mullariyawa Koswatta road as access to Kelanisiri Bridge (0+000 to 0+600km) phase I	5.2	530,988,203.45	26.11.2013	23.08.2015	100%	351.15	53.90	Works completed 2015
			800,000,000.00				528.93	81.18	
55	Improvement of Kesbewa-Kidelpitiya-Bandaragama Road (0+000 to 11+070km) & Waskaduwa Bandaragama Road (0+000 to 12+070km)	23.14	2,103,723,048.66	15.10.2012	14.10.2014	98.5%	1,925.23	155.43	Works completed 2014
56	Meepe-Ingiriya Road (0+000 - 18+130)	18.13	1,802,743,317.73	25.06.2013	24.06.2015	92.05%	1,304.31	417.98	
57	Rehabilitation & Improvements to Seeduwa-Katunayake from 0+000 to 3+900km and Seeduwa - Udugampola road from 0+000 to 11+700km	15.6	1,528,000,000.00	17.10.2013	16.04.2015	99.20%	1,468.93	182.70	Works completed 2015
58	Improvements to Wattala -Mahara road from 0+000 to 7+240km	7.24	757,813,498.54	04.04.2014	30.11.2015	98.0%	374.34	197.69	
59	Galagedara-Horana Road (0+000-19+000) (B123)	19	1,393,613,193.42	15.11.2012	14.11.2014	96.50%	1,363.20	103.01	Works completed 2014

No	Name of the Project	length (km)	Contract amount Rs.	Commencement date	Target/Revised date of completion	Physical progresss up to Dec 2015	Cumulative Disbursement up to Dec 2015 Rs. Mn.	Disbursement - during 2015 (Rs Mn)	comments
60	Rehabilitation & Improvements to Hendala -Hunupitiya road (B151) road (0+000 to 4+020km)	4.02	490,294,960.74	07.07.2014	07.07.2015	76.40%	176.40	113.74	
61	Rehabilitation & upgrading of Kotte -Bope (B240) from 0+000 to 3+700km & Battaramulla Pannipitiya road(B047) from 0+000 to3+500km roads	7.2	1,553,199,197.33	07.07.2014	07.10.2015	75.83%	1,552.85	199.67	
62	Madawachchiya - Horowpathana road from 0+000 to 10+000km	10	903,013,824.93	10.04.2014	16.05.2016	82.00%	903.00	222.11	
63	Rehabilitation & Improvements of Polonnaruwa -Thambala Sungawila Somawathiya Road from 0+000 to 33+000km	33	2,750,000,000.00	11.03.2012	20.09.2014	100%	2,730.78	101.81	Work completed 2014
64	Polonnaruwa Hingurakgoda road from 2+000 to 13+650km	11.65	500,000,000.00	17.02.2014	26.10.2015	92.96%	240.46	104.89	
			533,508,507.29				256.36	111.83	
	TOTAL	**1,422.69**	**151,114,322,108.87**				**131,313.96**	**23,157.17**	

Figure 6: Financial Performance of the Local Bank Funded Road Projects

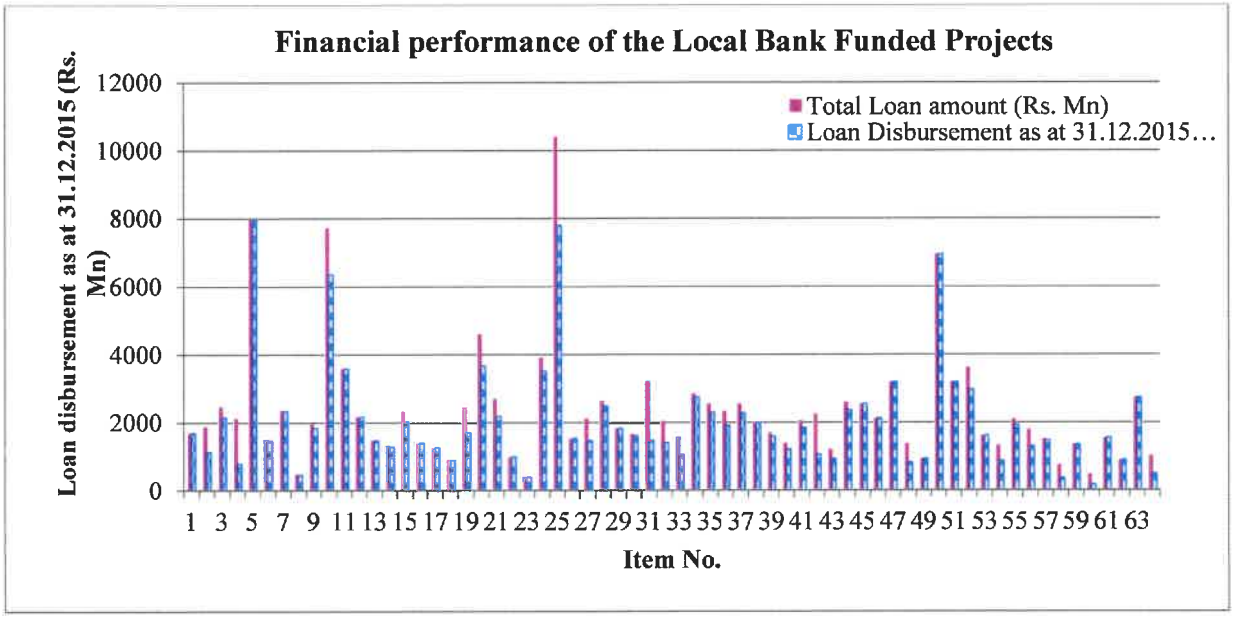
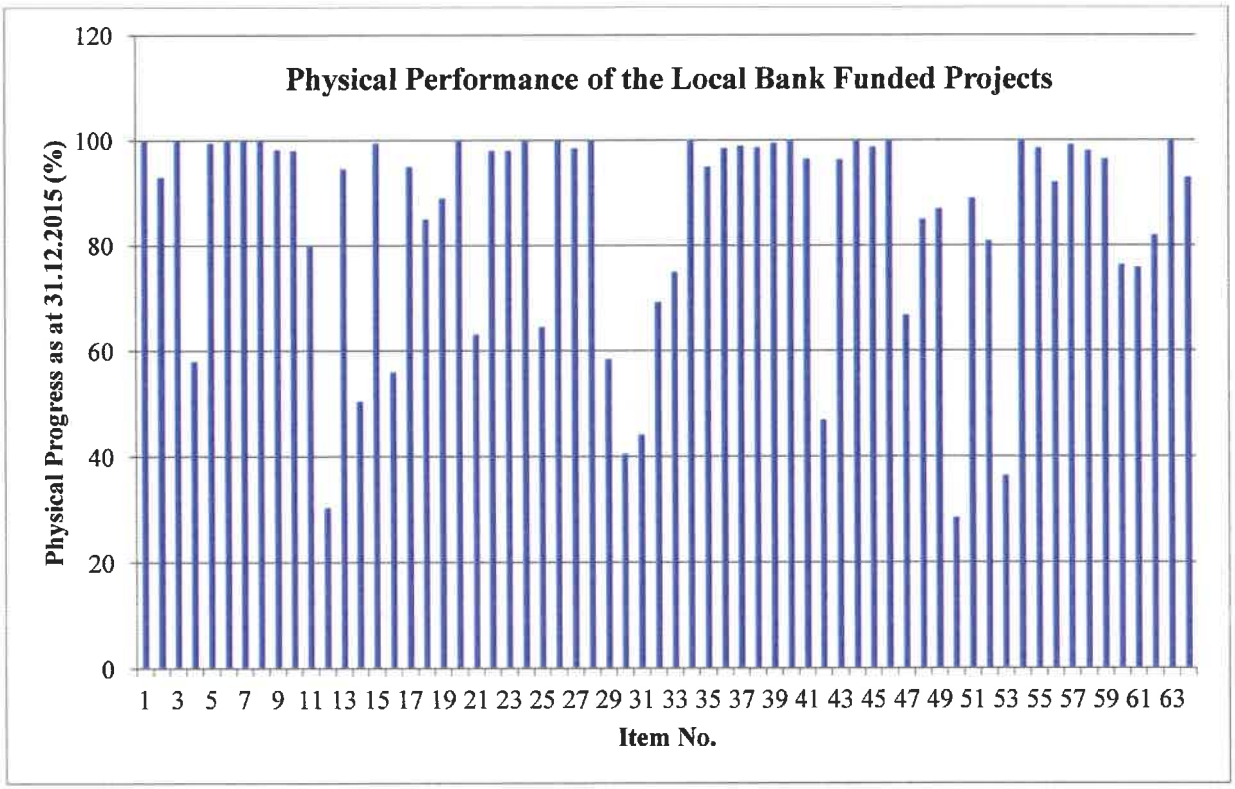


Figure 7: Physical Progress of the Local Bank Funded Road Projects



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 4,662 bridges are located on the National Road Network and the condition of the bridges is a 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.

3.3.1 Progress of Weak Bridges Improvement Work 2015

The weak bridges projects which were under taken for improvement during the years of 2011, 2012, 2013, 2014 and 2015 province wise are given bellow. There are 118 bridges have been identified for improvement in 9 Provinces. However, only 83 bridges out of 118 have been completed until the end of 2015.

Table 8: Improvements of Weak Bridges in year 2015

No	Province	Estimated Cost (Rs. Mn)	No of Bridges	Physical Progress		Tender Stage	Expenditure (Rs. Mn) Up to 2015
				Completed	On going		
01	Western Province	270.69	11	02	05	04	88.97
02	Central Province	399.76	15	06	07	02	128.42
03	Southern Province	383.36	09	06	01	02	154.54
04	Northern Province	40.0	05	05	-	-	36.91
05	Eastern Province	77.16	08	08	-	-	56.80
06	Eastern Province (APD-Akp))	38.59	04	03	01	-	14.00
07	North Western Province	611.37	30	26	04	-	343.67
08	North Central Province	182.13	07	04	03	-	69.58
09	Uva Province	275.26	09	09	-	-	249.25
10	Sabaragamuwa Provinc	503.35	20	14	03	03	249.83
	Total	2781.67	118 Nos.	83 Nos.	24 Nos.	11 Nos.	1,391.97

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 9: DISTRICT WISE RURAL BRIDGE CONSTRUCTION (RDA) PROGRAME - 2015

No	Province	District	No. of bridges	Length (m)
1	Central	Kandy	7	168
2		Matele	-	-
3		Nuwera -Eliya	2	22
4	East	Baticallo	-	-
5		Trincomalee		
6		Ampara	8	190
7	North	Jaffna	-	-
8		Manner	-	-
9		Vavunia	-	-
10		Kilinochchi	-	-
11		Maltuve	-	-
12	NCP	Anuradhapura		
13		Polonnaruwa	-	-
14	NWP	Kurunegala	2	27
15		Puttalam	-	-
16	Sab	Kegalle	12	231
17		Ratnapura		
18	Southern	Galle	6	98
19		Matara	-	-
20		Hambantota	2	40
21	Uva	Badulla	9	99
22		Monaragala	8	319
23	Western	Colombo	-	-
24		Gampaha	1	6
25		Kalutara	2	40
Total			59	1240

Table 10: DISTRICT WISE RURAL BRIDGE CONSTRUCTION (MAGA NEGUMA PROGRAME) – 2015

No	Province	District	No. of bridges	Length (m)
1	Central	Kandy	4	114
2		Matele	-	-
3		Nuwera -Eliya		
4	East	Baticallo	-	-
5		Trincomalee	-	-
6		Ampara	1	20
7	North	Jaffna	-	-
8		Manner	-	-
9		Vavunia	-	-
10		Kilinochchi	-	-
11		Maltuve	-	-
12	NCP	Anuradhapura	-	-
13		Polonnaruwa	-	-
14	NWP	Kurunegala	3	27
15		Puttalam	-	-
16	Sab	Kegalle	3	11
17		Ratnapura	1	36
18	Southern	Galle	3	63
19		Matara	3	35
20		Hambantota	2	40
21	Uva	Badulla	3	45
22		Monaragala	3	3
23	Western	Colombo	2	34
24		Gampaha	-	-
25		Kalutara	1	12
Total			29	420

RURAL BRIDGE CONSTRUCTION-RDA PROGRAMME: SUMMERY– COMPLETED WITHIN 2015

PROGRESS SUMMERY -YEAR 2015

NO	DESCRIPTION	NO OF BRIDGE	
		2015	TOTAL
1	Program	59	59
2	Completed	18	18
3	Under construction	30	40
4	Tender Awarded & Not Commence	10	10
4	Tender stage	01	1

Total length of bridges programmed (m) - 1240 m

Completed length up to 31/12/2015 (m) - 301 m

RURAL BRIDGE CONSTRUCTION- MAGA NEGUMA PROGRAMME - COMPLETED WITH IN 2015

PROGRESS SUMMERY -YEAR 2015

NO	DESCRIPTION	NO OF BRIDGE	
		2015	TOTAL
1	Program	29	29
2	Completed	12	12
3	Under construction	17	17
4	Tender Awarded & Not Commence	2	2
5	Tender stage	0	0

Total length of bridges programmed (m) - 420 m

Completed length up to 31/12/2015 (m) - 170 m

Table 11: RURAL BRIDGES RDA PROGRAM COMPLETED WITHIN 2015

No	District	DESCRIPTION OF WORK WITH NAME OF THE ROAD	CONTRACT SUM (WITHOUT VAT) (RS Mn) (TEC)	PROGRE AS AT 31-12-2015	REMARKS
1	Kandy	Construction of bridge across Gallehe Oya at Galketiya Moragahamula,Theldeniya. (10m , single span) 2014/50	5.88	100%	Completed
2	Nuwara-Eliya	Construction of bridge across Punchi Ela at Dayagama East 02,Dayagama. (10m , single span) 2014/51	7.73	100%	Completed
3	Nuwara-Eliya	Construction of bridge across Dayagama Oya at Dayagama west 05,Dayagama.(12m , single span) 2014/52	7.38	100%	Completed
4	Ampara	Construction of bridge across LB canal Polwatta,Inginiyagala (30 m, 3Span) ,2012/11	5.00	100%	completed.
5	Ampara	Construction of bridge across Kiule Oya at Tempana Maha Oya. (19.5m ,Single span) 2014/22	8.95	100%	Completed .
6	Kurunegala	Construction of bridge across Giribawa Ela at Perakumyaya,Giribawa.(12m,Single Span) 2014/06	7.15	100%	completed.
7	Kurunegala	Construction of bridge across Dandagamuwa Oya at Bohingamuwa,Inguruwatta,Kuliyapitiya. (15m , single span) 2014/07	8.72	100%	Completed
8	Kegalle	Construction of bridge across Wallara Ela at Deliwala, Kegalle . (9m , single Span)2014/04	3.00	100%	Completed
9	Kegalle	Construction of bridge across Ritigaha oya at Bodawatta Thumbage, Kegalle. (40.40 m ,7 span)2014/05	6.27	100%	Completed
10	Kegalle	Construction of bridge across Hingula Oya at Nadeniya Owatta (20m , single span) (2015/01).	5.92	100%	Completed.

No	District	DESCRIPTION OF WORK WITH NAME OF THE ROAD	CONTRACT SUM (WITHOUT VAT) (RS Mn) (TEC)	PROGRE AS AT 31-12-2015	REMARKS
11	Monaragala	Construction of bridge across Nelumwewa ara at Samagipu,Weliara. (10 m , single span)2014/44	5.86	100%	Completed
12	Monaragala	Construction of bridge across Kirindi Oya at Weherayaya.(48m , long span) 2014/33	17.11	100%	Completed
13	Badulla	Construction of bridge across Tattagalayaya Ela at Tattagalayaya,Dambana.(12m , single span) 2014/25	6.56	100%	Completed.
14	Badulla	Construction of bridge across Ambegoda Ela at Kosgolla. (12m ,Single span) 2014/31	7.34	100%	completed
15	Badulla	Constructon of bridge across Moragolla Ela at Weenithagama. (8m, Single span) 2014/034	6.55	100%	Completed
16	Badulla	Construction of bridge across Malangama Ela at Thelbedda,Bogahawatta.(10m, Single Span) 2014/35	7.97	100%	Completed
17	Badulla	Construction of bridge across Sirimalgoda Oya at Sirimalgoda,Medamankada. (15m,Single Span) 2014/037	8.43	100%	Completed.
18	Badulla	Construction of bridge across Irrigational Canal at Dambagasgoda,Galegrdara. (8 m ,Single Span) 2014/38	7.69	100%	Completed

Table 12: RURAL BRIDGES MAGA NEGUMA PROGRAMME COMPLETED WITH IN 2015

NO	District	DESCRIPTION OF WORK WITH NAME OF THE ROAD	CONTRACT SUM (WITH OUT VAT) (RS Mn) (TEC)	PROGRE AS AT 31-12-2015	REMARKS
1	Ampara	Construction of bridge across Ekgal Oya at Manikkamadu Deegavapi,Ampara. (20m , Single span) 2013/26	7.95	100%	Completed.
2	Kurunegala	Construction of bridge across Henegedara Ela (by road of KKP Road) at Eethanawatta. (07 m Single Span) EE :Kurunegala.	5.50	100%	Completed
3	Kurunegala	Construction of bridge across Gallewa Oya at Sangappalaya Kumbukwewa,Gallewa. (Galgamuwa Ds area) 08m , single span. 2014/08	3.63	100%	Completed.
4	Kegalle	Construction of bridge at Morawatta,Ambalanovita ,Ruwanvella. (16m, Single span) 2014/01	6.65	100%	Completed
5	Hambanthota	Construction of bridge across Amadaman Ara at Kithulegoda,Udajulampitiya . (12m ,Single span) 2013/31	7.37	100%	Completed
6	Hambanthota	Construction of bridge across Dawatayaya, Ela at Dawatayaya Udajulampitiya. (08m , Single span) 2013/33	5.88	100%	Completed
7	Monaragala	Construction of bridge across Doluwa oya at Bakinigahawela.(12m Single Span ,Medagama Ds area) 2013/21	9.00	100%	Completed.
8	Monaragala	Construction of bridge across Radapola Oya at Paragasmankada,Wellawaya. (Wellawaya DS 26m , 2 span) 2013/36	5.86	100%	Completed
9	Badulla	Construction of a bridge across Hepol Oya at Ridimaliyadda. (15.70m , Single span) 2014/28	8.53	100%	Completed.
10	Kalutara	Construction of bridge across Heveni Ela on Nerihena Yattapatha. (12m Single Span , Agalawaththa Ds) 2013/04	5.53	100%	Completed

Some completed baily bridges

KIRINDIWITA BAILY



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

NIGAMBO-GIRIULLA BAILY



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

Some construction on-gong bridges

GAMEPAHA KOLANIYA BRIDGE



STREAM	:- NAMAL OYA
DISTRICT	: -AMPARA,
ELECTORATE	:- IGINIYAGALA
LENGTH	: - 72M, 06 SPANS
ESTIMATED COST	: -30.11 MDATE TO
BE COMPLETED	:- 2016-05-25

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 bridges

IGINIYAGALA POLWATTA BRIDGE



STREAM	: - LB CANAL
DISTRICT	: - AMPARA
ELECTORATE	: - IGINIYAGALA
LENGTH	: - 30M, 03 SPANS
ESTIMATED COST	: - 05.53 M
DATE OF COMPLETION	:- 2015-09-10

BAKINIGAHAWELA BRIDG



STREAM	: - DOLUWA OYA
DISTRICT	: - MONARAGALA
ELECTORATE	: - MEDAGAMA DS AREA
LENGTH	: - 12M, SINGLE SPAN
ESTIMATED COST	: - 11.82 M
DATE OF COMPLETION	:- 2015-09-01

NO	District	DESCRIPTION OF WORK WITH NAME OF THE ROAD	CONTRACT SUM (WITH OUT VAT) (RS Mn) (TEC)	PROGRE AS AT 31-12-2015	REMARKS
11	Colombo	Construction of bridge Over Wak Oya at Elamalawala, Palewasala, Waga. (19 m Single Span) 2013/06	8.40	100%	Completed
12	Colombo	Construction of bridge across Eswatha-Ela at Puwakpitiya (15 m single span) 2013/07	7.04	100%	Completed

Table 13: **BAILY BRIDGE CONSTRUCTION PROGRESS WITHIN YEAR 2015**

NO	BAILY NAME	INSTALLE/DESMENTAL
1	Giriulla bridge	Installed
2	Kinya baily bridge	Installed
3	Kirindiwita bailey bridge	Installed
4	Beliatta bailey bridge	Installed
5	Sooriyawewa bailey bridge	Installed
6	Dehiowita bailey bridge	Installed
7	Giriulla bailey bridge	Installed
8	Dehiowita bailey Bridge 2	Installed
9	Galle bailey (Kahaduwawatta)	Installed
10	Tissamaharama Yodakandiya bailey bridge	Installed
11	Giriulla bailey	Installed
12	Walasmulla bailey bridge	Installed
13	Pitigala bailey bridge	Dismantled
14	Kirindiwita bailey bridge	Dismantled
15	Elahara bailey bridge	Installed
16	Pelmadulla bridge	Installed
17	Keppetigala Malwala bridge	Installed

Table 14: Districtwise Expenditure - RURAL BRIDGE CONSTRUCTION (RDA PROGRAMME) - 2015

District	Expenditure during 2015
Kandy	9.36
Nuwara-Eliya	15.23
Ampara	17.47
Kurunegala	6.43
Kegalle	43.11
Galle	8.41
Hambanthota	11.15
Monaragala	38.64
Badulla	43.52
Kaluthara	4.33
Gampaha	3.42
Colombo	1.24
Matara	1.68
Total	203.99

Table 15: Districtwise Expenditure - RURAL BRIDGE CONSTRUCTION (MAGA NEGUMA PROGRAMME) - 2015

District	Expenditure during 2015
Kandy	3.87
Ampara	0.63
Kurunegala	5.3
Kegalle	7.3
Galle	9.35
Hambanthota	2.66
Monaragala	4.08
Badulla	6.77
Kaluthara	0.23
Rathnapura	3.83
Matara	2.16
Total	46.18

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, 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 at RDA Headquarters Building-Battaramulla

3.5.1.1 Progress of the work done in Year 2015

Table 16: Progress of the work carried out by Highway Designs Division in 2015: ROADS

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
	ROADS			
B084	Wetara Section of Colombo Horana Road	1.70	NHSP	100%
Non RDA	Kalido Beach Road - Kalutara	3.50	Request from CE - Kalutara	100%
A020	Improvement to nothern link of Mattakkuliya bridge from Hekitta to Negombo (sec. 2+020 to 2+520)	0.13	Request from Western Province Project	100%
B115	Kamburugamuwa - Labbema - Gallinda Road (0+000 -7+000km) - 2 Lane	7.00	Request from CE Matara	100%
A001	New Kelani Bridge access raods	1.50	Request from New Kelani Bridge Project	100%
A009	Kandy Katugastota Road	2.60	Request from CE Kandy	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
Non RDA	Akuregoda - Kirimattimulla Road (0+000 - 2+000km)	2.50	Request from CE Matara	100%
B214	Kelaniya Mudungoda Road - - 2 Lane (from 0+000 to 6+000km)	6.00	Request from CE Gamphaha Project	100%
B214	Kelaniya-Mudungoda road - 4 Lane (6+000 - 12+000km)	6.00	Request from CE Gamphaha Project	100%
B084	Colombo Horana Road	0.40	NHSP	100%
B449	Wadduwa Morontuduwa Road	5.30	MFAP	100%
B239	Kottawa - Thalagala Road	15.5	MFAP	100%
B469	Welikada-Kohilawatta Road	5.5	MFAP	100%
Non RDA	Robert Gunawardana Mawatha	1.86	MFAP	100%
B452	Walgama - Diyagama road (Section Walgama to Homagama)	3.20	MFAP	100%
A001	Colombo Kandy Road - section from Peliyagoda to kiribathgoda	18.00	MFAP	100%
B452	Walgama Diyagama Road (section Homagama to Diyagama)	3.8	MFAP	100%
B240	Kotte-Bope road (16.8-22.5km)	5.7	MFAP	100%
B120	Etulkotte Mirihana Road	5.7	MFAP	100%
CMC	Mattakuliya Aluthmawaththa	1.10	MFAP	100%
B-157	Horana-Anguruwatota-Aluthgama	2.50	NHSP	100%
B128	Galle Baddegama Road	17.00	NHSP	100%
	Kelanisiri bridge approach to Koswatta	2.00	LBFP	100%
B152	Hekitta to Uswetakeyyawa (sec. 2+100 to 2+440)	0.34	PRP2	100%
E-03	Kerawalapitiya Frontage Roads and Main line	1.00	Expresway Projects - OCH Phase II	100%
B-240	Pore at grade intersection (2)	1.00	Expresway Projects - OCH Phase II	100%
E-02	Profile correction at Kottawa IC	0.15	Expresway Projects - OCH Phase II	100%
B115	Embilipitiya - Panamure Road (0+000 - 29+000 km)	19.00	Request from CE - Ratnapura	46%
B310	Narthupana - Warakagoda Road	3.00	Request from EE - Horana	17%
A-002	Colombo-Galle BRT Proposal (Willium to Maliban Junction)	5.00		7%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
PRDA	Gunasekara mawatha (1.8kms)	1.80	Request from CE Gampaha	50%
A-11	Maradankadawala-Habarana-Thirikkonamadu road (74+000-83+400) (5.8kms inundation sections)	9.40	Request from CE Anuradhapura	15%
AB039	Valukiaru-Pungudutheevu-Kurikaduwan Road	3.40	Request from CE Jaffna	35%
Non RDA	Acces road to DHQ from Denzil Kobbakaduwa Mawatha	1.60	Request from Defence Head Quarters	45%
Non RDA	Air port access road	1.00	Request Gampaha project	35%
Non RDA	Pelawatte Akuregoda Road	1.80	Request from Defence Head Quarters	30%
Non RDA	University access road-Kilinochchi	4.60	Reaquest from CE Mulattive	35%
B367	Piliyandala-Maharagama Road	5.50	MFAP	35%
B451	Walgama Athurugiriya Road	1.20	MFAP	55%
B435	Orugodawatta Ambatale Road	7.7	MFAP	32%
B239	Kottawa - Thalagala Road - Without acquisition	15.5	MFAP	55%
Non RDA	Pothuarawa Road	2.22	MFAP	40%
B096	Dematagoda - Wellampitiya Road	2.3	MFAP	56%
B544	Moragolla -Bellana Road	9.80	MFAP	55%
PRDA	Palatuwa - Nadugala Road	5.00	MFAP	44%
A001	Colombo Kandy Road - section from Kadawatha to Nittanbuwa	18.00	MFAP	45%
B452	Walgama - Diyagama road (Section Walgama to Homagama) - Without acquisition	3.20	MFAP	55%
B452	Walgama Diyagama Road (section Homagama to Diyagama) - Without acquisition	3.8	MFAP	55%
B232	Kolonnawa-Yakbedda Road	2..6	MFAP	48%
B240	Kotte-Bope road (16.8-22.5km) - Without acquisition	5.7	MFAP	30%
B607	Bengamuwa Mollokkawa Galdoala Road	9.2	MFAP	38%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
Non RDA	Piliyandala Service Road	0.50	UDA	25%
Non RDA	Kurunegala Bypass	3.40	UDA	15%
Non RDA	Battaramulla Bypass	0.60	UDA	25%
Non RDA	Rambukkana Pola road	0.70	UDA	35%
Non RDA	Ceremonial access	0.90	LBFP	50%
B511	Keerthi Bandarapura - Naranthalawa Road	4.42	PRP2	30%
	Marine Drive Extension	1.50	Western Province Project	30%
Non RDA	Denzil Kobbekaduwa Mawatha	1.56	Western Province Project	60%
B292	Miriswatta Waturegama Road (5+000 - 10+000km)	5.00	Western Province Project	21%
B316	Nawinna-Borelesgamuwa road	0.30	Western Province Project	50%
A-001	Galigamuwa Town	0.75	Town Improvemnet Project	60%
B044, B032 & A016	Bandarawela Town	1.00	Town Improvemnet Project	30%
B-157	Neboda Town (Horana-Anguruwatota-Aluthgama road)	1.00	Town Improvemnet Project	35%
A007	Thalduwa Town	1.20	Town Improvemnet Project	62%
E01	Southern Expressway Extension Project	56.00	Expresway Projects - Southern Expreeway Extension Project	25%
E03	Outer Circular Highway-NS II	9.00	Expresway Projects - OCH Phase II	95%
E03	CKE Peliyagoda IC additon of one toll lanes	1.00	Expresway Projects - OCH Phase II	10%
E03	CKE Ja-Ela IC additon of two toll lanes	0.60	Expresway Projects - OCH Phase II	10%
	Kurunegala Bypass	3.40	Bypass road - Request from UDA	24%
	Ratnapura bypass	3.10	Bypass road - Request from PD Sabaragamuwa	65%
	Imaduwa Town Improvement with Proposed By Pass	3.00	Bypass road - Request from PD Southern	60%
	Hikkaduwa Bypass	6.00	Bypass road - Request from UDA	30%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
	Hanwella By pass	0.60	Bypass road - Request from UDA	75%
	Welimada Bypass	0.40	Bypass road - Request from UDA	60%
	Warakapola Bypass	3.50	Bypass road - Request from PD Sabaragamuwa	55%
	Avissawella Bypass	1.90	Bypass road - Request from PD Western	46%

Table 17: Progress of the work by Highway Division in 2015 : INTERSECTION DESIGNS

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
	INTERSECTION DESIGN			
B140 & B424	Intersection of Dockyard Road and Trincomalee - Pulmudei Road	0.4	Round about Design	100%
B001 & Non RDA	Kulathavil intersection of Akkareipattu - Varipathanchenai Road	0.3	Round about Design	100%
A017, B296 7 Non RDA	Sandilpai Intersection of Jaffna - - Manipai - Karainagar , Sandilipai - Keerimaei Road & Uduvil Road	0.6	Round about Design	100%
A006 & B198	Kantale Intersection of Ambepussa-kurunegala-trincomalee road and Kantale -Perathuweli road	0.6	Round about Design	100%
A001	Urapola Juction, Ruwenwella - Nittanbuwa Road & Colombo - Veyangoda Road	0.6	Round about Design	100%
B240 & B424	Trincomalee Pulmottai Juntion	0.6	Round about Design	100%
AA030 & B325	Vavuniya Paranayalankulam road (AA030) and Nelukulam Neriyakulam road(B325)	0.3	Round about Design	100%
B052	Bzaar street (B052) and Kandasamy Kovil road at Vavuniya town	0.3	Priority Intersection Design	100%
A001	Kegalle Bypass Intersection	0.6	Round about Design	100%
B-128	Thanipolgaha Junction	0.45	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B-128 & B233	Koongaha junction	0.2	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Beligaha junction	0.4	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Hiribura junction	0.3	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Dangethara junction	0.2	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Junction at Galle town	0.4	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Kahaduwa watta junction	0.4	Intersections on Galle - Baddegama Road under NHSP - Roundabout	100%
B-128 & B248	Sandarawala junction	0.3	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Balagoda Junction	0.2	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Poddala Junction	0.2	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Sarentukade Junction	0.4	Intersections on Galle - Baddegama Road under NHSP	100%
B-128 & Non RDA	Baddegama Junctiion	0.2	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B-128 & Non RDA	Eriyagaha Junction	0.4	Intersections on Galle - Baddegama Road under NHSP - Priority Intersection	100%
B120	EMK-Etulkotte intersection	0.60	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%
B120	EMK-Pitakotte intersection	0.50	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B120	EMK-Jubilee Post intersection	0.30	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%
B120	EMK-Pagoda intersection	0.30	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%
B120	EMK-Supermarket intersection	0.30	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%
B120	EMK-Nugegoda intersection	0.40	Intersections on Ethulkotte - Mirihana - Kohuwala Road under MFAP	100%
B-544	Polgampola Junction	0.30	Intersection under MFAP	100%
B-240	Padukka Intersection	0.22	Intersection under MFAP	100%
AC005	HSBC Intersection	0.30	Intersection under Western Province Project	100%
B240	Arangala Intersection	1.20	Design of Signalized Intersections	100%
B291 & B530	Embuldeniya Junction, Intersection of Old Kottawa Road & Madiwela Road	1	Design of Signalized Intersections	100%
B084 & A004	Vilasitha NivasaIntersection of Colombo -Horana Road & Colombo - Ratnapura - Batticaloa Road	0.6	Design of Signalized Intersections	100%
B263 & AB010	Kaduwela Intersection	0.60	Design of Signalized Intersections	100%
PRDA	Hokandara Intersection	0.60	Design of Signalized Intersections	100%
B384	Kandy Katugastota Road Intersection at Ch. 0+000	0.30	Design of Signalized Intersections	100%
B425	Intersection of Tudella-Pamunugama-Talahena-Negombo road and CKE access road at Ja-ela	0.50	Round about Design	35%
B156 & B411	Thawalama intersection	0.3	Round about Design	20%
AA030 & B325	Vavuniya Paranayalankulam road (AA030) and Nelukulam Neriyakulam road(B325)	0.3	Round about Design	50%
B052	Bzaar street (B052) and kandasamy Kovil road At Vavuniya town	0.3	Round about Design	50%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
Non RDA	Arewwala intersection	0.3	Round about Design	25%
B156 & B411	Thawalama intersection	0.3	Round about Design	18%
Non RDA	Makulduwa intersection	0.3	Round about Design	15%
A015	Kiran intersection	0.6	Round about Design	30%
A015	Vallaichenai Intersection	0.45	Round about Design	30%
Non RDA	Orugodawatte intersection	0.8	Round about Design	30%
B354	Intersection of Panagoda-Henpita Road	0.4	Round about Design	50%
A015	Vallaichenai Intersection	0.45	Round about Design	30%
B404 & B 157	Intersection of Ariyawilasa road and Horana - Anguruwathota- Aluthgama road, Horana	0.60	Round about Design	30%
A004 & AB010	High level Rad & Low level road Intersection at Wanahagoda Junction	0.60	Round about / Priority Intersections	35%
A001	Mudungoda Junction	0.30	Intersection on Colombo - Kandy Road under LBFP	45%
A001	Orutota road Junction	0.20	Intersection on Colombo - Kandy Road under LBFP	50%
B019 & AA022	Yakkala Junction	1.20	Intersection on Colombo - Kandy Road under LBFP	30%
A005 & A023	Passara Junction	0.60	Intersection on Colombo - Kandy Road under LBFP	35%
A001 & Non RDA	Trackmo Junction	0.15	Intersection on Colombo - Kandy Road under LBFP	50%
AB010	Kelanimulla Intersection	0.20	Intersection on Colombo - Kandy Road under LBFP	50%
A001 & Non RDA	Kaluwala Junction	0.15	Intersection on Colombo - Kandy Road under LBFP	50%
B367	Arewwala Junction	0.30	Intersections on Piliyandala - Maharagama Road under MFAP	32%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B367	Makulduwa Junction	0.30	Intersections on Piliyandala - Maharagama Road under MFAP	32%
B367	Piliyandala intersection up to piliyandala Bypass road	0.40	Intersections on Piliyandala - Maharagama Road under MFAP	32%
AB005 & B368	Kimbulawala Intersection	0.60	Design of Signalized Intersections	47%
B263 & AB010	Kaduwela Intersection	0.60	Design of Signalized Intersections	60%
B157	Bellapitiya Junction	0.30	Design of Signalized Intersections	30%
PRDA	Hokandara Intersection	0.60	Design of Signalized Intersections	80%
B384	Kandy Katugastota Road Intersection at Ch. 0+000	0.30	Design of Signalized Intersections	30%
A009	Kandy-Jaffna-Road-BusBay		Request from CE Jaffna	100%
Non RDA	Jaffna-University-frontage-road		Request from CE Jaffna	100%
Non RDA	Review of Acquisition boundar on Panagoda - Pitipana Dampae Road		Request from CE Colombo	100%
E-02	Profile correction at Kottawa IC	0.15	Request from PD OCH-Phase II	100%
A004	Colombo-Ratnapura (53/1 Bridge approach)	0.50	Request from PD Sabaragamuwa	100%
B047	Checking of structural designs submitted for Battaramulla-Thalawathugoda Road	-	Request from CE Colombo	100%
A028	Report on Imbulgodayagama bridge on Anuradhapura - Padeniya Road	-	Request from CE Anuradhapura	100%
A004	Report on Kottawa Intersection	-	Request from Chairman (RDA)	100%
Non RDA	Lighting design fro Densil Kobbakaduwa mawatha	-	Request from CE Western Province Project	100%
E001	STDP(19+200 - 20+000)	0.80	Request from Director EOM&M	100%
A001	Colombo-Kandy road at Kiribathgoda	1.20	Request from CE Gampaha Project	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B058	Junction design for Ganemulla Flyover project	-	Requst fron PD UK Sttel Bridge Project	100%
A018	Amendments to Pelmadulla-Embilipitiya -Nonagama Road design	10	Request from CE Matara	100%
A001	Modification to Colombo-Kandy road from 32km to 38+780km	6.78	Request from CE Gampaha Project	100%

Table 18: Progress of the work by Highway Division in 2015 - DESIGN REVIEWS

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
	DESIGN REVIEW			
A022	Passara - Monaragalla Road	10	Design review under LBFP	100%
B014	Ambalangoda - Elpitiya - Pitigala Road(19-39km)	20	Design review under LBFP	100%
B047	Battaramulla-Pannipitiya road (0.0-3.6kmp)	3.60	Design review under LBFP	100%
PRDA	Waligatta - Bundala - Kirinda Road (0-20km)	20	Design review under LBFP	100%
B-047	Battaramulla-Pannipitiya road & Talawathugoda Intersection	3.60	Design review under LBFP	100%
B-408	Talduwa-Meevitigammana road	18.90	Design review under LBFP	100%
	Hambantota Hub Development (OCH)	6.80	Design review under LBFP	100%
100	Subuthipura Junction Design	B-240	Design review under LBFP	100%
B151	Hendala - Hunupitiya road	4.02	Design review under LBFP	100%
B-240	Kotte Bope road (0+000-4+200)	4.20	Design review under LBFP	100%
B400	Seeduwa Udugampola Road	4.70	Design review under LBFP	100%
A018	Pelmadulla-Embilipitiya-Nonagama design review on plan &profile only at following chainages(from 67+050 to 67+200, from 68+020 to 68+240, from 69+730 to 70+170, from 71+000 71+580, from 71+580 72+000, from 72+080 to 72+300, from 72+700 to 73+060	2.40	Design review under LBFP	100%
B390	Ratnapura-Pelawatta-Karawita Road	21.28	Design review under RNIP-PRP3	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B279	Hemmathagama Intersection	0.50	Design review under RNIP-PRP3	100%
B 279	Mawanella-Hemmathagama-Gampola Road from 3+600 to 8+520	4.92	Design review under RNIP-PRP3	100%
B156	Hiniduma- Opatha-Pitabeddara road from 4+990 to 24+020	19.03	Design review under RNIP-PRP3	100%
B445	Veyangoda Ruwanwella Road	26.90	Design review under RNIP-PRP3	100%
B-272	Marawila Udubaddawa Road	0.50	Design review under RNIP-PRP3	100%
B-273	Meegahajandura,Kumaragama and Int.at 0+550	0.70	Design review under RNIP-PRP3	100%
B279	Mawanella-Hemmathega-Gampola Road	26.00	Design review under RNIP-PRP13	100%
B384	Rambukkana Junction	0.30	Design review under RNIP-PRP3	100%
B-240	Mahawa Junction	0.20	Design review under RNIP-PRP3	100%
B-240	Battaramulla Junction	0.20	Design review under RNIP-PRP3	100%
100	Hikkaduwa Junction Design	A-2	Design review under NHSP	100%
A005	Peradeniya-Badulla-Chenkaladi Road	60.00	Design review under CARE Project	100%
AB10	Colombo-Hanwella Road	26.50	Design review under Southern Road Connectivity Project	100%
Non RDA	Baseline road Campel park Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Baseline road TimbirigasyayaIntersection	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Baseline road kirimandala	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Baseline road Polhengoda	0.60	Design Review of Intersections under KOICA Programme	100%
CMC	Thotalanga Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A000	Ethulkotte Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A000	Rajagiriya Petrol shed Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A001	Kirillawala Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A003	Mahabage Intersection	0.60	Design Review of Intersections under KOICA Programme	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
A003	Wattala Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B047	Pelawatta Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B240	Koswatta Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Ukwatta Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Kirulopane Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
AB10	Kaduwela Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B120	Jubilee post Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B120	Mirihana Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B240	HSBC Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A001	Mudungoda Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A002	Angulana Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A002	Panadura Clock Tower Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Pannipitiya Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B435	Wellampitiya Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A002	Golumadama Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Pepliyana Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Borelesgamuwa Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A003	Ja-Ela Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Moraketiya Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Homagama Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Godagama Junction	0.60	Design Review of Intersections under KOICA Programme	100%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
A004	Wijerama Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Gansaba Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Kandy-Jaffna Road 317thkm (Mamapalam)	0.60	Design Review of Intersections under KOICA Programme	100%
A004	Delkanda Junction	0.60	Design Review of Intersections under KOICA Programme	100%
B368	Kimbulawala Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A002	Maliban Junction	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Ingram Intersection Baseline road	0.60	Design Review of Intersections under KOICA Programme	100%
B214	Siyambalabe Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A005	Kohuwela Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Orugodawatte Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
B047	Bataramulla Junction	0.60	Design Review of Intersections under KOICA Programme	100%
A001	Tyre Junction	0.60	Design Review of Intersections under KOICA Programme	100%
B174	Athurugiriya Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A001	Hunupitiya Junction	0.60	Design Review of Intersections under KOICA Programme	100%
B084	Saranakara Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
A005	Kottawa Intersection	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Park road Intersection Baseline roads	0.60	Design Review of Intersections under KOICA Programme	100%
Non RDA	Kirimandala mawatha IntersectionBaseline road	0.60	Design Review of Intersections under KOICA Programme	100%
B-047	Battaramulla-Pannipitiya road & Talawathugoda Intersection	3.60	Design review under LBFP	25%
B-240	Kotte Bope road (0+000-4+200)	4.20	Design review under LBFP	35%
B628	Tangalle -Kadurupokuna-Beliatta road	4.00	Design review under LBFP	30%
B141	Kadurupokuna-Dedduwawala road	3.95	Design review under LBFP	30%

Route No	Road	Length (km)	Description / Project	Progress as at 31.12.2015
B014	Ambalangoda-Elpitiya-Pitigala Road from 16+790 to 29+360	12.00	Design review under LBFP	28%
B129	Galle - Udugama Road	19.00	Design review under RNIP-PRP3	45%
A007	Hatton - NuwaraEliya Road	3.50	Design review under MFAP	10%
A003	Peliyagoda - Puttalam Road	110.00	Design review under World Bank Funded Project	25%

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 also has been expanded to cater the requirements of the country. During the year 2015, this design office handled mainly the following tasks:

1. Designs of expressways (Preliminary Designs and ROW acquisition drawings - Southern Expressway Extension Project, Central Expressway project and feasibility study of Ruwanpura Expressway Project)
2. Assisting for preparation of feasibility studies of above expressways
3. Design of highways in all provinces
4. Designs of bridges and other structures for highways in all provinces
5. Designs of bridges for Rural roads (Not belong to RDA)
6. Procurement and supervision of survey work required for above designs
7. Procurement and supervision of hydrology studies required for above designs
8. Procurement and supervision of geotechnical investigations required for above designs
9. Field investigation required for above designs

Details of the relevant projects are given in tables below.

With the expansion of Design Office (Kandy), the design engineers and other staff also have been increased and presently, the works of this office are carried out through three offices as given below:

a) Design Office (Kandy) at S.W.R.D. Bandaranayaka Mawatha, Kandy – main office

b) Design Office (Kandy) – 2 in Kandy (Expressway Design Office)

c) Design Office at Sethsiripaya New Wing (12th Floor) for Structural designs of Expressways)

The major challenge that these offices 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. So, most of the staff have been engaged in works even after the office hours and during the week ends.

3.5.2.1 Progress of the work carried out by the Kandy Designs office in Year 2015

Table 19: Progress of the work by the Designs office (Kandy) in Year 2015

Route No.	Road Section/ Bridge No	Length	Description	TEC (Rs. Mn.)	Progress as at 31.12.2015
B312	From 33+500 to 44+000km	10.50km	Naula-Elhera-Laggala-Pallegama-Hettipola Road		100%
B312	From 57+000 to 59+000km	2.00km	Designing of Naula-Elhera-Laggala-Pallegama-Hettipola Road		100%
A006	From 0+000 to 91+110km	91.11km	Design reviewing of Abepussa-Kurunegala-Trincommalee Road		80%
B462	From 0+000 to 13+000km	13.00km	Design reviewing of MataleWattegama Road		95%
A005	From 132+200to 277+500km	145.03km	Designing of Peradeniyta Badhulla Chenkaladi Road	18,704	60%
A019	From 0+000 to 11+700km	11.7km	Designing of KagallePolgahawela Road	2,989	95%
AB45	From 1+762km to 2+095km	0.33km	Designing of William GopallawaMawatha		60%
A001			Designing of Colombo - Kandy Road (High School to Police junction)		80%
A011	Link Roads	9.00km	Designing of Maradankadawela Habarana Thirikkondiadimada at Pollonnaruwa with link road		100%
B537	From 0+000km to 5+760km	5.76km	Designing of Barigamuwa Hallouwa Road		5%
B205 & B 256	From 0+000 to 14+350	14.35 Km	Designing of Katugastota – Madawala – Bambaralla Road and Madawala – Digana Road	2393	100%
A005	From 0+420 to 3+050	2.58 Km	Designing of Peradeniyta Badhulla Chenkaladi Road	617.45	100%
B252	Bridge No.16/8	Span 15.24m	UK Steel Bridge	48.50	100%
-	Bridge on Ogosttawatta Dangolla Road	-	-	53.25	100%

Route No.	Road Section/ Bridge No	Length	Description	TEC (Rs. Mn.)	Progress as at 31.12.2015
B149	Cul. No.22/10 Hatton – Maskeliya Road	-	-	-	100%
B328	Cul.No.11/6 Norton – Maskeliya Road	-	-	-	100%
B071	Cul.No.2/9 Carolina Norton Wanaraja Road	-	-	-	100%
B278	Bridge No.2/1	Span 9.144m	UK Steel Bridge	35.25	100%
B512	Bridge No.2/4	Span 9.144m	UK Steel Bridge	31.80	100%
-	Access Bridge to Nuwaraeliya Hospital	Span 9.50m	-	31.60	100%
B365	Construction of Toe wall	-	on Peradeniya-Halloluwa-Katugasthota Road at Gannoruwa Junction	-	100%
B319	Nawalapitiya-Ginigathhena Road(LHS)	-	Preliminary Design for Road side Collapse	-	75%
B069	Retaining wall at Hair Pin Bend	-	Darmashoka Mawatha	-	100%
A005	Construction of Retaining wall for Pussallawa Bus Stand	-	-	-	100%
A004	Bridge No.284/1 on Colombo-Rathnapura-Wellawaya-Batticaloa Road at Siyabalanduwa	-	Widening and Re-decking of (UK Steel Bridge)	-	80%
Central Expresway Project	Kadawatha(0+000)-Mirigama(37+090)	37.09 km	Preliminary Design	141	100%
			Right of way drawings		100%
			Detail design		20%
			Preparation of estimate for contract packages		100%
			Site inspection related to the design matters with relevant authorities like Irrigation Department, SLLRDC…etc.		90%
Central Expresway Project	Ambepussa Link	9.3 km	Preliminary Design	14	100%
			Right of way drawings		100%
			Detail design		10%
			Preparation of estimate for contract packages		100%
			Site inspection related to the design matters with relevant authorities like Irrigation Department, SLLRDC…etc.		90%

Route No.	Road Section/ Bridge No	Length	Description	TEC (Rs. Mn.)	Progress as at 31.12.2015
Central Expresway Project	Mirigama(37+090)-Kurunegala(76+800)	39.71 km	Preliminary Design	82	100%
			Right of way drawings		95%
			Detail design		20%
			Preparation of estimate for contract packages		100%
			Site inspection related to the design matters with relevant authorities like Irrigation Department, SLLRDC…etc.		90%
Central Expresway Project	Pothuhera(0+000)-Galagedara(32+500)	32.5 km	Preliminary Design	83	100%
			Right of way drawings		100%
			Detail design		25%
			Preparation of estimate for contract packages		100%
			Site inspection related to the design matters with relevant authorities like Irrigation Department, SLLRDC…etc.		90%
Central Expresway Project	Kurunegala(76+800)-Dambulla(137+000)	60.2 km	Preliminary Design	147	100%
			Right of way drawings		20%
			Detail design		0%
			Preparation of estimate for contract packages		100%
			Site inspection related to the design matters with relevant authorities like Irrigation Department, SLLRDC…etc.		90%

3.5.3 Rathnapura Design Office

Design office – Ratnapura is one of the three outstation design offices in Road development authority functioning under Provincial Director –Sabaragamuwa. This office was officially established in 2007 under re-engineering program of RDA. However IESL approval for design training in PD's office-Sabaragamuwa dates back to November 2002.

Design office –Ratnapura functions under Chief-Engineer, Designs –Ratnapura. Design office – Ratnapura is accredited by IESL for design training of three engineers for professional review.

This office is mainly focused to carry out both highway and bridge designs within the province. In addition to survey works, setting out works & estimate preparation works are also carried out by this office on instructions of Provincial Director.

3.5.3.1 Progress of the work carried out by the Designs office (Ratnapura) in Year 2015

Table 20: Progress of Activities during the Year – 2015

Route No	Road section/Bridge No.	Length	Description	TEC (Rs.Mn)	Design Progress at 31.12.2015
Ratnapura EE Division					
Non RDA	Reconstruction of Demuwawatha Bridge	31m	Survey, Bridge Design & Estimate	170	10%
Non RDA	Reconstruction of Kendalanda Bridge, Gorakaela, Kuruwita	5m	Bridge Design & Estimate	14	100%
A004	Improvements to Colombo-Rathnapura-Wellawaya-Batticaloa Road from Moragahayata Junction To Clock tower Junction	1km	Highway design of road section		50%
A004	Improvements to Ayurweda Junction in Rathnapura Town		Design of Junction		60%
A004	Construction of immediate approaches & widening of bridge no. 99/6 to downstream on CRWB road	25m	Bridge design & estimate	116	100%
A004	Improvements to Hospital Junction in Rathnapura Town		Design of Junction		50%
	Improvements to Good shed Road(0+550-0+720) ,	170m	Highway Design of Road		100%
A004	Improvements to Colombo-Rathnapura-Wellawaya-Batticaloa road in Kuruwita Town	2km	Highway Design of Road Section		30%
A004	Construction of Retaining wall at Bandaranayaka Mawatha, Rathnapura	6m	Design of R/C Retaining Wall		100%
B 265	Reconstruction of Bridge No. 4/3 in Malwala- Carney Road	17m	Survey, Design of Bridge & Estimate		15%
B 265	Reconstruction Bridge No. 9/11 in Malwala-Carney Road	39m	Survey, Bridge Design & Estimate		10%
Pelmadulla EE Division					
B339	Reconstruction of Bridge No. 9/2 in Olugantota –Pinnawala-Bagawanthalawa Road	9m	Design of Bridge		100%

Route No	Road section/Bridge No.	Length	Description	TEC (Rs.Mn)	Design Progress at 31.12.2015
B339	Reconstruction of Bridge No. 20/2 in OPB Road	9.5m	Design of Bridge & Estimate	35	100%
A004	Widening of Bridge No. 108/2 in CRWB Road		Design of Bridge Widening		20%
	Embilipitiya EE Division				
Non RDA	Construction of Bridge Across Hulandawa Oya, Panamura	19m	Bridge Design & Estimate	13	100%
AA017	Reconstruction of Bridge No. 106/13 in Galle –Deniyaya-Madampe Road	9m	Survey Bridge Design & Estimate		10%
B115	Improvements to Embilipitiya-Panamura- Buluthota Road (17-18 km)	1km	Highway Design of road section		100%
B486	Design of Road Marking in 1-2km EHM road	1km	Design of Road Marking		100%
AA017	Reconstruction of Bridge No. 106/14 in Galle-Deniyaya-Madampe Road	9m	Survey, Bridge Design & Estimate		15%
	Ruwanwella EE Division				
B067	Reconstruction of Bridge No. 10/2 in Bulathkohupitiya Dedugala Road	20m	Design of Bridge & Estimate	30.6	100%
	Construction of retaining wall at 11+100 in Talduwa-Meewitigammana Road	8m	Design of R/C retaining wall		100%
	Construction of Retaining Wall at Talduwa –Meewitigammana Road 16+150	11m	Design of R/C Retaining Wall		100%
	Construction of Retaining Wall at Talduwa –Meewitigammana Road 16+237	13.5m	Design of R/C Retaining Wall		100%
B603	Reconstruction of bridge no. 2/4 in Magammana Kurupetta Daigala road	5m	Design of bridge & estimate	8.5	70%
	Kegalle EE Division				
	Construction of retaining wall at 97km in Colombo-Kandy Road	5m	Design of R/C retaining wall		100%
	Construction of retaining wall at 87km in Colombo-Kandy Road	8m	Design of R/C retaining wall & Estimate	8.2	100%



Bridge No. 6/3 in Pallebedda-Medaganoya-Weligepola Road, Designed by RDA Design Office-Ratnapura in 2014 replacing Causeway



Kurugammodara Bridge Across Kaluganga Designed by Design Office- Rathnapura in 2014 is Now Under Construction. Estimated Cost = Rs. 164 million



Bridge no. 17/9 in Rathnapura-Palawela-Karawita Road, Designed by RDA Design Office-Ratnapura in 2014 is now under Construction. Estimate Cost =Rs. 75 million

3.5.4 Kurunegala Design Office

Design Office (Kurunegala) is mainly involved in carrying out following works:

- Providing detail designs for RDA road and structures improvements and reconstruction works
- Surveys for structures ,highway designs and setting out works
- Facilitating in design and consultancy for other government organizations
- Facilitate RDA engineers for their professional review design on the basis of one year design training program
- Facilitate engineers in other govt. organizations for their professional review design on the basis of one year design training program
- Design review works of ongoing projects in North Western Provincial Director's area
- Providing assistance to coordinating special projects carried under RDA supervision such as, MFAP division, UK steel bridge project .... Etc.
- Frequent inspections of construction works for their compliances with designs
- Providing training facilities for students of vocational training institutions in the area

3.5.4.1 Progress of the work carried out by the Designs office (Kurunegala) in Year 2015

Table 21: Progress of Activities of Kurunegala Design Office during the Year - 2015

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2015
B 281	9/4 Widening of Bridge	Mawathagama Muwanknda	Initial survey works Design of structure and preparing engineer's estimates	4.6	Completed
A 010	New Bridge at ch 19+830 km (1/3000x3000)	Katugastota Kurunegala Puttalama Road	Initial survey works Design of structure and preparing engineer's estimates	17.8	Contract not awarded
A 010	76/1 Reconstruction of Bridge	Katugastota Kurunegala Puttalama Road	Initial survey works Design of structure and preparing engineer's estimates	55.6	Contract not awarded
B 356	5/5 Reconstruction of Bridge (2300x4000)	Pannala Kuliyapitiya Road	Initial survey works Design of structure and preparing engineer's estimates	18.6	Contract not awarded
B 243	9/3 Reconstruction of Bridge	Kuliyapitiya Hettipola Road	Initial survey works Design of structure and preparing engineer's estimates	41.8	Contract not awarded
B 190	.18/3 Reconstruction of Bridge	Kalugamuwa vilakatupotha Road	Initial survey works Design of structure and preparing engineer's estimates	48.5	Contract not awarded
B 303	. 20/3 Reconstruction of Bridge)	Narammala Dankotuwa Road	Initial survey works Design of structure and preparing engineer's estimates	16.0	Contract not awarded
B 475	Horizontal Alignment	Bulugalla Dobemada Road	survey works, Design of Horizontal Alignment		Submitted
B137	Horizontal Alignment	Ginoya Bolawatta Dankotuwa Road	survey works, Design of Horizontal Alignment		Submitted
Non RDA	Design of Gabion Wall	Nidahas handiya Panadaragama Road	survey works, Design of Gabion Wall		Submitted
B243	8/4 Reconstruction of Bridge	Kuliyapitiya Hettipola Road	survey works, Design of Bridge		Completed the Design

Route No.	Road Section/ Bridge No.	Road	Description	TEC (Rs. Mn)	Progress as at 31.12.2015
B167	11/3 Reconstruction of Bridge	Kadawalagedara Vithikuliya Road	survey works, Design of Bridge		On progress
B432	16/1 Reconstruction of Bridge	Toppuwa Madampe Road	survey works, Design of Bridge		On progress

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

Engineering Services Division (ESD) consists of two separate offices called Bridge Designs Office and Bridge Management and Assessment Unit (BM&AU) under the Additional Director General (Construction and Designs).

The Bridge Designs Office is responsible for design and strengthening of weak and narrow bridges and it is managed by Deputy Director, Bridge Designs which is one of the specialized division in RDA. There are Senior Design Engineers, Design Engineers, Trainee Design Engineers Draft Personnel and other supporting staff under the Deputy Director Bridge Designs.

However, selection of candidate bridges for reconstruction, rehabilitation and improvement was done by Planning Division in collaboration with Director Engineering services. There is no scheme or special group of officers to give attention to Operation and Maintenance of bridges and other structures. All information and data such as bridge inventory and bridge condition are collected to through the regional set up under Provincial directors and data base is maintained in Planning

Division. As a result, due attention on rehabilitation or repair work of weak bridges on time are not functioning properly. Also, as there was no assessment of these structures taken place, considering their capacity and network importance and, economic contribution to the network taken into account in a systematic manner. Therefore, it was very difficult to take most important decisions with respect to selection of bridges for different reconstruction and rehabilitation programmes, especially with foreign assistance. Also, identification of new locations for bridge or other hydraulic structures to cater for the current requirements such as new urban centres, development projects etc was tedious tasks.

Considering these issues, RDA made a request for technical assistance from JICA in establishment of a dedicated unit for bridge mamagement and assessment. The JICA expert team commenced their consultancy services from Feb. 2015.

The newly established BM & AU is responsible for the formulation of mechanism of bridge management and assessment of bridges and to recommend rectification of weak bridges whenever necessary as per the prepared schedule of prioritization based on availability of funds. The BM & AU is managed by Deputy Director with the JICA Expert Team and Engineers and other staff provided by RDA.

The Engineers representing 9 provinces are expected to be worked with the JICA expert team. Out of 9, only 8 Engineers reported by end of Dec. 2015.

3.6.1.1 Function of the Division

The primary responsibility of the Division is to plan the designing of bridges and the immediate approach roads for bridge improvement and rehabilitation projects and to process the acquisition of land and relocation of infrastructure of public services required to facilitate the implementation of same and to provide advisory and support services to the relevant implementing divisions of RDA in the implementation of these bridge projects.

In achieving the above, the Division is involved in carrying out the directly connected activities indicated below along with the other related function.

The work accomplished by the Bridge Designs Office during the year 2015 could be described generally as follows.

(a) Site investigations (excluding foundation investigations and traffic surveys), including

feasibility studies for bridge projects and formulating bridge design proposals.

(b) Detail engineering design of culverts, bridges & viaducts including approaches, preparation of working drawings, tender documents, Engineers Estimates and acquisition documents for bridge projects.

(c) Providing advice and instructions in order to implement construction as per drawings, specially where situations different from what was envisaged at design stage have been encountered.

(d) Carrying out inspections and designs on existing bridges whenever needed for the strengthening arrangements and major repairs.

(e) Carrying out design calculations and drawings for non-standard lengths for P.S.C. bridge beams & Steel girders.

(f) Providing annual training for 12 nos. Engineers in Bridge Designs to enable them to partially fulfill the requirements to obtain professional qualifications.

(g) Preparation of type drawings.

(h) Updating Rate Analysis and Estimates of bridge contracts for 2014 rates and preparation of price escalation indices.

(i) Checking of alternative designs submitted by Contractors.

(j) Checking of design reports submitted by Consultants.
(k) Rendering services to the PMU Divisions whenever requested by the Project Directors.

(l) Checking of bridges to ascertain the suitability of arrangement to lay utility service lines along existing bridges.

The total number of bridge design projects handled during this year was 64 including 25 those were continued from previous year and 29 were carried over to the year 2016. In addition 1 bridge project was temporarily suspended. Projects handled were the bridges identified for rehabilitation under Public Investment Programme and bridges taken up on request of PMUU such as LBFP, SPMU, UKSBP, NHSP, MFAP, WB and the outside organizations.

All aspects on Design of Bridges, the design, preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 34 bridges and the total estimated cost of projects is Rs. 2478.0 million approximately.

The work accomplished by the Bridge Maintenance & Assessment Unit during the year 2015 could be described generally as follows.

The inspection & verification of 127 bridges have been completed from the sample provinces ie, Western, Southern & Central Provinces. In addition, format of the bridge inspection form was almost finalized. The draft frame work for bridge inspection manual & Diagnosis Manual also completed. The 2nd Joint Coordinating Committee was conducted on 18th December 2015 to finalize the submitted draft documents.

3.6.1.2 Progress of the work carried out by the Engineering Services division (Bridge Design) in the Year 2015

Table 22: Progress of Bridg designs during the Year 2015

Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of design as at 31.12.2015 (%)
Urgent Bridge Projects & Bridges identified from the List of Weak Bridges					
B 540	4/2	50.125	Nelundeniya - Thuntota - Galapitamada Road	163.9	100
B 304	26/11	6.9	Nagoda - Kalawellawa Bellapitiya Road	14.4	100
			Viaduct on Ceremonial Access Road to Defence Head Quarters		20
		19.3	Kiran Causeway Bridge No-01	60.2	100
		209.0	Kiran Causeway Bridge No-02	652.0	100
		35.0	Widening of Bridge on extension of Duplication Road	189.0	100
B 455	10/3	19.0	Wanduramba - Kottawa Road	88.9	100
B 476	4/1	3.6	Weweldeniya - Mirigama Road	7.1	100
B 322	18/1	4.8	Negombo - Giriulla Road	12.9	100
B 424	50/1	33.0	Trinco - Pulmoddai Road	123.4	100
B237	3/2	5.8	Kotadeniyawa - Meerigama Road		70
B 457	23/1		Warakapola Ruwanwella Road		45
B 012	2/5	9.0	Aluthgama Wegoda Road	18.8	100
B 322	25/1		Negombo - Giriulla Road		65
B 188	10/6	5.5	Kaluaggala - Labugama Road	16.1	100
B 127	21/2	4.8	Galigamuwa - Ruwanwella Road	11.6	100
B 322	17/1		Negambo Giriulla Road		50
B 019	26/3		Anamaduwa-Uswewa-Galgamuwa Road		75
A 021	39/4	9.5	Kegalle-Bulathkohupitiya - Karawanella Road	87.76	100

Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of design as at 31.12.2015 (%)
B 429	6/3		Udugama -Hiniduma Road		40
B 415	18/4		Thihagoda - Kamburupitiya Road		55
B 176	6/4	9.0	Kahawa - Batapola Road	21.53	100
B 019	19/3		Anamaduwa-Uswewa-Galgamuwa Road		40
		11.5	Br. At Ch. 1+908 on Kelanimulla - Mulleriyawa - Koswatta Road		40
		16.5	Bridge at 0+045 on Access Road to Defence Head Quarters (Alternate design)	97.9	100
B 019	6/4	5.5	Anamaduwa-Uswena-Galgamuwa Road (Widening & Redecking)	17.2	100
	11/5		Udugama - Diulapitiya Road		35
B 225	8/5	8.3	Kirindiwita - Aswennawatta Road (Widening)	24.4	100
B 344	1/1		Padirippu - Vellavely Road		55
B 224	6/1		Kirimetiya - Yala Road		45
B 224	7/2		Kirimetiya - Yala Road		50
B 419	16/1		Toppuwa - Madampe Road		40
B 141	9/1		Hakmana - Beliatta - Tangalle Road		15
	13/6		Demodara - Spring Valley - Badulla Road		40
		17.8	Pedestrian Overhead Bridge near Vishaka Vidylaya on Sapugaskanda - Kiribathgoda Road	58.0	100
			Bridge over Dehiwala canal on marine drive extension		10
			Flyover across railway crossing at Pallewela on Kaleliya - Pallewela - Medagammpitiya Road		5
		4.9	Bridge at Ch.0+865(LHS) on Access Road to Defence Head Quarters	7.2	100
		6.9	Bridge at Ch.0+865(RHS) on Access Road to Defence Head Quarters	10.14	100
		4.9	Bridge at Ch.1+085(LHS) on Access Road to Defence Head Quarters	7.2	100
		3.1	Bridge at Ch.1+085(RHS) on Access Road to Defence Head Quarters	4.56	100
		3.1	Bridge at Ch.1+660 on Access Road to Defence Head Quarters	11.16	100
Bridges under LBFP					
A 001	27/3	27.0	Colombo Kandy Road (Widening)	108.23	100
A 001	27/5	19.0	Colombo Kandy Road (Widening)	82.28	100
A 001	31/3		Colombo Kandy Road		70
A 001	32/2		Colombo Kandy Road		
Bridges under SPMU - Former JAP (Kuwait Fund)					

Route No.	Bridge No.	Length (m)	Description	TEC (Rs. Mn.)	Progress of design as at 31.12.2015 (%)
A 007	104/6		Avissawella Hatton NuwaraEliya Road		75
B 127	20/3	9.5	Galigamuwa - Ruwanwella Road	38.36	100
Bridges under MFAP (Saudi Fund)					
B 110	11/1	18.7	Eheliyagoda - Dehiowita Road	58.0	100
Bridges under MFAP (French Fund)					
B 363	12/6	22.8	Pelawatta - Kankotiyawatta - Thinniyawela - Morawaka Road (Alternate Design)	125.44	100
B 183	4/3	17.4	Kaleliya - Pallewela - Medagammpitiya Road (Alternate Design)	74.46	100
A 004	190/1	45.6	Colombo Ratnapura Wellawaya Batticaloe Road (Alternate Design)	163.86	100
Bridges under NHSP					
B 128	17/6		Galle - Baddegama Road		20
B 128	9/5		Galle - Baddegama Road		25
B 128	9/8		Galle - Baddegama Road		10
Bridges under World Bank Fund (Climate Resilience)					
A 004	53/1		Colombo Ratnapura Wellawaya Batticaloe Road		45
B 134		13.6	Katu Ela Bridge No 1 on Gangodawila - Boralesgamuwa Road	30.7	100
B 134		9.2	Katu Ela Bridge No 2 on Gangodawila - Boralesgamuwa Road	12.8	100
B 202	2/1		Kataragama - Sellakataragama Road		15
B 503	3/3		Makandura Badalgama Road(Extension)		5
Bridges under UKSB Project - Phase II					
B 238	8/4	12.9	Kottawa - Batemulla Road	50.9	100
B 265	4/3		Malwala - Carney Road		25
B 378	3/3	9.2	Puliyadi Irakamam Madu Road	27.6	100
B 391	1/7		Ratnapura Wewelwatta Road		30
				2,478.0	

In addition to the above mentioned bridg designs carried out by Bridge Designs office located at RDA Headquarters Building at Denzil Kobbekaduwa mawatha, Battaramulla, there are some more bridge designs carried out by RDA-Kandy Designs office, Ratnapura design office and Kurunegala Design Office. Details of those bridge designs are given in Table 19. Table 20, and Table 21.

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.

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, and Chemichal 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 is also placed at the central laboratory to implement the foundation investigation.

3.7.1 Regional Services & Projects (RS&P) 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.

3.7.1.2 Foundation Investigations

Foundation investigations for 40 Nos. bridges (No. of boreholes 106) were carried out during the year 2015 by two boring units of R&D Division. The details are given in Table 26.

3.7.1.2.1 Borehole Investigation for Bridge locations in 2015

Table 23: Borehole Investigation for Bridge locations in 2015
(Period from January 2015 to end of December 2015)
Borehole Investigation carriedout by R&D Division 2 nos Drilling units

Serial No.	Project Activity	No. of Boreholes completed in 2015	Present Status	Remarks
1	4 nos borehole investigation for Bridge No. 20/3 on Ambalangoda-Elpitiya-Pitigala Road	1	Completed	Requested by Project Director(MFAP)
2	4 nos borehole investigation for Bridge No. 6/1 on Kirimetiya-Yala Road	2	-do-	Requested by Director(ES)
3	4 nos borehole investigation for Bridge No. 7/2 on Kirimetiya-Yala Road	4	-do-	Requested by Director(ES)
4	8 nos borehole investigation for Bridge No. 20/3,39/4 on Galigamuwa-Ruwanwella Road	8	-do-	Requested by Director(ES)
5	4 nos borehole investigation for Bridge No. 18/4 on Thihagoda-Kamburupitiya-Mawarala-Kotapola Road	4	-do-	Requested by Director(ES)
6	4 nos borehole investigation for Bridge No. 17/6 on Galle-Baddegama Road	4	-do-	Requested by Director(ES)
7	4 nos borehole investigation for Bridge No. 9/5 on Galle-Baddegama Road	4	-do-	Requested by Director(ES)
8	4 nos borehole investigation for Bridge No. 9/8 on Galle-Baddegama Road	4	-do-	Requested by Director(ES)
9	2 nos borehole investigation for proposed Bridge in front of Mahamaya Girl's College Kandy	2	-do-	Requested by Director(ES)
10	5 nos borehole investigation for Bridge No. 9/1 on Hakmana-Beli Atta -Tangalle Road	5	-do-	Requested by Director(ES)
11	5 nos borehole investigation for Bridge No. 166/1 on C.G.H.W. Road	5	-do-	Requested by Director(ES)
12	2 nos borehole investigation for Bridge No. 4/6 on Beliatta-Kirinda Road	2	-do-	Requested by Director(ES)
13	2 nos borehole investigation for Bridge No. 88/1 on C.R.W.B. Road	2	-do-	Requested by PD (OPRC)
14	2 nos borehole investigation for Bridge No. 88/3 on C.R.W.B. Road	2	-do-	Requested by PD (OPRC)

Serial No.	Project Activity	No. of Boreholes completed in 2015	Present Status	Remarks
15	2 nos borehole investigation for Bridge No. 2/1 on Ampara- Karativu Road	2	-do-	Requested by Director(ES)
16	2 nos borehole investigation for Bridge No. 80/2 on Puttalam-Peliyagoda Road	2	-do-	Requested by Project Director(MFAP)
17	2 nos borehole investigation for Bridge No. 261/1 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
18	2 nos borehole investigation for Bridge No. 260/7 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
19	1nos borehole investigation for Bridge No. 260/6 on PBC Road	1	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
20	2 nos borehole investigation for Bridge No. 260/4 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
21	2 nos borehole investigation for Bridge No. 260/2 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
22	2 nos borehole investigation for Bridge No. 257/1 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
23	2 nos borehole investigation for Bridge No. 253/1 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
24	2 nos borehole investigation for Bridge No. 256/4 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
25	1 no borehole investigation for Bridge No. 170/8 on PBC Road	1	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
26	2 nos borehole investigation for Bridge No. 169/3 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
27	3 nos borehole investigation for Bridge No. 241/1 on PBC Road	3	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
28	2 nos borehole investigation for Bridge No. 252/2 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
29	3 nos borehole investigation for Bridge No. 202/4 on PBC Road	3	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)

Serial No.	Project Activity	No. of Boreholes completed in 2015	Present Status	Remarks
30	2 nos borehole investigation for Bridge No. 145/6 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
31	2 nos borehole investigation for Bridge No. 242/3 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
32	4 nos borehole investigation for Bridge No. 2/1 on Katharagama-Sellakatharagama Road	4	-do-	Requested by Director(ES)
33	2 nos borehole investigation for Bridge No. 7/1 on Kelaniya-mudungoda Road	2	-do-	Requested by Director(ES)
34	2 nos borehole investigation for Bridge No. 233/3 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
35	2 nos borehole investigation for Bridge No. 230/1 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
36	2 nos borehole investigation for Bridge No. 247/2 on PBC Road	2	-do-	Requested by Act. PD (Badulla Chenkaladi Road Project)
37	3no borehole investigation for Bridge at Dehiwala Canal in Marine Drive Extension	3	-do-	Requested by Director (ES)
38	2 no borehole investigation for Bridge at Kilinochchi-Ottupulam Road	2	-do-	Requested by Director (ES)
39	5 no borehole investigation for Bridge at Thalwila Estuary on Nainamadu-Iranawila-Chilaw Raod	3	work in progress	Requested by Director(ES)
40	4 no borehole investigation for Bridge No. 3/3 on Makandura-Badalgama Road	3	work in progress	Requested by Director(ES)

Total No of borehole completed during the year 2015 : 106

3.7.1.3 Advise on RDA projects

Advice and assistance have been given to Road projects and field personnel on road construction, rehabilitation and maintenance techniques.

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 organisations.

A total income of Rs.19, 657,581.14 has been earned for laboratory testing of samples obtained through private organizations and RDA projects as given in Table 25.

Table 24: Summary of Income from Testing of Road Construction Materials & Mix Designs in the Central Laboratories during the year 2015
Testing of Materials

Month	Total Income (Rs.)
January	1,607,497.72
February	1,775,996.92
March	1,436,709.58
April	880,510.09
May	1,329,749.88
June	1,205,999.63
July	1,869,541.99
August	1,225,525.62
September	1,709,580.79
October	1,282,384.31
November	1,207,794.95
December	1,936,997.02
Total	**17,468,288.49**

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.

3.7.2.2.1 Pavement Investigations and Design

Details of pavement investigations and design work carried out during the year 2015 are given in Table 28.

Table 25: Pavement Investigations and Designs Carried out during year 2015

No	Project	Section	Requested by	% Progress	Remarks
1	Pavement Investigation on Keselhenawa Junction	-	Director, Highway Designs, RDA.	65	TP investigation completed. Traffic data not received
2	Pavement Investigation for by pass to Colombo Kandy Road at Warakapola	-	Director, Highway Designs, RDA.	50	TP investigation completed. Traffic data not received
3	Pavement investigation on Access Roads to Defence Head Quarters Pelawatte Akuregoda road, Udawatta Road, Pothuwarawa, Robert Gunawardana Road, Amaragoda Road & Diversion part of Akuregoda Road	-	Director, Highway Designs, RDA.	80	Design reports completed and sent. Time to time there are new proposals and balance % is kept to account for them.
	Improvement of the road section between Palam Thuna Junction and Keangam Bridge (Inner Ring Road) (Near parliament ground)	length 400m	Resident Engineer, Chief Engineer-Projects, RDA, Colombo.	75	TP investigations and lab testings completed. Design in progress.
4	Road construction from Polduwa to Subuthipura	-	Director, Highway Designs, RDA.	60	The remaining 40% account for stage II contruction which is not finalized yet.
	Road construction from Polduwa to Subuthipura	CH.0+680 -0+890km		100	Completed. (Investigation data given by the RE)
5	Improvement to Gunasekara Mawatha at Welisara	CH.0+000 -1+760km	Director, Highway Designs, RDA.	30	Investigations completed. Laboratory testings in progress.
6	Extention to Sourthern Highway	CH. 0+000-71+000km	Deputy Director (Highway Design) - Kandy	60	The given section is already completed & sent. 40% remains for balance section & any modification of the submitted design if required.
7	Badulla Chenkaladi Road improvement project	CH.130+800-132+200km	Act. Project Director Badulla Chenkaladi road improvement project, RDA	100	Design completed

No	Project	Section	Requested by	% Progress	Remarks
8	Katubedda Kospelena Road (B204)	CH. 0+700-1+800km	CE (Colombo)RDA	100	Design report sent using assumed traffic.
9	Kelanimulla Mulleriyawa Koswatta Road as access to Kelanisiri Bridge	CH. 0+680-1+560km	CE (Colombo)RDA	40	BBD survey completed. TP investigation to be done
10	Kawdana Attidiya Road	CH.0+000 -2+500km	Chief Engineer (Projects) - Colombo, RDA	100	Design completed & submitted.
11	Colombo Kandy Road from Kadawatha to Nittabuwa (23km)	CH.17+000-40+640km	Chief Engineer (Gampaha), RDA	90	Pavement design given to CE already. The remains 10% kept to account for modifications request by CE if any depending on the site condition
12	New Nuge road, Peliyagoda	1.3km length	Chief Engineer (Gampaha), RDA	10	Investigation held temporarly. Deep excavation is needed for subgrade investigation.
13	Kadana Ragama Road	CH.2+000 -2+900km	Chief Engineer (Projects) - Gampaha, RDA	100	Design completed & submitted.
14	Miriswatta Wathurugama Road (B292)	CH.5+000 - 10+780km	Chief Engineer (Projects) - Gampaha, RDA	65	BBD survey, TP investigation & Laboratory testings completed. Design in progress.
15	Danowita-Mirigama Road (B090)	CH.4+000 -8+300km	Chief Engineer (Projects) - Gampaha, RDA	85	BBD survey, TP investigation & Laboratory testings completed. Design in progress.
16	Kirindiwela Weliweriya Road (B472)	CH.4+000 -7+500km	Chief Engineer (Projects) - Gampaha, RDA	75	BBD survey, TP investigation & Laboratory testings completed. Design in progress.
17	Hekitta Road	CH.0+000 - 13+000km	Chief Engineer (Projects) - Gampaha, RDA	50	BBD survey completed. Pavement design in progress.
18	Kadawatha Ganemulla Road	CH.1+000 - 13+000km	Chief Engineer (Projects) - Gampaha, RDA	50	BBD survey completed. Pavement design in progress.
19	Louis Pieris Mawatha, Kandy (B551)	CH.0+000 -0+654km	Chief Engineer (Projects) SCDP-Kandy, RDA-	100	completed
20	Halloluwa Katugastota Road	CH.3+000 - 10+000km	Chief Engineer (Projects) SCDP-Kandy, RDA-	40	Traffic data verification needed

No	Project	Section	Requested by	% Progress	Remarks
21	Kadawala Katunayake Road	CH. 1+300 - 4+500km	Executive Engineer, Negombo,RDA	20	Investigation completed. Laboratory testings in progress.
22	Moratuwa-Piliyandala (B295)	CH. 0+000- 2.620km	Project Director, Miscellaneous Foreign Aided Project, RDA	95	Investigation for widening area need to be completed after receiving the drawings
23	Orugodawatta- Ambatale Road (B435)	CH. 0+000 - 7+700km	Project Director, Miscellaneous Foreign Aided Project, RDA	85	-
24	Aluthmawatha Centre Road (Mattakkuliya) (Widening and Improvement)	CH. 0+400 - 1+024km	Project Director, Miscellaneous Foreign Aided Project, RDA	85	Draft design report completed. Checking design with investigation details submitted by RE.
25	Kaduwela Junction to Athurugiriya	CH. 0+000- 9+250km	Project Director, Miscellaneous Foreign Aided Project, RDA	100	Design completed & sent.
26	Wadduwa Moranthuduwa Road (B/449)	CH. 0+000- 5+280km	Project Director, Miscellaneous Foreign Aided Project, RDA	100	Design report completed
27	Moragolla to Bellana	CH. 0+000- 9+830km	Project Director, Miscellaneous Foreign Aided Project, RDA	95	BBD survey, TP investigation and laboratory testing completed. Design in progress.
28	Walgama Athurugiriya	CH. 0+000- 1+770km	Project Director, Miscellaneous Foreign Aided Project, RDA	100	Design completed & sent.
29	Welikada Kohilawatta Road	CH.0+000 -6+030km	Project Director, Miscellaneous Foreign Aided Project, RDA	100	Design completed.
30	Kolonnawa Yakbedda Road	CH.0+000 -2+600km	Project Director, Miscellaneous Foreign Aided Project, RDA	100	Design report completed and sent.
31	Malabe Godagama Road (B240)	Malabe Junction to Athurugiri ya	Act. Project Director (PMU), OCH Phase I, RDA	100	Design completed & sent.

No	Project	Section	Requested by	% Progress	Remarks
		Interchange - 4km length			
32	Aralaganwila Bus Stand, Polonnaruwa	-	CE, Polonnaruwa	100	Design completed & sent. Laboratory test data submitted by the CE, Polonnaruwa.

3.7.2.3 Pavement Design Review work during year 2015

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

1. Wattegama-Matale Road (8.8Km-10Km)
2. Jangulla-Bogoda Road (0-3Km)
3. Badulla – Kandy – Rajamawatha Via Uva Ketawela (0-15km)
4. Galina – Godagama & Internal Roads in Dayatakirula
5. Bandarawela – Uva Highland – Attampitiya Road (1-4km)
6. Galle-Udugama (15 – 20Km)
7. Kadurupokuna – Dedduwala (0-4km)
8. Tangalle-Kadurupokuna-Beliatta (5-8.5km)
9. Pelmadulla-Nonagama Road
10. Kawdana – Attidiya road (0– 2.5Km)
11. Peradeniya Badulla Chenkaladi Road
12. Walgama- Diyagama Road (0 - 7.6km)
13. Meepe- Ingiriya Road (0-18Km)
14. Narammala- Dankotuwa Road (22-28Km)
15. Mellawapitiya – Rambodagala- Keppetigala Road (20.25Km-37.81Km)
16. Weligatta-Bundala Kirinda Road (19Km-20.34Km)

3.7.2.4 Research Projects

In 2015, Research and Development Division engaged in following research projects.

i. **Studying the Rheological 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 equipment's 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 Surfacing in relation to the Viscosity of different grades on bitumen.**
Relevant equipment was purchased. Laboratory testing will commenced soon 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.

XI. Construction and demolition waste materials with clay soil use for sub base.
Research work is in progress.

XII. Low CBR Soil mixed with Fly Ash and Lime use for sub grade.
Research work is in progress.

3.7.2.5 Training Programme for technical staff

Lectures were conducted for newly recruited Engineers, Technical Officers and Technical Assistants in RDA about Road Construction and Maintenance. Training programme on Quality Control on Asphalt, earthwork and concrete conducted for RDA Technical Officers.

Additional Training programmes were conducted for students of technical college of Rathnapura, ACTA students and Demonstration work for the students of college of Technology-Kandy.

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 26: Districtwise Land Acquisition Details and Payment of Compensation Details

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
WESTERN PROVINCE						
Colombo District						
Mattakkuliya - Center Road & Aluth Mawatha (0.675)km	92	√	√			211,000,000.00
Mattakkuliya Aluthmawatha -Part I/ St. John's way to St. James's Street) (0 - 0.7)km	153	–	–			
Mattakkuliya Aluthmawatha -Part II/ St. James's Street- Horbour Street) (0.7 - 1.4) km	–	–	–			
Kottawa - Pinhena Road (1)Km	152	√	√	108		346,279,097.21
Kottawa - Pinhena Road (1)Km	37	√	√	20		50,722,800.00
Kelanimulla - Mulleriyawa - Koswatta Rd (0+000 -1+500)km	171	√	√	38	54,625,876.20	64,686,505.69
Kelanimulla - Mulleriyawa - Koswatta Rd (3+140 - 5+140)km	270	√	√			
Koswatta Junction (300)m	61	√	√			103,578,325.03
Orugodawatta - Ambathale (0+000-0+600) Km	105	√	√			
Orugodawatta - Ambathale (1+000-1+200) Km	11	√	√			
Orugodawaththa - Ambathale (1+200 - 1+880)Km	115	√	√			127,412,294.00
Orugodawatta - Ambathale (1+880-2+900) Km	292	√	√			
Orugodawatta - Ambathale (2+900-4+200) Km	219	√	√			51,679,915.00
Orugodawatta - Ambathale (4+200-5+440) Km	225	√	√			
Orugodawaththa - Ambathale (5+440-6+800)Km	214	√	√			35,890,320.00
Orugodawatta - Ambathale (6+840-7+620) Km	105	√	√			56,257,284.00

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Marine Drive - Kollupitiya Station-Rammuthu Hotel (0.640)km	30	√	√			
Marine Drive - Ramakrishna Avn- Wellawatta Bridge	9	√	√			14,812,894.20
Marine Drive - Wellawatta Bridge-Frazer Avenue (580)m	21	√	√			89,384,000.00
Marine Drive - Frazer Avenue-Dehiwala Station (1.05)Km	138	√	√			
New Kelani Bridge (2.3)km	114	√	√			
New Kelani Bridge (2.3)km	634	√	√			
Maharagama Town (0.88)km	235	√	√	235		253,200,130.93
Moratuwa -Rawatawatta to Kospelena Bridge (De Zoysa Rd) (2.5)km	391	√	√			
Sri Jayawardhanapura - Welikada- ButhgamuwaRoad (1.0)km	199	√				
Weigh Bridge at Makumbura (0.12)Km	13	√	√	2		41,787,954.79
Kaduwela - Biyagama Intersection	10	√	√			
Colombo - Katunayake Expressway (25.8) Km	2583					24,303,414.80
TOTAL	**6599**			**403**	**54,625,876.20**	**1,470,994,935.65**
Gampaha District						
Colombo - Kandy Road - Phase I (17+000 - 21+200)Km	545	√	√			663,528,366.02
- Phase II (21+200 - 27+000)Km	730	√	√			1,507,818,152.85
- Phase III (27+000 - 34+500)Km	1113	√	√			1,385,454,154.60
- Phase IV (34+500 - 39+500)Km	550	√	√			525,216,168.00
Kelaniya - Mudungoda Road (0+000 -5+840) Km, *Stage I & II*	993	√	√			315,430,306.19
Kelaniya Mudungoda Road Bandarawatta Juncton (12-13)km	247	√	√			165,444,275.00
Kelaniya - Mudungoda Road(13+000-29+010) Km	1873	√	–			
Hekitta - Negombo Road (Apporoach Road) (5)km	533	√	√			3,853,000.00
Bridge of No. 38/3 Peliyagoda Putthalama Road (Kochchikade Bridge)	5	√	√			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Bridge of No. 38/3 Peliyagoda Putthalama Road (Kochchikade Bridge)	4	√	√			
Hendala - Hunupitiya Rd Bridge No. 2/2 Acsess Road (0.8)km	58	√	√			
Gunasekara Mawatha at Welisara - Step I (1.17)km	144	√	√			
Gunasekara Mawatha at Welisara - Step II (1.17 - 1.76)Km	52	√	_			
Udupila Junction (Kelaniya Mudungoda Rd) (200)m	95	√	√			58,699,800.00
Makola to Galwala Junction (Phase - I) - (3.5)km	310	√	√			110,662,129.18
Galwala to Mawaramandiya (Phase - II) - (1.5)Km	261	√	_			
Miriswatta - Wathurugama Rd (9.5)Km	621	√	√			64,944,708.83
Miriswatta - Wathurugama Rd (9.5)Km	98	√	√			78,732,004.34
Miriswatta - Wathurugama Rd (9.5)Km	152	√	√			9,733,865.00
Thalduwa - Meevitigammana Rd (3)km	175	√	√			70,074,200.00
Manimgamuwa - Mellawagedara RD (3.5)km	97	√	√			
Negambo Main Street (2)km	230	√	√			
Negambo - Meerigama Rd (5.4 - 15.0)Km	540	√				
TOTAL	**9426**			**0**	**0.00**	**4,959,591,130.01**
Kalutara District						
Nagoda - Kalawellawa - Bellapitiya Rd (Bulathsinnhala Town) - (39+300 -39+800) km	347	√	√	59	2,782,662.57	
Additional land Acq. For Nagoda (Bulathsinhala Town Development)	14	√	-	_	-	
Keselhenawa Town Development (1.7)Km	172	-	-	_	-	
Horana - Anguruwathota -Lead away drain for a new Culvert between(22-23/1)Km	2	√	√	_	1,978,608.03	
Nagashandiya- Galle-Hambantota Road	1	√	√	_	-	

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Colombo- Galle-Hambantota (Nagas junction) Road - (39+390 - 39+780) km	1	–	–	–	1,171,873.34	1,803,000.00
Bridge no 10/3 on Katukurunda-Naboda Road	1	–	–	–	1,424,485.33	47,331.90
TOTAL	**538**			**59**	**7,357,629.27**	**1,850,331.90**
SOUTHERN PROVINCE						
Galle District						
Imaduwa Town Development (1.5)Km	235	√	√			
Bridge no 98/1 on CGH Road	12	√	√			
Akurala Bridge on CGH Road	5	√	√			
Seenigama Bridge	6	√	√			
Nagoda - Unanvitiya - Nayapamula Rd	12	√	√			
Bride No. 104/1 on CGH Road	7	√	√			
TOTAL	**277**			**0**	**0.00**	**0.00**
Matara District						
Yatiyana Juntion (12.7 - 13.291)km	118	√	√			
Thihagoda Junction (8.180 - 8.66) km	61	√	√			
Kamburupitiya- Mawarala- Kotapola Road (8.25 - 9.1)km	111	√	√			
Kamburupitiya - Mawarala - Kotapola Extra Land Acquision(8.25 - 9.1)Km	121	-	-			-
Matara - Hakmana Road (2)km	382	√	√			
Imaduwa Town Development (200)m	33	√	√			
Hakmana Kohuliyadda Road (0+020 - 1+800)km	196	√	√			
Weligama - Thelijjawila Rd 1st mile	274	√	√			
CGHW Rd (166km) (165.5 - 166.1)km	52	√	√			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
CGHW Rd (166km) (165.5 - 166.1)km Extra Land Acq.	63	√	√			
CGHW Rd (172km) (171.24 -171.49)km	2	√	√			
Matara Anagarika Dharmapala Mw	2	√	√			
Matara Anagarika Dharmapala Mw	2	√	√			
Matara Hakmana Road Culvert No. 2/2	3	√	√			
CGHW Rd - 183km (182+150 - 183+300)km	6	√	√			
Narandeniya Hakmana Road (450)m	84	√	√			
Deniyaya Veheraheana 1/2 bridge	25	√	√			
Radampala Junction (450)m	35	√	√			
Radampala Extra Land Acquisition	8	√	√			
Walasgala Junction (200)m	54	√	√			
Hunnadeniya Junction (270)m	33	√	√			
Kirinda Junction (17+290-18+070)Km	-	-	-			
Dikwella Junction (1.1)Km	-	-	-			
Yakkalamulla Ketanvila Road Bridge No 12/5	6	√	√			
TOTAL	**1671**			**0**	**0.00**	**21,864,515.00**
Hambanthota District						
Mirijjawila - Sooriyawewa Road (0+000 - 12+000)km	362	√	√			
Mirijjawila - Sooriyawewa Road (12+000 - 23+540)km	465	√	√			1,730,000.00
Hambantota-Gonnoruwa-Meegahajandura (0+000 - 25+540)km	640	√	√			
Hambantota-Gonnoruwa-Meegahajandura (25+540 - 29+000)km	164	√	√			
Beliaththa Roundabout (1+200 m)	212	√	√			97,424,035.00
Approach Road to Mattala Air Port Road (0+000 - 12+000)Km	73	√	√			
Approach Road to Mattala Air Port Road (12+000 - 13+000)Km	20	√	√			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Beralihela- katharagama (0+000 - 5+000)km	140	√	√			
Beralihela- katharagama (5+000 - 9+500)km	222	√	√			
Mirijjawila - Sooriyawewa Flyover	5	√	√			43,040,150.00
Hakmana - Tangalle Town (700 m)	76	√	√			
Interchange at MattalaAirport (4 Km)	80	√	√			
Hambantota Outer Circular Road (0+000+ - 6+000)km	118	√	√			
Ambalanthota Alternative Road (4+900 Km)	54	√	√			
Walasmulla Town (2Km)	363	√	√			
Weeraketiya Town (2Km)	214	√	√			
Weeraketiya - Pradeshiya saba Office Road (500 m)	105	√	√			
Weeraketiya - Rathnaudayaya Road (500 m)	28	√	√			
Damunna - Weeraketiya Road (350 m)	11	√	√			
Weeraketiya - Divisionl Secratory Office Road (500 m)	44	√	√			
Weeraketiya Kotabo Juntion (450 m)	38	√	√			
Gonnoruwa - Keliya walana Juntion (3+450 km)	130	√	√			
TOTAL	**3564**			**0**	**0.00**	**142,194,185.00**
SOUTHERN EXPRESSWAY EXTENTION PROJECT						
Phase - I						
Matara - Beliatta (0+000-30+000)	3506	2742	2742			7,405,228.75
Phase - II						
Beliatta - Wetiya (30+000-56+000)	2411	1681	1681			
Phase - III						
Wetiya - Andarawewa (56+000-71+000)	2611	1375	1375			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Phase - IV						
Sea Port -Airport (56+000-71+000)	385	385	385			
TOTAL	**8913**			**0**	**0.00**	**7,405,228.75**
CENTRAL PROVINCE						
Kandy District						
William Gopallawa Mawatha (2.1)km	459	√	√			56,539,162.39
Kandy - Kirimetiya Road (7.591)Km	642	√	√			
Mahaiyawa Tunnel to Katugasthota Bridge (1.502 - 2.250)km	234	√	√			
Darmashoka Mawatha (0+000 - 1+000) Km	95	√	√			
Darmashoka Mawatha (1+000 - 3+400 Km	280	√	√			
Madawala - Digana Road (0+000 - 2+800) Km	260	√	√			
Madawala - Digana Road (2+800 - 8+300) Km	475	√	√			
Katugasthota - Madawala Rd ((0+000-0+260) km	13	√	√			
Katugasthota - Madawala Rd ((0+260-3+620) km	159	√	√			
Katugasthota - Madawala Rd ((3+620-5+200) km	32	√	√			
Luvipiries Mawatha (0.6)Km	13	√				
Peradeniya -Haloluwa Rd (3+000 - 3+300) Km	10	√	√			
Peradeniya -Haloluwa Rd (3+300 - 10+040) Km	240	√	√			
Peradeniya -Haloluwa (0+000 - 0+600) Km	76	√	√			
Peradeniya -Haloluwa (0+000-0+600) Km	36	√	√			
Asgiriya by pass to Mahayyawa Tunnel (0.75)Km	62	√	√			
Galagedara - Rambukkana Road (10.5)km	920	√	√			
Atabage - Dunugalla (3.9)Km	178	√	√			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Airport at Maberithanna	26	√	√			
Additional land Acq. Airport at Maberithanna	12	√	√			
TOTAL	**4222**			**0**	**0.00**	**56,539,162.39**
Nuwara Eliya District						
Thennekumbura - Rikillagaskada Rd (17.10)Km	1243	√	√			
Thennekumbura - Rikillagaskada Rd (55.68)km	2312	√	√			
Kotagala Town Development (Hatton-Nuwara Eliya Rd-	58	√	√			
Between Culverts (77/6 - 79/2)	236	-	-			
TOTAL	**3849**			**0**	**0.00**	**0.00**
Matale District						
Matale - Uduphilla (6)Km	577	√	√			0.00
Matale - Ilukkumbura - Laggala Rd (10)Km	907	√	√			0.00
Kandy-Jaffna Road (25.3 - 27.3)Km	571	√	√			0.00
TOTAL	**2055**			**0**	**0.00**	**0.00**
NORTH WESTERN PROVINCE						
North Western Province - Kurunagala & Puttalam District						
Pannala Inter Section (500)m	64	√	√			62,140,000.00
Narammala Town Development (750)m	285	√	√			238,411,433.14
Main Street (500)m	114	√	√		103,387,500.00	54,461,000.00
Palavi - Kalpitiya (12)km	528	√	√			
Palavi - Kalpitiya- Additional (2)km	127	√	_			
Thalgodapitiya Rd - Rideegama (5)Km	436	√	√			
Thalgodapitiya Rd - Ibbagamuwa (5)Km	95	√	√			
Thalgodapitiya Rd - Yatawatta (5)Km	496	√	√			

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Thalgodapitiya Rd - Matale (5) Km	187	√	√			
Mutthettugala - Hiripitiya Road (5)km	349	√	√			
Maho Flyover (500)m	222	√	√			
Tank Circular Road (2)km	205	√	√			
Kurunegala Madampe Road (5)km	550	√	√			
Willuwa Juntion (350)m	7	√	√			
Bauddhaloka Mawatha (1)Km	69	√	_			
Seva Road (750)m	19	√	√			
Bo Tree Juntion (500)m	14	√	√			
Narammala Giriulla Road (200)m	10	√	√			107,374,100.00
Ujekele - Kadigawa Road (3)Km	21	√	-			
TOTAL	**3798**			**0**	**103,387,500.00**	**462,386,533.14**
NORTHERN PROVINCE						
Jaffna District						
Jaffna-Pannai-Kayts Rd (15+700-20+275)Km	206	√	√	130	9,519,000.00	
Paranthan - Mullathivu Rd- Leadaway Drain of 36/2 Culvert	4	√	√	-		
Iyakachi Bend on Kandy - Jaffna Road	1	√	-	-		
TOTAL	**211**				**9,519,000.00**	**3,299,250.00**
SABARAGAMUWA PROVINCE						
Ratnapura District						
Rathnapura By Pass Road (3.06)km	208	√	√			
Bandaranayake Mawatha (0.114) Km	52	√	√			
Rathnapura Pulingupitiya Roundabout (1.5)Km	237	√	√		4,495,500.00	

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Moragahayata junction (200) m	82	√	√		19,000,950.00	
Town Development Kuruwita (175) m	44	√	√		9,695,400.00	
Thiriwanaketiya - Agalawaththa Road Bridge No. 14/1, 21/3,	20	√	√			
Thiriwanaketiya - Agalawaththa Road Bridge No. 33/2,	20	√	√			
Rathnapura Palawela-karawita Rd Cul No 10/1	2	√	√			
Rathnapura Palawela-karawita Rd Cul No17/9	5	√				
Colombo-Rathnapura Batticalo Rd -Moragahayata Bridge No 99/6	5	√				
RathnapuraWellawaya Rd Cul No 141/7 -141	5	√	√			
Ayagama - Idamgoda Rd (6+259 - 6+541) Km	2	√	√			
Colombo-Rathnapura Wellawaya Rd 110/5 -110	1	√	√			
TOTAL	**683**				**33,191,850.00**	**40,417,500.00**
Kegalle District						
Thaldoowa - Meewitigammana Road(0.000-15+250)km	88	√	√		317,000.00	1,918,550.00
Thaldoowa - Meewitigammana Road(0.000-15+250)km	113	√	√		2,125,000.00	3,160,000.00
Kegalla Bypass Road Phase II (1+100) Km	109	√	√		14,087,000.00	14,087,000.00
Kegalla Bypass Road Phase II -Additional (30)m	1	√				8,613,225.00
Kegalla Bypass Road Phase II Bridge (80) m	15	√	√			
Kegalla Bypass Road Phase III (2.5) Km	90	√	√		3,601,750.00	
Kegalla Bypass Road Phase III - Additional (40)m	5	√				14,000.00
Warakapola by pass (1.6)Km	145	√	√			
Bulathkohupitiya - Karawanella Road (24 - 27)Km	317	√	√			
Addition Land Acq.Kegalla By pass III	1	√				
Mawanella By Pass (Additional Acquisition I,II,III) (400)m	108	√	√			3,497,991.98
Bulathkohupitiya - New Junction (Kegalle Town)	7	√				
Colombo - Kandy Rd (Kegalle Town)	8	√			1,618,000.00	

Road/ Road Section	No of Lots	Notification/Gazette Publication by L/Ministry Sec 2, 38 (A)		Acquisition completed in 2015 (No of Lots)	Payments made up to December 2014 (Rs)	Payments made up to December 2015 (Rs)
Weyangoda - Ruwanwella Road (240)m	8	√				
Gurugoda oya Boyagoda Rd (342)m	2	√	√			
TOTAL	**1017**				**21,748,750.00**	**31,290,766.98**
UVA PROVINCE						
Uva Province - Badulla District						
Badulla Kandy Road (Raja Mawatha) (1.57 - 7.00) Km	417	√	√			
Bibila - Uraniya Road between (12)km	202	√	√			
Alternative Road at Buttala (1.112)Km	20	√	√			
Kande Handiya to Rikillagaskada (26+750 - 27 +315) Km	68	_	_			
Badulla - karametiyawa Adaulpatha Rd (3+600 - 3+670)Km	1	√	_			
Badulla - karametiyawa Adaulpatha Rd (2.2)Km	8	√	√			
Hulandawa Circuler Road	10	√	√			
Demodara Springwel Badulla Rd (20)Km	37	√	√			
TOTAL	**763**			**0**	**0.00**	**0.00**

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.

Environmental and Social Development Division (ESDDD) was established under the directorate of the Land Acquisition and Resettlement Division of RDA in July 2006. In 2011, a new Director was appointed and the ESDD is currently functioning as an individual division of the environmental and social safeguards arm of RDA. From the initial guidance given through the Technical Assistance Project (TA 4736-Sri) funded by ADB, ESDD is well established and continued to assist all key divisions of RDA which include Planning Division, Highway Design Division, Engineering Services Division and Mechanical Division in executing environmental and social safeguard measures related to road development projects and establishing asphalt plants, crusher plants and quarries. ESDD also assisted PMUs set up in RDA to establish environmental management and monitoring plans and to monitor the implementation of such management and monitoring plans.

Further the staff of ESDD was actively involved in various technical evaluation committees set up by various government agencies which included the Central Environmental Authority, Coast Conservation Department, Forest Department and Department of Wildlife Conservation.

3.9.1 Functions and Responsibilities of the Division

Functions and responsibilities of ESDD are mainly of two folds, i.e. the documentation and safeguards monitoring. During the year 2015, ESDD mainly involved in preparation of Rapid Environment and Social Assessments (RESA) for three proposed flyovers at Ganemulla, Polgahawela and Rajagiriya and the approval of Central Environment Authority (CEA) has been

already obtained for Polgahawela and Rajagiriya flyovers. ESDD stated the Environmental & Social Safeguards compliance of Extension of Southern Expressway Project and i-Roads project and continued the monitoring of NRCP-AF Roads. Further ESDD engaged in training of contractors regarding Context Sensitive Design (CSD) with ADB consultants for Iroads project.
ESDD continued to review, improve any environmental and social safeguards documents prepared by external agencies. Within the year 2015, ESDD reviewed environment and social safeguards reports of Road Sector Assistance Project and Expressway Connectivity Improvement Plan project.
Effectiveness of these activities was greatly supported by the Management Information System (MIS) developed for ESDD, which contains bio-geographic and socio economic information of the country and facility to analyze socio economic data.
Following is a list of key environmental and social safeguards compliance documents which are either prepared or reviewed by ESDD.

Environment Safeguards:

- Basic Information Questionnaire (BIQ)
- Rapid Environmental Assessment Check List
- Environmental and Social Chapters of Project Pre-Feasibility and Feasibility Reports
- Initial Environment Examination Reports and Environmental Impact Assessment Reports
- Environmental Impact Assessment Reports
- Environment Management and Environment Monitoring Plans
- Environment Action Plans Sections of Contract Bidding Documents
- Monthly and quarterly monitoring reports on environmental safeguards compliance

Social Safeguards :

- Initial Poverty and Social Assessment
- Involuntary Resettlement Screening Check List
- Indigenous People Summary Check List
- Resettlement Plans
- Monitoring of reports on Resettlement Plans

3.9.2 Activities completed by ESDD during year 2015

3.9.2.1 Environmental Dimensions

Support to various RDA Divisions and projects with respect to Environmental Dimensions are summarized as follows:

- Monitoring of Environmental & Social Safeguards compliance of Extension of Southern Expressway Project
- Conducting awareness workshops on safeguards compliance for safeguards staff of the consultant and contractor of Southern Province of I Roads.
- Monitoring of Environmental and Social Safeguards of IRoads
- Monitoring of Environmental and Social Safeguards of NRCP-AF Roads
- Obtained approval for environmental clearance for construction of Rajagiriya and Polgahawela flyovers.
- Obtained environmental approval from the Central Environment Authority for Dehiowita-Deraniyagala-Noori (B093) road.
- Preparation and submission of BIQs for obtaining CEA clearance for proposed Kandy bypass tunnel construction project
- Preparation of BIQs for road projects under MFPA project and RNIP project
- Completion of Environmental Questionnaire of CEA and obtaining consents of relevant stakeholders in order to obtain Environmental Recommendation from CEA for proposed Trincomalee Outer Circular Highway under RNIP project.
- Preparation of Initial Environmental Examinations (IEE) report for obtaining CEA clearance for construction of Warakapola bypass.
- Preparation of Initial Environmental Examinations (IEE) for obtaining Environmental clearance from CEA for rehabilitation and improvement of Badulla - Chenkaladi road section of PCB (A005) Road.
- Preparation of second annual report for completed projects under NRCP
- Preparation of environmental checklists for Sabaragamuwa Province under I Roads project
- Preparation of Environmental Assessment Review Framework to PMU for the Central Expressway

- Review of Environment Assessments for Expressway Connectivity Improvement Plan project
- Reviewing of CEA clearance for Kottawa/Malapalla to Kimbulawa junction and Rajagiriya to Orugodawatta Links under SHETEC project.
- Renewal of Environment Clearances for 25 bridges to be funded under Kuwait Funding.
- Renewal of EPLs for Asphalt Plants operated under RDA and addressing public complaints raised against operation of such plants.
- Reviewed Environment Management Action Plan of Landslide Disaster Protection Project
- Reviewed IEEs prepared for A003, A004 and A018 roads which are to be improved under OPRC under World Bank funds.
- Developing Land Acquisition Information System for RDA
- Preparation and submission of BIQ for construction of new bridge at Halloluwa across Mahaweli River.



Conducting awareness programs for i-ROAD project



Conducting field inspections on i-ROAD project (Southern Province)



ESDD is obtaining noise measurements



Monitoring safeguards compliance of NRCP roads

3.9.2.2. Social Dimensions

Support to various RDA units with respect to social dimensions is summarized below:

- Conducted stakeholder consultations inspecting various route options and prepared the social section for three proposed flyovers at Ganemulla, Rajagiriya and Polgahawela.
- Participated in stakeholder meetings of roads to be improved under Expressway Connectivity Improvement Plan and informing the PMU on key issues raised in the meetings.
- Assisting New Bridge Construction Project over Kelani River in carrying out resettlement activities and initial planning for income restoration activities.
- Preparation of Resettlement Framework for Central Expressway Project and submission to ADB for comments.
- Review Social Assessments and Resettlement Plans prepared for Awisawella-Pelmadulla section of A004 road, Ja Ela – Puttalam section of A003 road and Pelmadulla – Padalangala section of A018 to be funded by World Bank.
- Review of Resettlement Plans prepared for Northern Expressway project; Stage 1, 2, 3, and 4.
- Review of Social Assessments prepared for feasibility report of Expressway Connectivity Improvement Plan

- Review of updated Resettlement Plan for New Bridge Construction Project over Kelani River.
- Review of External Monitoring Report of Social Safeguards prepared for NRCP – AF.
- Review of the Resettlement Plan prepared for Landslide Disaster Protection Project of National Road Network.



Conducting monitoring sessions for NRCP



ESDD carries out public consultation

3.9.2.3. 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. MIS team assisted with the map preparation for safeguard documents prepared by ESDD.

- MIS team assisted Projects in collecting GPS points and producing fully length videos with GPS track for Valukkairaru – Pungudutivu – Kurikadduwan (AB39) road and Badulla – Chenkaladi section of Peradeniya – Badulla – Chenkaladi (A005) Road.
- ESDD MIS unit developed the Land Acquisition Information System (LAIS System) for RDA to store the information on lands acquired by RDA and this is continuous process and ESDD continue to install the system with database, giving technical support to all PMU's and divisions in RDA and monitor the staff in entering data to the database.
- ESDD MIS team developed an information system to manage day to day documents.
- ESDD also inventoried all the books and reference material and developed a library system for easy reference and management of documents.

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 overall planning of the projects carried out by the RDA from project concept to implementation. Overall planning includes activities for the development of the National Road Network, macro planning of National Road Network taking into consideration of future needs for the socio-economic development of the country based on government policies and priorities, and the National Physical Planning Policy.

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, project data and bridge inventry 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 JICA STRADA traffic forecasting model.

If the project is feasible and if the project traverses through an environmentally sensitive area, requestes are made to Environmental & Social Development Division of RDA to take action to obtain environmental approvals from the relevant authority before project implementation. 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 / Project Proposals are prepared for submission to the Department of External Resources to negotiate for funding with foreign agencies such as ADB, JICA, World Bank, KOICA, OPEC, 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, this unit also coordinates with foreign funding missions during post-evaluation study/process of already implemented projects. 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 2015, action was taken by the Planning Division of RDA to prepare and submit following reports

- Action Plan 2015 was prepared based on the budgetary provisions and submitted to the Board of Management of RDA

  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.
- Corporate Plan was updated for 2015-2019 period
- 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.
- RDA Annual Report – 2014 was prepared

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.

JICA Assistance

- Consultancy services for design review, construction & construction supervision of Baseline extension- Phase 3 from Kirulapona junction to Colombo-Horana road
- technical corporation for short term expert for JICA STRADA model upgrade for Sri Lanka Road Network
- Requesting additional funding for JICA Major bridges construction project

EDCF Assistance

- Project preparatory assistance for the Feasibility study of proposed Kandy Tunnel
- Knowledge sharing platform (KSP) -Policy consultation to improve Kandy city transport network

KOICA Assistance

- Establishment of Master Plan for Intelligent Transport System in Sri Lanka

Asian Development Bank (ADB) Assistance

- Construction of elevated Port access road

3.10.3 Preparation of Concept Papers for Foreign Funding

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

- Construction of Elevated Port Access road
- Construction of Elevated road from Base line road to Rajagiriya
- Construction of three additional bridges with the savings of French bridge Project
- Request for additional funding from ADB for preparatory activities of the Central Expressway from Meerigama to Kurunegala
- Widening and improvement of Deniyaya-Rakwana section on Galle-Deniyaya-Madampe road (A017)

3.10.4 Feasibility and Traffic Studies

- Traffic study was carried out for Southern Road Connectivity Project (SRCP).
- Feasibility Studies of the following expressways which were carried out by consultants of other organizations were reviewed.
    - Central Expressway Project
    - Proposed Ruwanpura Expressway Project
- Updated and used the macrosimulation models (JICA-STRADA) for estimating present and future traffic on National Roads

3.10.5 Issue of Special Permits for Oversized/ Overweight Vehicles

- Applications have been evaluated and twenty three permission letters were issued for transportation of over dimension cargo.
- Recommendations for registration of thirty two oversized vehicles
- Guidance has been given to trailer manufacturing companies to develop new vehicle with new axel configuration to transport heavy goods on National roads.

3.10.7 GIS Functions

Under the Geographical Information System (GIS) Unit, Geo-spatial database related to National Road Network is developed and maintained by using ArcGIS 10.2 software & 1:50000 scale digital layers from the Survey Department. Basically it includes road link data, road project details, expressway network, ADT & Axel lord survey locations, Signaled junctions and administrative details (EE's, CE's, PDs, etc.) It collaborated with other road databases (HDM-4, STRADA) providing necessary GIS data related to National Road Network.

During the year 2015, over 200 location maps and detailed maps were prepared by GIS unit for project proposals, funding applications, feasibility reports, Gazettes and other reports relevant to the national road network in the Planning Division as well as Project Monitoring Units, The Ministry of University Education & Highways, all other Divisions in the RDA and other outside institutions.

In the year 2015, GIS Unit carried out several GPS surveys with field visits for existing & proposed roads, bridges and alternative routes. Also GIS Unit provided facilities to the Highway Engineers, in decision making to identify optimum routes and bypasses as well as identify candidate roads in roads rehabilitation and constructions.

GIS Unit also coordinated with Indian consultants team to evaluate and train the GIS Module and GIS server of Sri Lanka Road Asset Management System (SLRAMS).

In addition to that GIS Unit coordinated with the Survey Department to update existing road network in 1:50,000 scale for Entire County.

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 (JICA STRADA) 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.

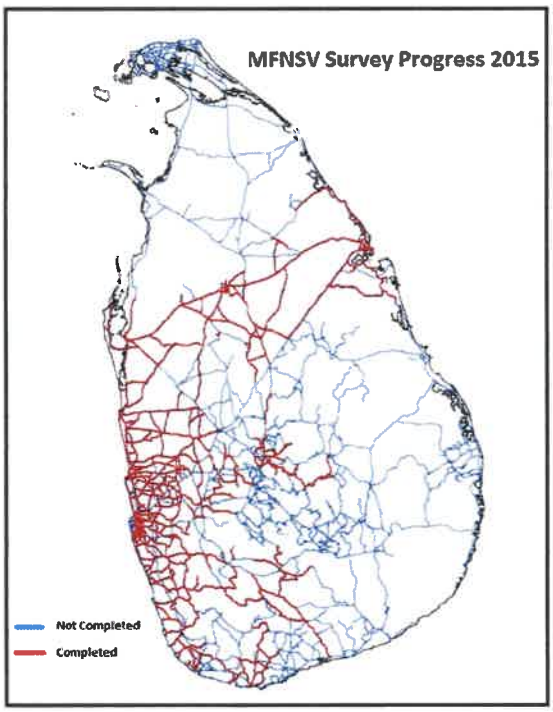
3.12.1 Multi Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometer (FWD)

Table 27: Survey progress of MFNSV & FWD

Type of survey	Survey length (Lane kilometres)	Net work (kilometers)	Project (lane kilometers)	On expressways (lane kilometers)
MFNSV	*12051*	*5320.670*	*1395.98*	*1352(STDP/OCH/CKE)*
FWD	*3839*	*1673.235*	*841.203*	-

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

Map 4: MFNSV Survey Progress -2015



Map 5: FWD Survey Progress - 2015

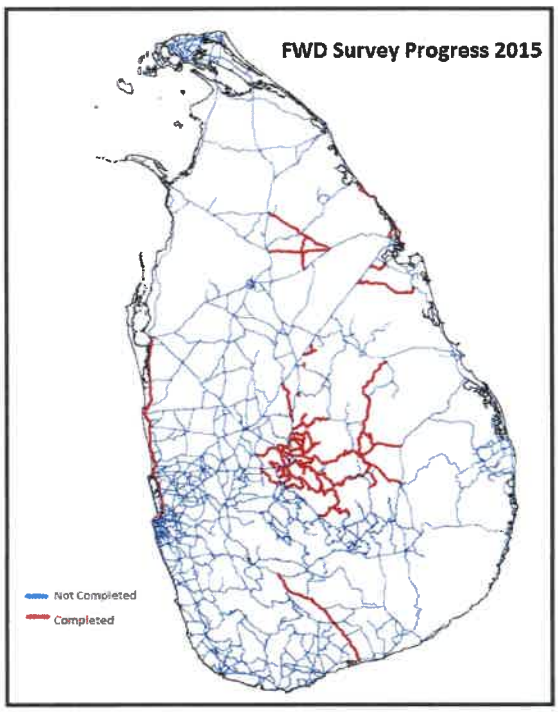


Table 28: Revenue of the MFNSV and FWD for the year 2015

Survey type	*Invoice No.*	*Requested By*	*Amount (Rs.)*
FWD	RDA/P/FWD/114/15	Project Director (OPRC)	1,000,000.00
FWD	RDA/P/FWD/115/15	Project Director (OPRC)	200,000.00
FWD	RDA/P/FWD/116/15	Project Director (SRCP/ECIP)	3,300,000.00
MFNSV	RDA/P/MFNSV/115/15	Project Director (MFAP)	175,000.00
MFNSV	RDA/P/MFNSV/116/15	Project Director (OPRC)	525,000.00
MFNSV	RDA/P/MFNSV/117/15	Project Director (OCH-Phase II)	175,000.00
MFNSV	RDA/P/MFNSV/118/15	Project Director (RSAP)	175,000.00

Survey type	Invoice No.	Requested By	Amount (Rs.)
MFNSV	RDA/P/MFNSV/119/15	Project Director (OCH-Phase II)	175,000.00
MFNSV	RDA/P/MFNSV/120/15	Project Director (RSAP)	175,000.00
MFNSV	RDA/P/MFNSV/123/15	Project Director (OPRC)	175,000.00
MFNSV	RDA/P/MFNSV/121/15	Project Director (OCH-Phase II)	175,000.00
MFNSV	RDA/P/MFNSV/122/15	Project Director (OCH-Phase II)	175,000.00
MFNSV	RDA/P/MFNSV/124/15	Project Director (NRCP)	175,000.00
MFNSV	RDA/P/MFNSV/125/15	Project Director (SRCP/ECIP)	700,000.00

Total Revenue for 2015	=	**Rs. 7,300,000.00**
Total Revenue up to 2014	=	Rs. 9,680,000.00
Total Revenue up to 2015.12.31	=	**Rs. 16,980,000.00**

3.12.1.1 MFNSV Data Processing and Roughness data issued

- Data Processing for Roughness for all the roads/sections surveyed was completed.
- MFNSV Survey data on Southern Highway-processing and analyzing.
- MFNSV survey report for Ethulkotte - Mirihana - Kohuwala (B120) (0+000 km to 5+950 km).
- MFNSV Survey data on Peliyagoda-Puttalam(A3) (Seeduwa to Puttalam), Colombo - Ratnapura – Wellawaya - Batticaloe(A4) (Avissawella to Pelmadulla) and Pelmadulla - Embilipitiya - Ratnapura (A18) (Pelmadulla to Padalangala).
- MFNSV survey report for OCH Phase II (Kaduwela to Kadawatha).
- MFNSV survey report for on Peliyagoda-Puttalam(A3) (Peliyagoda to Ja-ela).
- MFNSV survey report for OCH Phase II Northern section (Kaduwela to Kadawatha).
- MFNSV survey report for Colombo - Galle - Hambantota - Wellawaya (A2) (Maliban Junction to Nalluruwa Junction).
- MFNSV Survey data on Peliyagoda-Puttalam(A3) (Peliyagoda to 32+500km).
- MFNSV survey report for OCH Phase II (16+140 to 17+500km).

- MFNSV survey report for OCH Phase II (10+000 to 18+000km).
- MFNSV survey report for Vavuniya – Horowpatana (A029) Road (24+000km to 34+950km).
- MFNSV Survey data on 17 nos of RDA roads/sections & 13 nos PRDA roads/sections under the SRCP/ECIP Project (Southern Road Connectivity Project / Expressway Connectivity Improvement Plan) (Total length 250.88km).

3.12.1.2 MFNSV Image Analysis work

- A Sample of 1200km (100m interval) MFNSV image analyzing was done for the upgrading of the existing Highway Information Management System(HIMS)
- Image analyzing for condition data was completed for 6950 km (Network)

3.12.1.3 FWD Deflection Data Reports

- FWD Deflection Data on Peliyagoda-Puttalam(A3) (Seeduwa to Puttalam), Colombo - Ratnapura – Wellawaya - Batticaloe(A4) (Avissawella to Pelmadulla) and Pelmadulla - Embilipitiya - Ratnapura (A18) (Pelmadulla to Padalangala).
- FWD Deflection Data on Peliyagoda-Puttalam(A3) (Peliyagoda to 32+500km).
- FWD Deflection Data on 17 nos of RDA roads/sections & 13 nos PRDA roads/sections under the SRCP/ECIP Project (Southern Road Connectivity Project / Expressway Connectivity Improvement Plan) (Total length 250.88km).

3.12.1.4 Overlay Design Reports Base on FWD Data

- Overlay design on Katunayake – Veyangoda Road (B208) (0+000km to 9+500km).

3.12.1.5 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 programme was carried out accordingly. The expert from KUAB Company, Sweeden visited Sri Lanka and he did the relevant calibration, maintenance and repair work of the FWD machine with our staff.

Table 29: Maintenance and Repair of FWD

Type of Machine	*Date*	*Work done*	*Name of the expert*	*Name of the Company*
FWD	23.08.2015 to 02.09.2015	(a) FWD machine full checkup and attended to required maintenance. (b) Seismometers check up and Replaced the rubber dampers. (c) Performed full machine calibration. (d) Repair FWD hydraulic system and the connection with the machine and the computer	Mr.Afshin Lotfi	KUAB Company, Sweeden

3.12.1.6 Extension of Annual Maintenance Contracts of Multi Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer(FWD)

- The MFNSV and the FWD was purchased under the World Bank funded Road Sector Assistance Project (Contract Package-14) in the year 2010.
- It was included in the two contract agreements, to conduct the Annual Maintenance Contracts for five years after supply of the machines. Accordingly, RDA obtained their services after paying the annual maintenance fee through the World Bank funded Road Sector Assistance Project.
- The maintenance contract was ended up in July 2015.

- As, such with the DG'S approval quotations were requested from the same suppliers to extend these two machines by another five years. The two draft agreements have been prepared with the Technical Evaluation Reports.

3.12.2 Work Carried out Under Highway Development and Management (HDM – 4) and Road Information System (RIS) using Highway Development and Management-4 Information Management System (HIMS)

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

- The consultancy for upgrading the existing Highway Information Management System (HIMS) was continued up to end of June 2015 by the SATRA Infrastructure Management Services Pvt Ltd, India, a subsidiary of HIMS Ltd, New Zealand under the World Bank Funded RSAP Project.

  The System is named as the **Sri Lanka Road Asset Management System (SLRAMS)**. It is a comprehensive multiuser, web based Road Asset Management System for all road related assets such as pavement, slope, roadside furniture, bridges and s on, linked to the GIS database. The system has been hosted in ICTA (Information & Communication Technology Agency of Sri Lanka) Virtual Server.

- Following modules are included in the system:
  (1) Road Information System (RIS);
  (2) Location Reference Management System (LRMS);
  (3) Pavement Management System (PMS);
  (4) Bridge Management System (BMS);
  (5) Routine Maintenance Management System (RMMS);
  (6) Traffic Information system (TIS);
  (7) Crash Information Management System (CIMS);
  (8) Furniture Management System (FMS);
  (9) Slope Management System (SMS);
  (10) Disaster Planning System (DPS).
  (11) System Administration (Admin) Module
  (12) GIS Module

- Following Reports were prepared under this Consultancy.
  - Inception report
  - Report on hardware and software
  - System design and architecture report
  - HDM4 Calibration
  - Final Report

- Two presentations on the Inception Report and the system design and architecture report were held to RDA Management and to the key staff at Sethsiripaya RDA premises.

- A group of staff including Deputy Directors, Chief Engineers, Engineers, Database Administrators, GIS Analysts and Transport System Analysts (20 persons) nominated by the RDA were trained on the system.

- The Data Processing Unit of the Planning Division assists the consultant in many ways.
  - Supply of different types of data of the National Road Network as per the system requirement (Geographical Coordinates, road geometry data, road roughness, road condition, road deflection data etc.)
  - Overall co-ordination with different parties such as Provincial Staff, Other Divisions (Maintenance. Expressway Management Unit, Environmental Service Division, RSAP staff), ICTA Staff
  - Assist in consultants for VISA approval process whenever necessary.
  - Organizing Technical Committee Meetings, presentations and a workshop.

- The Data Processing Unit of the Planning Division, RDA organized a one day workshop to introduce and to train relevant officers to get hands-on experience on the Sri Lanka Road Asset Management System (SLRAMS) on 18th June 2015. The consultant presented a live demonstration on the fully functioned system.



One day workshop on the Sri Lanka Road Asset Management System (SLRAMS) on 18th June 2015

3.12.2.2 HDM-4 and other related work

- The consultancy for review of data collection Manuals was completed in August 2015 by the individual consultant under the World Bank Funded RSAP Project. The consultant submitted the final report.
- Two presentations on the Inception Report and the final reports were held to RDA Management and to the key staff at Sethsiripaya RDA premises.

- Reviewed the economic analysis carried out by the consultant under the Expressway Connectivity Improvement Plan (ECIP).

- Involved in various aspects in the Transport Connectivity and Asset Management Project

3.12.2.3 Other

- In November 2015, a new Division was formed within the Planning Division as Highway Information and Development Management System Division (HIDMS) combining the functions of road condition data collection, data processing and analyzing through HIMS and the HDM-4 software.

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.

Traffic data is an essential input for the Planning function of the RDA. Data Collection and Evaluation Unit, a subdivision under the Planning Division is entrusted with the task of collecting Traffic data and maintaining Traffic DataBase of the RDA.

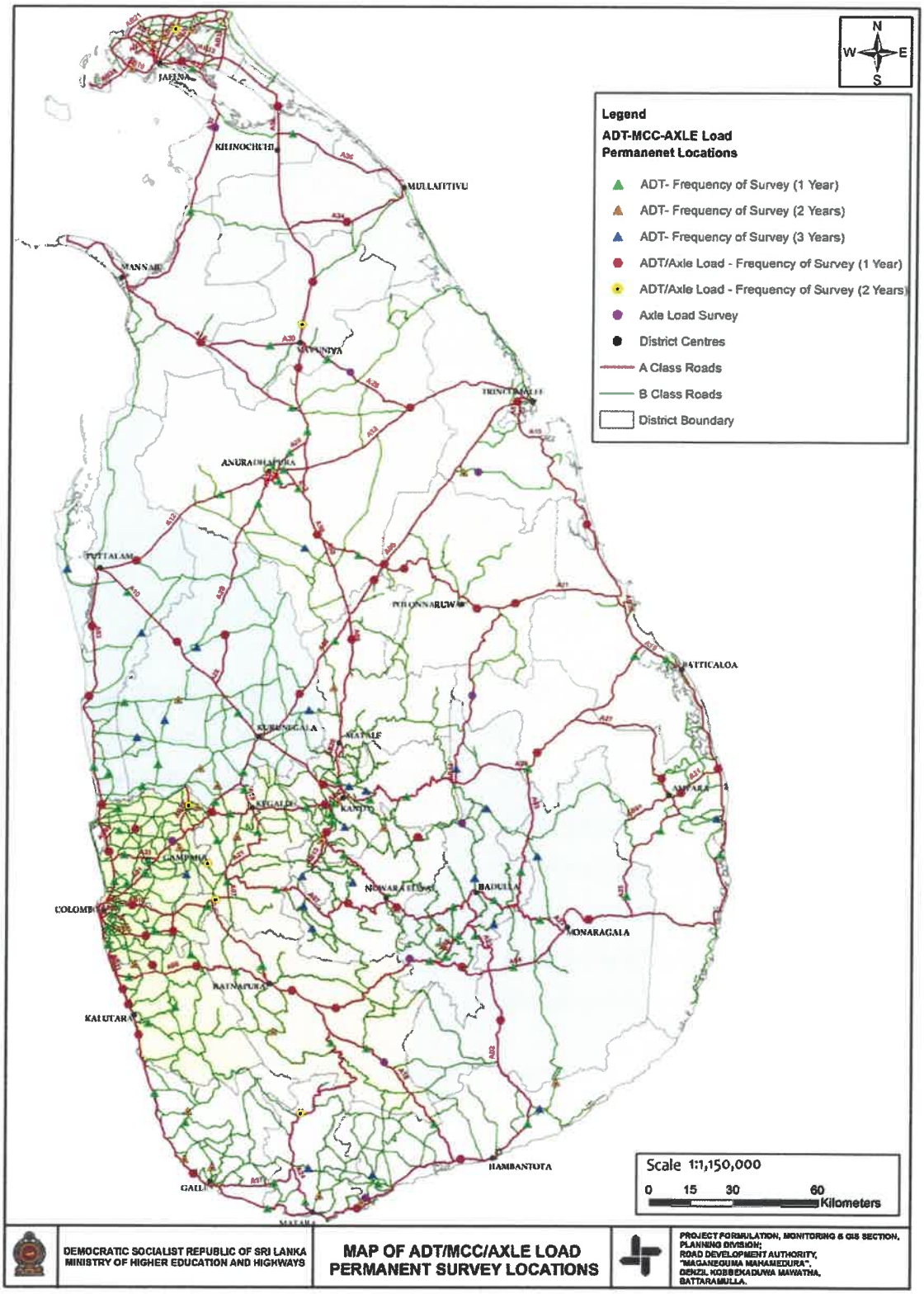
Traffic data is collected throughout the year based on annual programme. Traffic surveys such as Average Daily Traffic (ADT) volumes, Annual Average Daily Traffic (AADT), Manual Vehicle Classification Count (MCC) and Axle Load counts are carried out routinely. About 190 permanent locations have been identified for routine surveys of ADT and MCC and another 28 locations have been identified for Axle Load survey. Turning Movement (Junction traffic) surveys, Origin Destination surveys, Pedestrian Surveys, Queue length survey;etc. are carried out ondemand.

3.13.1 Summary of the Survey programme for the year 2015 is depicted in the table below

Table 30: Summary of the Traffic volume survey programme for the year 2015

No	Activity	Month												Total
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1	Average Daily Traffic	20	20	20	20	20	20	20	20	20	20	20	10	230
2	Manual Classification Count	20	20	20	20	20	20	20	20	20	20	20	10	230
4	Axle Load Survey	1	1	1	1	1	1	1	1	1	1	1	1	12
5	Turning Movement Survey	1	1	1	1	2	1	2	1	2	1	2	1	16
6	AADT - Monthly Variation at 4th km on AA005 road	1	1	1	1	1	1	1	1	1	1	1	1	12

3.13.1 Map6: Locations where the traffic volume surveys are carried out



3.13.2 Summary of traffic surveys carried out in 2015

ADT surveys	**165**
AADT (Monitoring the Monthly variation factor)	12
Manual Classification Count(MCC)	169
Axle Load surveys	17
Turning Movement Survey(Junction Surveys)	37
Pedestrian surveys	7
Queue length surveys	1
Travel time survey	6
Delay survey	8

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 1,16,000 km of entire road network, instead of National Highways of 12,379.63 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 the year 2015, following road was declared as a National Highways.

Table 31: Taken–Over Roads in the year 2015

Route No.	*Name of Road*	*From (km)*	*To (km)*	*Length (km)*
Western Province				
B641	Kadawatha By pass	0+000	1+800	1.80

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 The scope of work of Road Safety and Traffic Management unit:

3.15.1.1 Road Safety

Hazardous Location Improvement

- Identification, field inspection and collecting data
- Preparation of safety design for improvements

Safety Audit

- Safety Auditing for existing road network
- Safety Auditing for Ongoing Projects
- Preparation of reports on above audits

New Designs

- Designing of new safety measures to suite our country.

3.15.1.2 Traffic Management

Traffic Signs and Road Marking

- Design of Traffic signs&Road Marking Drawings for design submitted by Director Highway Design
- Design of Traffic signs & Road Marking Drawings for Existing road sections and junctions
- Checking of Traffic signs & Road Marking Drawings for foreign funded project
- Preparation of type drawings for projects

Capacity Improvement

- Capacity improvement of junctions
- Capacity improvement of congested road sections

Town Improvement

- Implementation of one way system to town ships
- Proposing of Bypass road to town ships

Traffic Impact Assessment Related Works

- Participating of traffic committee conducted by UDA for given approval for projects
- Given the recommendation for traffic related problems raised by the out sliders.

3.15.1.3 Signalization of Junctions

- New installation of Traffic Signals
- Updating and maintaining of existing Traffic Signals
- Attending of signal accident related work

3.15.1.4 Other Works

- Attending of regional Traffic committee meeting
- Preparation of BOQ &Estimates for signalization
- Organizing of Exhibition
- Arranging Seminar, workshop to improve the safety knowledge of the general public and others

3.15.2 Performance of Road Safety & Traffic Management unit during the year 2015:

3.15.2.1 Road Safety

3.15.2.1.1 Improvement of Hazards location

Identification, field inspection, data collecting and preparation of safety design are considered under this topic.

1. Collection of information for safety improvement program at school areas.
2. Preparation and updating of level crossing master list
3. Safety Measures at Intersection of Kandy – Jaffna Road [A09] and Jaffna – Point Pedro Road [AB20]
4. Hazardous pedestrian crossing at UthuruKalutaraThotupola junction
5. Welisara Safety Improvement
6. Request for Accident Data collection at Kurundugahahethekama Junction
7. Request to Install/Implement Road Safety Measures at the Dangerous Bend Along Colombo-Negambo Road (16thkm post)

3.15.2.1.2 Safety Analysis

Theobjective of a road safety analysis is to identify the reasons for road accidents and find out relevant measures to improve such locations to minimize road accidents.

There are several items were carried out under the above topic during the year as follows,

1. Accident analysis report for Digampathaha accident at 23/02/2014
2. Accident analysis report for Kuruwita accident at 24/02/2015
3. Program to Correct Unprotected/Unsafe Locations in National Highways-request

3.15.2.2 Traffic Management

3.15.2.2.1 Design of Traffic Signs & Road Markings

3.15.2.2.1.1 Design of Traffic signs & Roads markings for roads

Design, checking and reviewing of traffic signs and road marking for interchanges, intersection, roads, bridges and fly over were carried out.The details of the above mention work are given in Table 32 .

Designs of Traffic signs and road marking for 10.24 km of roads were completed during the year 2015.

Table 32: Design of Traffic Signs & Road Markings carried out during the year 2015

Route No	Route Name	Length (km)
A 01	Rehabilitation and Improvement to Colombo - Kandy Road from Kadawatha to Nittabuwa (A 01). CH: 16+940 - 21+940	5.0
A 01	Rehabilitation and Improvement to Colombo - Kandy Road from Kadawatha to Nittabuwa (A 01). CH: 21+700 - 25+740	4.04
	Improvement to road network associated with development of defense headquarters project- Akuregoda - Diyawannava garden road.	0.6
	Improvement to road network associated with development of defense headquarters project- Akuregoda - Ceremonial access road	0.6

3.15.2.2.1.2 Design of Traffic signs and road marking for junctions and interchanges - Completed 9 Nos during the year 2015

1. Rehabilitation and Improvements to Colombo- Kandy road from Kadawatha to Nittabuwa,-Imbulgoda junction
2. Rehabilitation and Improvements to Colombo- Kandy road from Kadawatha to Nittabuwa,-Mudungoda junction
3. Signs and marking for safety Improvement of Welisara
4. Rehabilitation and Improvement to Kandy - Jaffna road (A 9)Navathkuly Junction.
5. Intersection of A 09 and AB 20 junction
6. A 9 road, University Bus Bay CH:244+960-245+180 km)
7. Improvements to intersection of Battaramulla- Pannipitiya Road (B47), Akuregoda Road and Sunil Mawatha
8. B 84 (North) Road Section from Pamankada to Kesbewa, including Piliyandala by pass (Siganl Layout)
9. Rikillagaskada town and Ragala junction

3.15.2.2.1.3 Reviewing of designs of traffic signs and road marking for projects including expressways and National Roads – Completed 751.438 km during the year 2015

Table 33: Review of designs of Traffic Signs & Road Markings carried out during the year 2015

Route No	Route Name	Length (km)
A004	Traffic Signs and Road Markings of Nugegoda to Homagama (1+000 - 15+360 km - 1st Review) - 1st Review)	14.36
A005	Traffic Signs and Road Markings of Welimada - Badulla (0+000 to 1+970 km - 1st Review)	1.97

Route No	Route Name	Length (km)
A006	A006 - Ambepussa - Kurunegala – Trincomalee Road	34.39
A009	Improvements to Kandy - Jaffna road	27.6
A014	Traffic Signs and Road Markings of Medawachchiya - Mannar - Talaimannar Road	30.55
A017	Traffic Signs and Road Markings of Galle - Deniyaya – Madampe Road	13.93
A019	Traffic Signs and Road Markings of -[Bridge No.3.2] - Polgahawela - Kegalle (0+100 to 10+000 km - 1st Review)	9.9
A029	Traffic Signs and Road Markings of Vauniya - Horowupatana road (16+000 - 22+000 km - 1st Review)	17.4
B047	Traffic Signs and Road Markings of Kotte-Bope and Battaramulla Pannipitiya Roads0+000 - 3+500km	3.5
B 527	Rehabilitation & Upgrading of Bibile - Pitakumbura - Namaloya - Inginiyagala Road 0+000 to 60+310 Km	60.31
B 057	Rehabilitation & Upgrading of Bibile - Ureniya - Mahiyanganaya Road 0+000 to 10+000 Km	14.0
B 079	Chillaw – Wariyapola Road Project (B079) from 0+000 to 29+400Km. 1st Review	29.4
B 084	Traffic Signs and Road Markings drawing on B084 main road section from 4+100km t0 10+600-1st Review (B 84)	6.5
B 087	Rehabilitation and Improvement of Dambokka – Katupitiya road Ch 0+000 – 8+580 km	8.58
B 093	Traffic Signs and Road Markings on B093 Dehiovita-Deraniyagala-Noori road (Road section from 10+940km to 13+780 km)-1st review (B 93)	5.0
B110	Ehaliyagoda - Dehiowita Road Section from Ehaliyagoda to Dehiowita	16.69
B114	Traffic Signs and Road Markings of Elpitiya - Avittawa - Lewwanduwa (9+340 to 19+860 km - 1st Review)	17.66
B127	Traffic Signs and Road Markings of Galigamuwa - Ruwanwella - karawanella Road (0+000 to 28+030 km)	28.03
B129	Rehabilitation of Galle - Udugama road (CH:20+000-24+800)	4.8
B 151	Rehabilitation and Improvement of Hendala – Hunupitiya road 0+000 – 4+020km	4.02
B 153	Traffic Signs and Road Markings of Hikkaduwa to Southern Expressway 0+000km to 7+400km.	14.28
B 157	B157 - Aluthgama - Southern Expressway (42+600 to 53+670 km - 1st Review)	11.07
B190	Traffic Signs and Road Markings of Kalugamuwa - Wilakatupotha (0+000 to 21+180 km - 1st Review)	21.18
B207	Traffic Signs and Road Markings of Nagoda Neboda Road 2+500km to 16+440km - 2nd Review)	13.94
B211	Traffic Signs and Road Markings of Kebithigollewa – Padaviya Road	18.24
B 240	Rehabilitation and upgrading of Kotte – Bope road 0+000 – 3+700km	3.7
B264	Traffic Signs and Road Markings of MallawapitiyaRambadagallaKeppetigala Road (0+000km to 10+000km)-return with comments	10.0
B 272	B272 - Marawila - Udubaddawa Road (0+000 to 19+540 km - 1st Review)	19.54
B283	Traffic Signs and Road Markings of Medawachchiya - Kebitigollewa Road (0+020 to 7+900 km - 1st Review)	25.362
B285	Traffic Signs and Road Markings Meepe - Ingiriya road from 0+000km to 18+130km 1st Review	18.13

Route No	Route Name	Length (km)
B304	Traffic Signs and Road Markings of Nagoda - Neboda road 2+500 - 16+400km	13.9
B308	Traffic Signs and Road Markings of Narammala - Dankotuwa Road	24.0
B312	Rehebilitation& improvement to NaulaElaheraLaggalaPallegamaHettipolaroad . 0+000 - 8+300km	10.4
B384	Traffic Signs and Road Markings of Rambukkana - Katupitiya Road (0+000 - 1+666 km)	9.8
B 390	Rehabilitation and Improvement of Rathnapura – Palawela – Karawita road 10+540 – 15+540km	5.0
B 391	Rehabilitation and Improvement of Ratnapura - Wewelwatta road 10+000 - 16+000km	6.0
B400	Traffic Signs and Road Markings of Seeduwa - Udugampola Road (0+000 to 5+280 km - 1st Review)	12.1
B408	Traffic Signs and Road Markings of Thalduwa - Meewitigammana road (0+000 - 10+000km)	10.0
B413	Traffic Signs and Road Markings of Tennekumbura - Rikiligaskada - Ragala Road	1.9
B 419	Traffic Signs and Road MarkingsofThoppuwa-Dankotuwa-Naththandiya-Madampe Road (Road section 10+780 KM to 5+540 KM)-1st Review (B 419)	5.24
B445	Improvement & Rehabilitation of Veyangoda - Ruwanwella road (B445) (Ch. 25+500Km to 31+940 Km)	6.44
B 460	Rehabilitation and Improvement of Wattala – Mahara from 0+000 to 7+240km	7.24
B 469	Rehabilitation and Improvement of Welikada – Kohilawatta road 0+000 – 5+320km	5.32
B 499	Rehabilitation and Improvement of Kirinda - Palatupana - Yala road 0+000 km - 12+500km	12.5
B517	Traffic Signs and Road Markings of Aluthgama to Suthern Expressway (42+600 to 53+670 km - 1st Review)	11.07
B528	Traffic Signs and Road Markings of Bodagma - Hambegamuwa - Kaltota Road (0+000 to 45+280 km)	45.28
B549	Improvement & Rehabilitation of Embilipitiya - MoraketiyaKiriibbanara - UdaMauara road 6+000 - 14+260km	8.62
B598	Traffic Signs and Road Markings of SiduwaKatunayaka Road (0+000 to 3+760 km - 1st Review)	3.76
E 02	Outer Circular Highway – Phase-I (SS) (1st Review Kothalawala IC)	
E 02	OCH – Traffic Sign on OCH - Southern Section - Approval	
	Traffic Signs and Road Markings of Lunugamweherakataragama Road (0+000km to 13+000km-1st review)	13.0
	Improvement & Rehabilitation of Meegahajandura - Kumaragama Road 0+000 to 4+500km 1st review	4.5
	Traffic Signs and Road Markings of Uma OyaMulitipurpose Development Project (0+000 - 1+976 km)	1.976
	Rehabilitation and Improvement of Thalgodapitiya – Yatawatta-Dombawela road 0+000 – 7+580km-Approval to 0+080km to 3+760km, 4+040km to 4+920km and 5+060km to 7+720km	10.18
	Rehabilitation and Improvement of Katuwana - Alupota road 0+000 - 8+300km	8.3
	Bandaranaike International Airport Development Project Phase II Stage 2 - 2nd Review	10.88

Route No	Route Name	Length (km)
	Improvement of IDH junction and Sri Jayawardhanapura hospital Junction	
	Traffic signs and road marking at driving testing area at Werahera	

Review of designs of Traffic signs and road markings for 751.438 km of roads were completed during the year 2015.

3.15.2.2.1.4 Design of Traffic signs and road marking for bridge locations and flyovers

Widening of bridge no.2/1 on Nrahenpita – Nawala – Nugegoda road (NawalaBridge)

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

3.15.2.2.1.5 Design and reviewing of informative/Advance Direction sign boards and Preparation of type plans

1. Advanced Direction Sign Board for Kalutara District
2. Radella Shortcut Warning Sign Board
3. Wild Cat Crossing Sign Board
4. Advanced Direction Sign Board for AvittawaLewwanduwa road
5. Advanced Direction Sign Board for Western province
6. Advanced Direction Sign Board for Hikkaduwa to Baddegama
7. Advanced Direction Sign Board for KalugamuwaWilkatupotha road

3.15.2.2.2 Capacity Improvement

Identification of junctions for improvement - Improvement of Mampalam Junction on A09 Road

3.15.2.2.3 Traffic Impact Assessment related works

Traffic committee meetings at Urban Development Authority (UDA)

There were 29 numbers of traffic committee meeting held at UDA. For each and every traffic impact assessment we have given our verbal and written recommendations to the committee

3.15.2.2.4 Attending to Public Requests

1. Request for the entrace at CEB control centre at Pelawatta Junction.
2. Request for the entrance at Blue Mountain Head office at Borella junction
3. Request for a pedestrian crossing at Moratuwa town centre by the public

4. Request for a centre median opening For Vishakawatta church Road on Ja-Ela - Ekala Road.
5. Installation of Tourist Sign Boards in All Five Districts in the Northern Province
6. Request for a Pedestrian Crossing near OKIDMO Pre-School-Kothalawala
7. Request to shift bus halt at HoranaAnguruwathota road
8. Request to provide pedestrian crossings at Dartenfield junction and Omaththa Junction at Nagoda KalawellagodaBallapitiya Road
9. Request to provide junction boxes at entrance and exit of kalubowila Hospital
10. Request to shift bus stop close to Dehiwala Junction at Station road Dehiwala
11. Request for a three wheeler park under the Narahenpita Bo-Tree
12. Request for the entrance at Drive Green station at Dematagoda
13. Request for a three wheeler park at the Narahenpita school helth center
14. Request for the shifting bus halt at Rammuthugala on Colombo -Kandy road.
15. Request for the safe pedestrian crossing facilities for school children at Nugegoda
16. Request for parking facilities at Moratuwa Katukurundainfront of Egodauyana railway station
17. Request for parking facilities at Moratuwa Katukurunda(No 50/1 ,New Galle road).
18. Request for centre median opening at SLTB Depot at Colombo-Kandy Road
19. Request for a Pedestrian Crossing near Madapathagama Junction
20. Request for a Pedestrian Crossing in front of OKI International School
21. Road Safety and Traffic Management Issues at Jaffna and Mullativu
22. Request for a Parking bay at Katukurunda - Moratuwa
23. Request for a Parking bay at EgodaUyana - Moratuwa
24. Request for a pedestrian crossing at DelduwaTharunaSewa Mawatha on Wadduwa- Bandaragama Road.
25. Request for two bus halts at Gonaduwa Primary School on Wadduwa-Bandaragama Road.
26. Request to Stop Signalization of Kanda kapapuJunction,Imbulgoda at Colombo Kandy Road
27. Public Safety on Vivekananda Road Wellawatte, Colombo 06

28. Requesting to Remove the Fence Dehiwala
29. Zebra Crossing for Dehiwala-Maharagama Road (Bus road 119),Bellanwila
30. Regarding a Complaint about a Bus Bay on Colombo Galle Road at 39+780km
31. Request for the Three Wheeler Parking Bay at Thalawathugoda Junction.
32. Request to change the pedestran crossing at Oliyamulla at A03
33. Request for a vehicular entrance at Ja-ElaDandugama
34. Request for a Vehicular entrance at No.1586/10, Cotta Road.
35. Request to have a vehicular entrance for Sumanadisi Bakers, Kohuwala Junction
36. Request for a Pedestrian Crossing at Bokundara, Piliyandala
37. Request for Pedestrian Crossings at EgodaUyana, Moratuwa at Galle Road New Diviation-Moratuwa (AB11)
38. Request to have a wider opening at Kithulwala by road near british school, Base line road.
39. Request for a centre medain opening at 150/1, Ja-Ela -Minuwangoda road
40. Request for a centre median openin for the Guidance Education centre-B 84 Road
41. Request for a entrance at No.23, Vijayakumaratunga Mawatha, Colombo 05
42. Request for a three wheeler parking bay at DenzilKobbekaduwa Mawatha (near foreign Employement Bureau)
43. Request to shift pedestrian crossing in front of kesbewa-Kindelpitiya-Bandaragama road
44. Request to shift bus halt at A02 at Maggona
45. Entrance to No.240/32/31 A, Densil Kobbekaduwa Mawatha, Koswatta, Battaramulla
46. Entrance to Sena Mills at Base Line Road
47. Rehabilitation and improvements to Battaramulla -Pannipitiya road, CM opening for NeraluUyana Mawatha
48. Requsts for the centre median openings at Pamankada-Kesbewa Road (5 Locations)
49. Request to shift the pedestrian crossing at 9th km near southern petroleum pvt ltd.
50. Request to remove the yellow line in front of the gas shop at Maggona,kalutara

51. Request to Locate a Pedestrian Crossing at kamburugodaJuction at KesbewaBandaragama Road
52. Request for Pedestrian Crossing and Parking Prohibition at High Level Road in front of MMC Project.
53. Request to introduce a center median from Maliban Junction to kawdana in A02 Road

3.15.1.3 Signalization of junctions

3.15.1.3.1 Traffic Signal Installation, Updating and 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. Dalada veediya - Yatinuwaraveediya
    2. Dalada veediya - Kotugodellaveediya
    3. Yatinuwara veediya - Colombo street
    4. Hill street - D.S.Senanayakeveediya
    5. Badulla Pelican Crossing
- Reviewing of Traffic Signal Designs and Supervision of Signal Installation at
    1. Kotalawala Interchange
    2. Athurugiriya Interchange
    3. Boralesgamuwa Junction
    4. Pannipitiya Junction
    5. Palamthuna Junction
    6. Thalawathugoda Junction
    7. Battaramulla Junction
    8. Pepiliyana Junction (Design Reviewing only)
- Estimate Preparation for Traffic Signal Installations at
    1. KalutaraPelican Crossing.
    2. Anuradhapura Pelican Crossings.
    3. SLIIT Pelican Crossing
    4. Badulla Pelican Crossing
- Installation of Traffic Signals at
    1. Daladaveediya - Yatinuwaraveediya
    2. Yatinuwaraveediya - Colombo street

3. Hill street - D.S.Senanayakeveediya
4. Daladaveediya - Kotugodellaveediya
5. Badulla Pelican Crossing
6. Pelican Crossing - In front of MunicipaltyAnuradapura
7. Pelican Crossing - In front of Bus Stand Anuradapura
8. Pelican Crossing - In front of AlamkulamaAnuradapura

- Phase arrangement Design, Timing calculation and trial operation of
    1. Dalada veediya - Yatinuwaraveediya
    2. Dalada veediya - Kotugodellaveediya
    3. Yatinuwara veediya - Colombo street
    4. Hill street - D.S.Senanayakeveediya
    5. Badulla Pelican Crossing
    6. Boralesgamuwa Junction
    7. Pannipitiya Junction
- Alteration of Traffic Signal Systems at
    1. Welikada junction
    2. Maliban Junction
    3. Orugodawatte junction
    4. Kalutara Pelican Crossing
- Calendar updating and Timing Changing of Junctions
  Total No. of Junctions 13
- Checking of Bills Submitted by SD&CC Regarding Traffic Signal installation and maintenance.

Description	Quantity	Amount / Rs.
New installation	6	34,785,545.96
Fixed cost - Maintenance	10	
Variable Cost - Maintenance	17	
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 of Participants for Capacity Building Program of ATMS Project
  Total No. of CBP Local 2 Overseas 1

3.15.1.3.2 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: 15

3.15.1.4 Other works

1. Data collection for SLRAMS data base
2. Preparation of traffic sings road markings and raised pavement markers reports for SLRAMS data base.
3. Preparation the report for traffic congestion reduction measures on Talangama Police area (Report 01)
4. Preparation of final reports for SLRAMS data base.
5. Summarizing Speed Limit Sign Boards Installed Road Sections for the request of DIG traffic.
6. Preparation of the report for the request for providing safe pedestrian crossings for the schools at Nugegoda City Limits.
7. Instructions to Fixing of road Speed Limit Boards on national Highways for Township Area in Lahugala(Colombo-Rathnapura-Wellawaya-Batticoloa Road-AA004)
8. Speed Limit Sign Boards Installed Road Sections-to DIG Traffic
9. Action Plan 2015-Items Under Vote Code 117-02-4-21-2014-(11) Improvement of Traffic Management and Road Safety-progress from PD
10. Request to send the speed limit sign boards installed sections to all PDs
11. Collection of proposals for preparation of Action Plan 2016 for road Safety and traffic management
12. Summarizing the up to date Speed Limit Sign Boards Installed Road Sections for the request of DIG traffic.
13. Speed Limit Sign Boards Installed Road Sections progress upto June 2015-to DIG Traffic

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 the 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 head office is having a computer network of around 390 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 390 computers, 190 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 230 email accounts for the head office and regional staff and a spam filtering solution filters 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 time to time in order to improve IT knowledge of RDA staff on request.

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 ceremonial opening of Kothalawala – Kadawatha Section and Athurugiriya, Kaduwela & Kadawatha interchanges of Outer Circular Expressway on 17th September 2015, the implementation of the activities of operation, maintenance and management.for smooth functioning of the above sections of Expressway were also handed over to the EOM&M Division in addition to the present work of Operation, maintenance and management of Southern Expressway, Colombo – Katunayake Expressway and Kottawa – Kothalawala section of Outer Circular Expressway.

3.17.1 Key Responsibilities of the 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 user fee section and studies related to maintenance works also.
- Liaison with public bodies and other organizations to ensure the smooth operation of Expressways.

Further, the Division is ready to take over the Expressway Management of many Expressways such as Kadawatha – Kerawalapitiya section of Outer Circular Expressway & Extension of Southern Expressway which are under construction stage at present.

3.17.2 User Fee operation

User fee operation of Southern Expressway, Outer Circular Expressway and Colombo – Katunayake 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 & Telecommunication 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 users of the Expressway. But, a Manual Toll Collection (MTC) system is implemented initially at Colombo – Katunayeke Expressway. Later, Electronic Toll Collection (ETC) has been introduced on 9th July 2015 together with the MTC system and so far about 5101 ETC users have been registered as at 31st December 2015. 10 % discount on user fee rates was introduced for ETC users to encourage and increase the ETC usage. Toll collection under ETC method has been maintained through a collection account at the Bank of Ceylon (BOC) & subsequently transferred to the RDA account. A dedicated lane in each Toll Plaza has been allocated for ETC and further improvement of related facilities is in progress with the coordination of the contractor.





By considering the following facts, retaining of consultation for management of ETC System is recommended.

- ❖ As the ETC is a Live System, the identified failures have to be fixed as soon as possible to ensure the smooth operation.
- ❖ According to the ZTESoft's Company Rules, Program Source Codes cannot be taken or extracted by an external party. Therefore, if there is any software bug to fix or if there is any feature to add, the consultation from the ZTESoft is a must.
- ❖ For example, recently it was identified a big software bug which pulled up balances of about 900 ETC customers to a minus value. RDA technical team together with ZTESoft Engineers resolved the issue by fixing each account one by one.
- ❖ There was a problem regarding balance difference between BOC side and RDA side after performing Customer Refund. At that time, the BOC side software system identified and handled the data from ETC system in a wrong way. Changes have been done in ETC software system by ZTESoft Engineers to overcome the issue.
- ❖ With the increasing of ETC customer base, data base troubles may be expected in the future.

The toll revenue under MTC method 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.

Construction of Additional Toll Lanes to Reduce the Traffic Congestion at MTC lanes.

After the initiation of ETC system at Colombo Katunayake Expressway, Long queues been formed at toll gates due to the inadequacy of the gates to cater the MTC traffic volume. Higher level of MTC users than the ETC users causes this issue at Ja – Ela and Peliyagoda Interchanges.

- Peliyagoda Toll Plaza
- Ja-Ela Toll Plaza (Ramp A- Exit towards Katunayake direction)
- Ja-Ela Toll Plaza (Ramp D- Entrance towards Colombo direction)

As such, a proposal was made to the Highways Designs Division for construction of additional toll booths at above locations. As a result, Layout designs & detailed level designs for the additional lanes were submitted by Highways Designs Division and the Director General – RDA has awarded MCC (the main Contractor of construction of CKE project) to carry out the construction works after submitting the cost & design proposal of additional lane & toll Plaza.

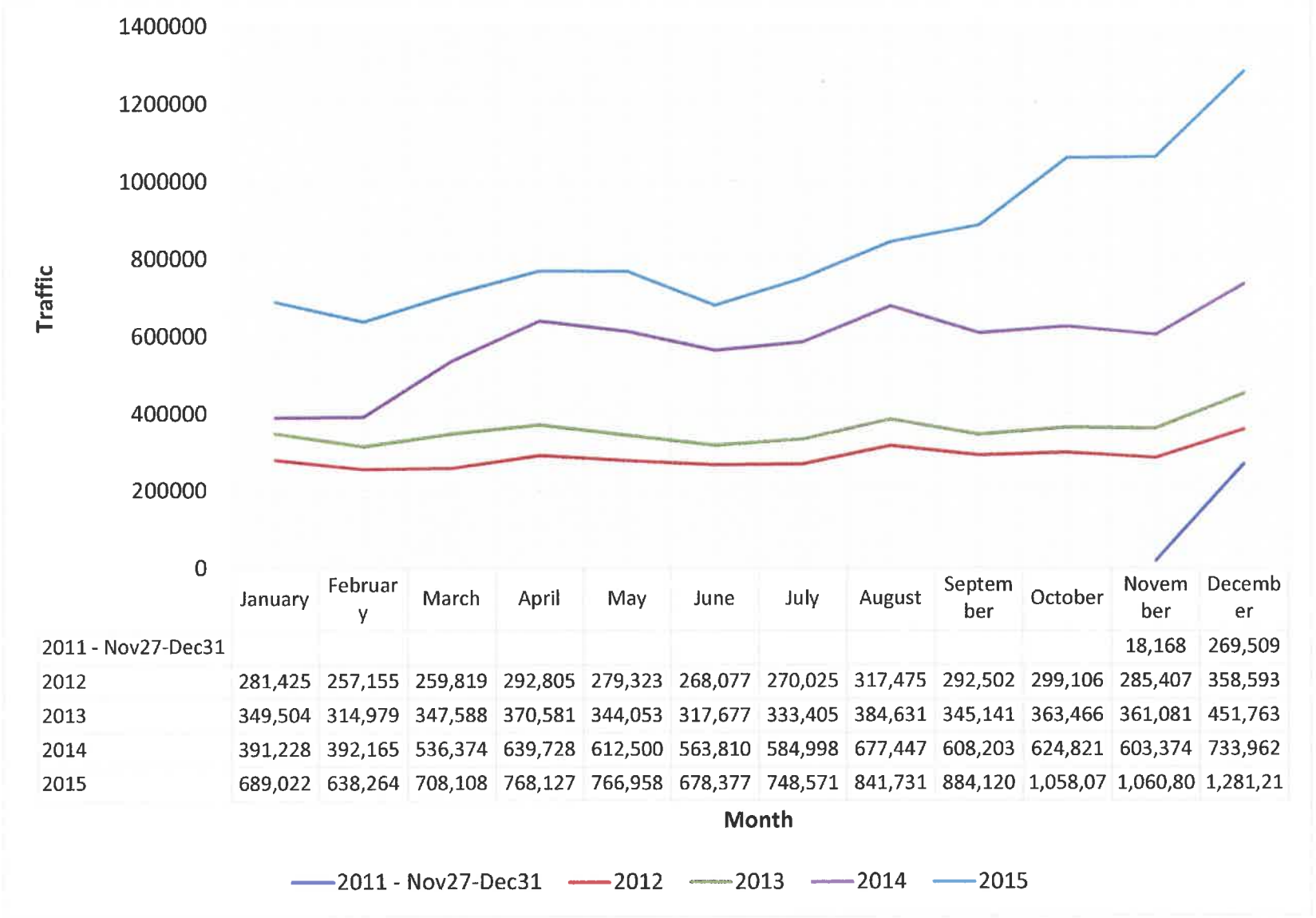
3.17.2.1 Traffic Volume of the Expressways

3.17.2.1.1 Southern Expressway & Outer Circular Expressway

Table No 34: Total Traffic Volume for the year 2015 on Southern Expressway & Outer Circular Expressway

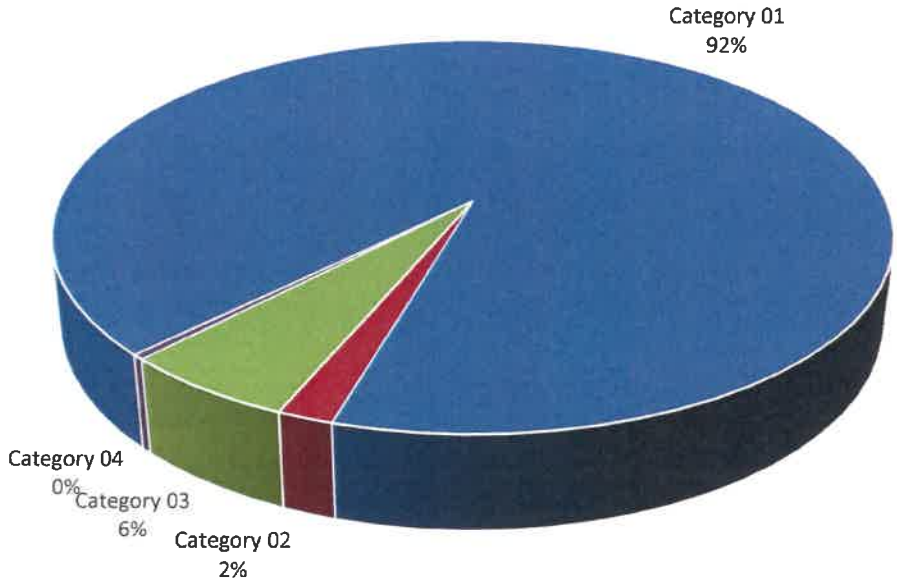
Month	*Traffic Volume*
January	689,022
February	638,264
March	708,108
April	768,127
May	766,958
June	678,377
July	748,571
August	841,731
September	884,120
October	1,058,074
November	1,060,802
December	1,281,218
Total	***10,123,372***

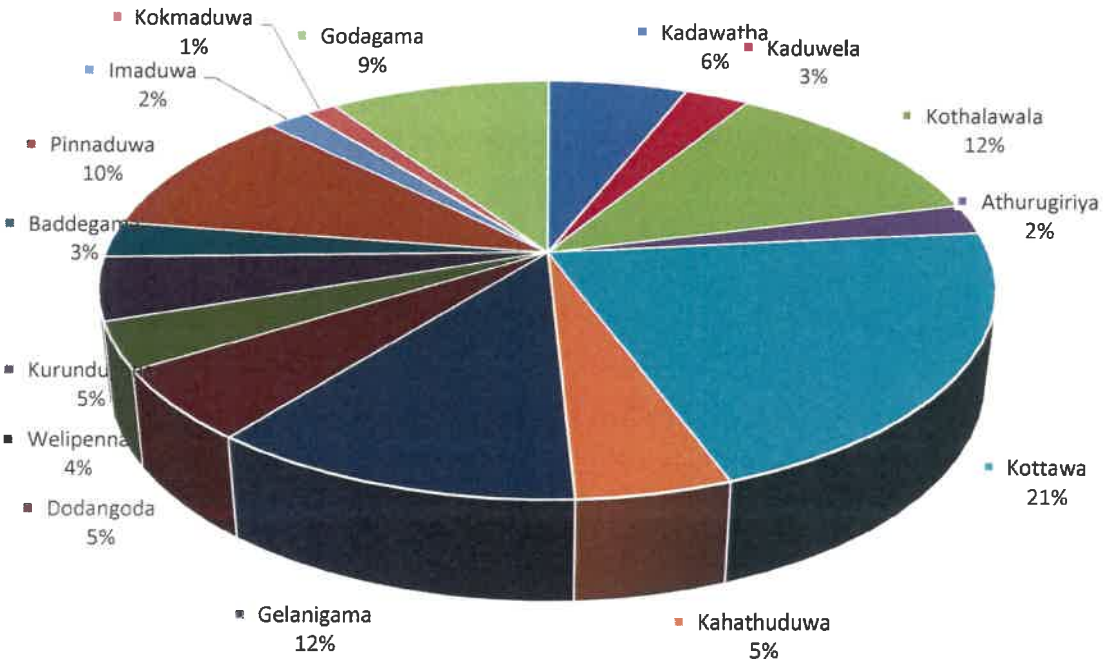
Comparison with the previous years for the Traffic Volume is as shown as follows.



	January	Februar y	March	April	May	June	July	August	Septem ber	October	Novem ber	Decemb er
2011 - Nov27-Dec31											18,168	269,509
2012	281,425	257,155	259,819	292,805	279,323	268,077	270,025	317,475	292,502	299,106	285,407	358,593
2013	349,504	314,979	347,588	370,581	344,053	317,677	333,405	384,631	345,141	363,466	361,081	451,763
2014	391,228	392,165	536,374	639,728	612,500	563,810	584,998	677,447	608,203	624,821	603,374	733,962
2015	689,022	638,264	708,108	768,127	766,958	678,377	748,571	841,731	884,120	1,058,07	1,060,80	1,281,21

Annual Average Daily Traffic Volume for Southern & Outer Circular Expressway for the year 2015 is 27,735.During the year 2015 also, majority of the vehicles travelled on Southern Expressway is of Category 1 & that is about 92% of the total vehicles.





3.17.2.1.2 Colombo – Katunayake Expressway

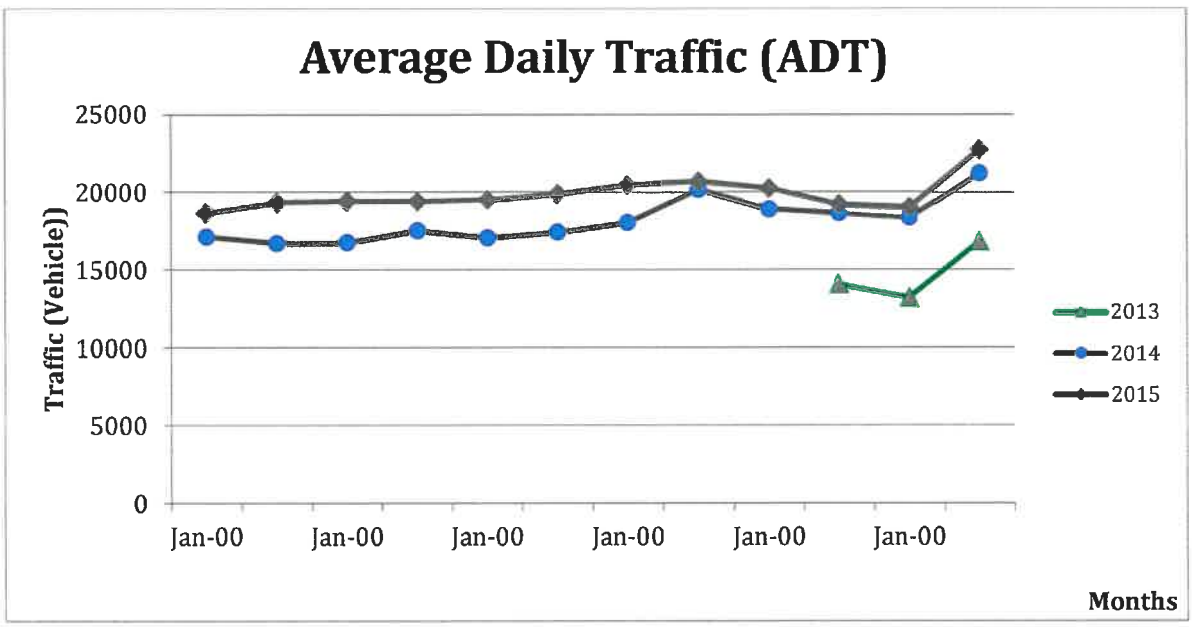
Table No. 35: Total MTC Traffic Volume in Year 2015 for Colombo - Katunayake Expressway

Month	Traffic Volume
January	579,351
February	541,630
March	601,901
April	581,935
May	604,663
June	596,846
July	634,517
August	641,363
September	607,457
October	595,562
November	570,763
December	704,721
Total	*7,260,709*

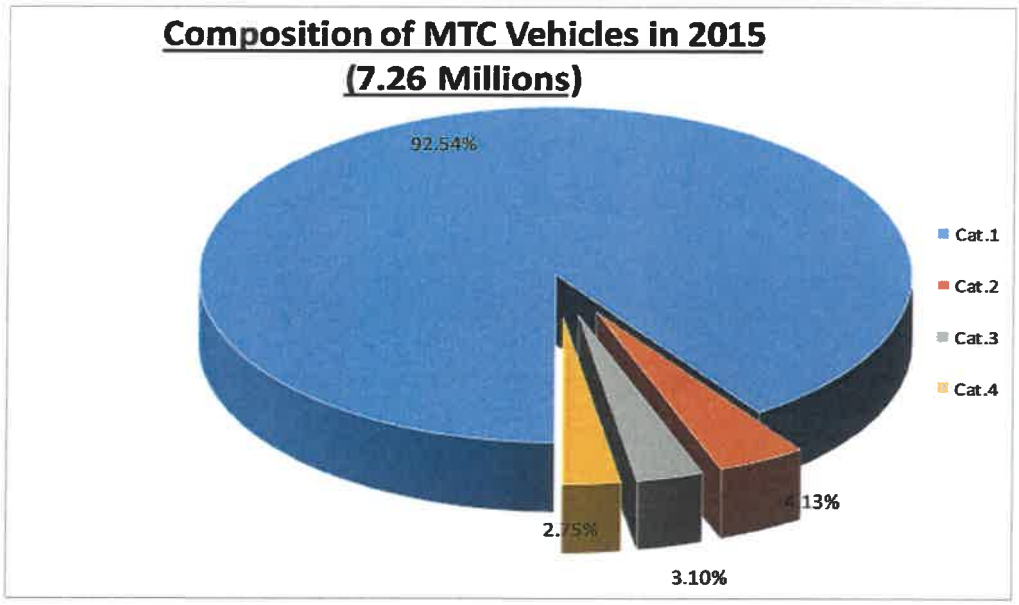
Average MTC Daily Traffic Volume in Colombo - Katunayake Expressway in Year 2015 is 19,892.

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

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



Composition of total MTC vehicles in year 2015 as follows.



Distribution of total MTC vehicles between interchanges in year 2015 as follows.

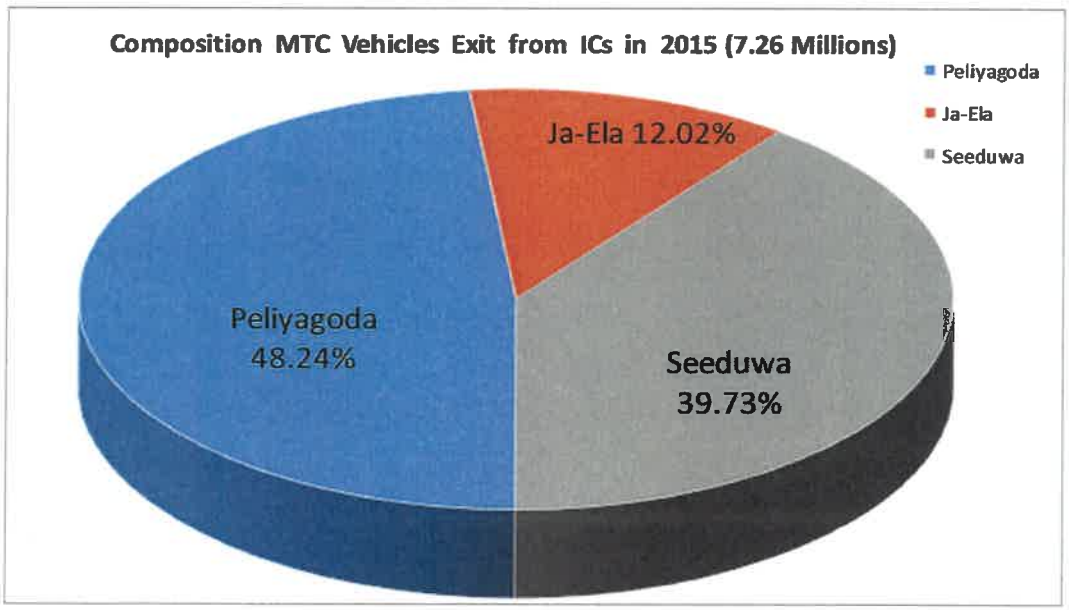
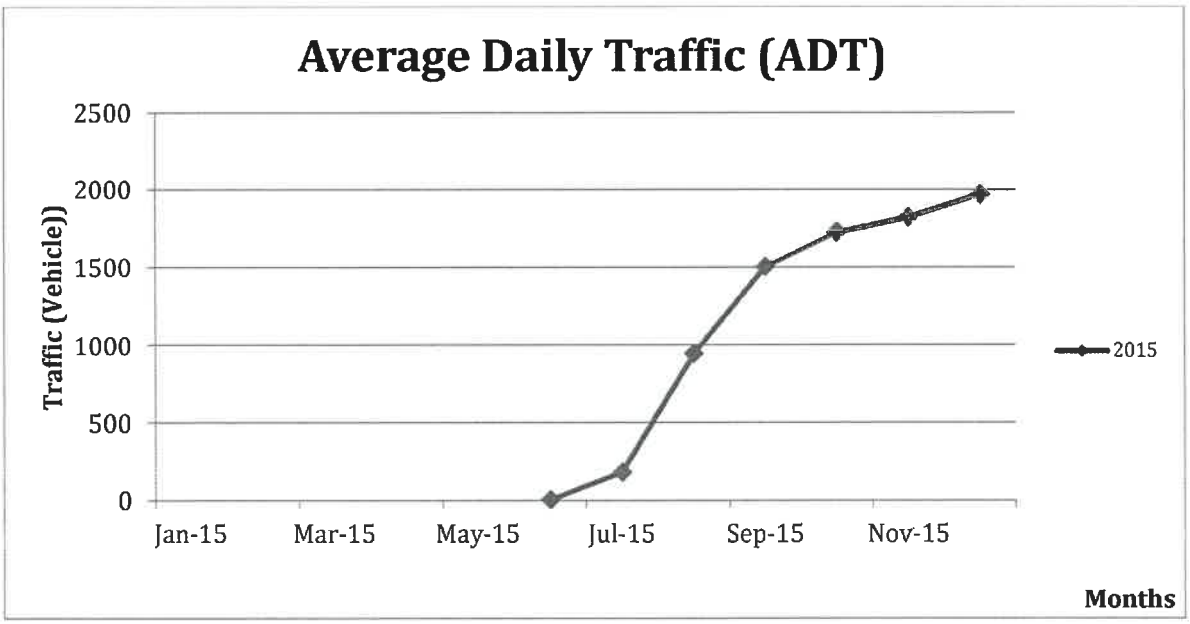


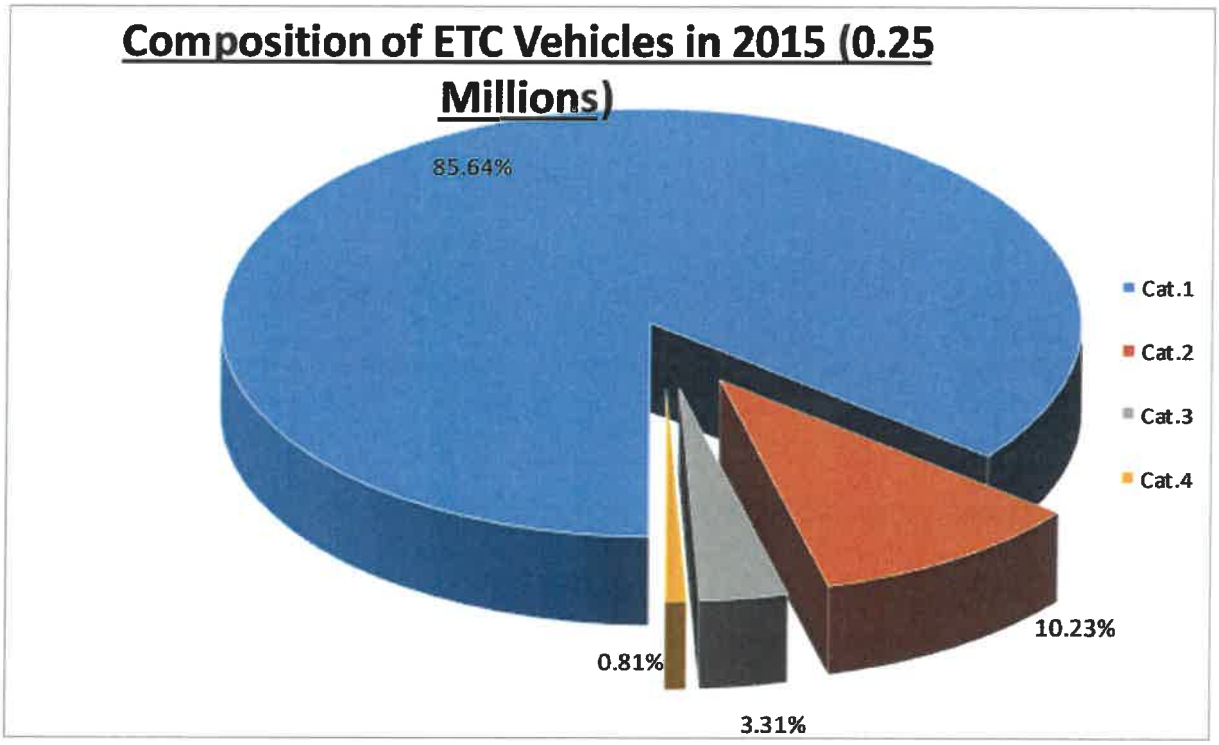
Table No 36: Total ETC Traffic Volume in Year 2015 for Colombo - Katunayake Expressway

Month	Traffic Volume
January	
February	
March	
April	
May	
June	120
July	5,649
August	29,305
September	45,132
October	53,652
November	54,832
December	61,155
Total	*249,845*

Variation of monthly average daily ETC traffic for the year 2015 can be illustrated as follows.



Composition of total ETC vehicles in year 2015 as follows.



Distribution of total ETC vehicles between interchanges in year 2015 as follows.

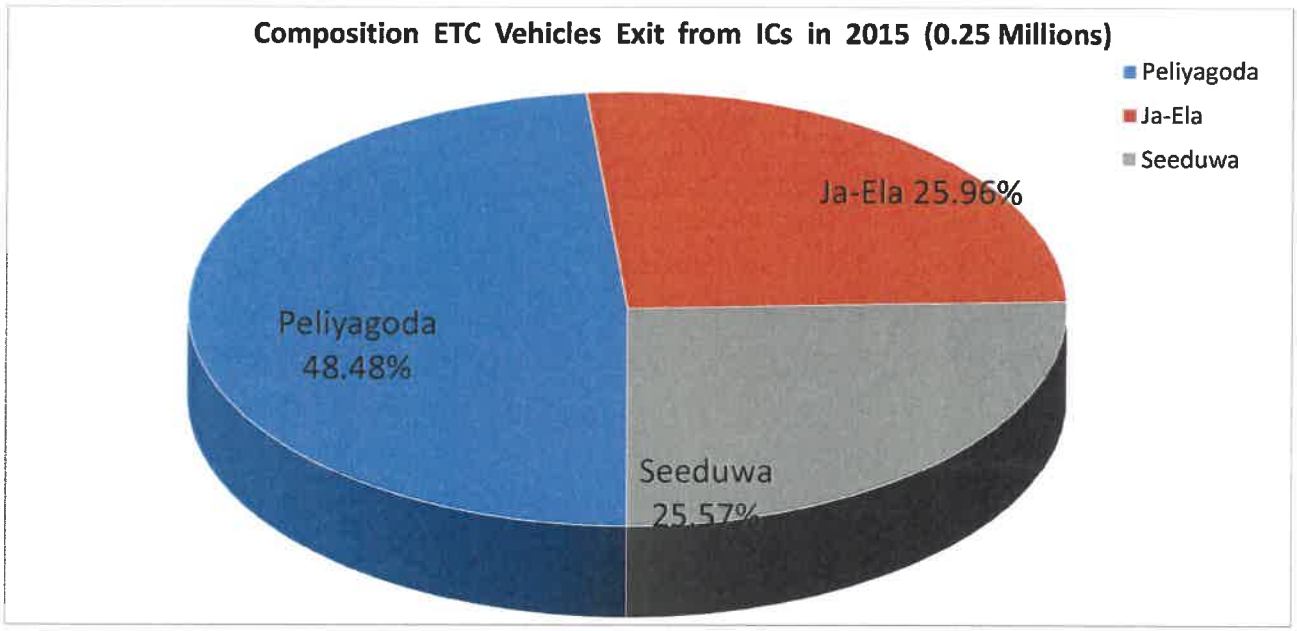
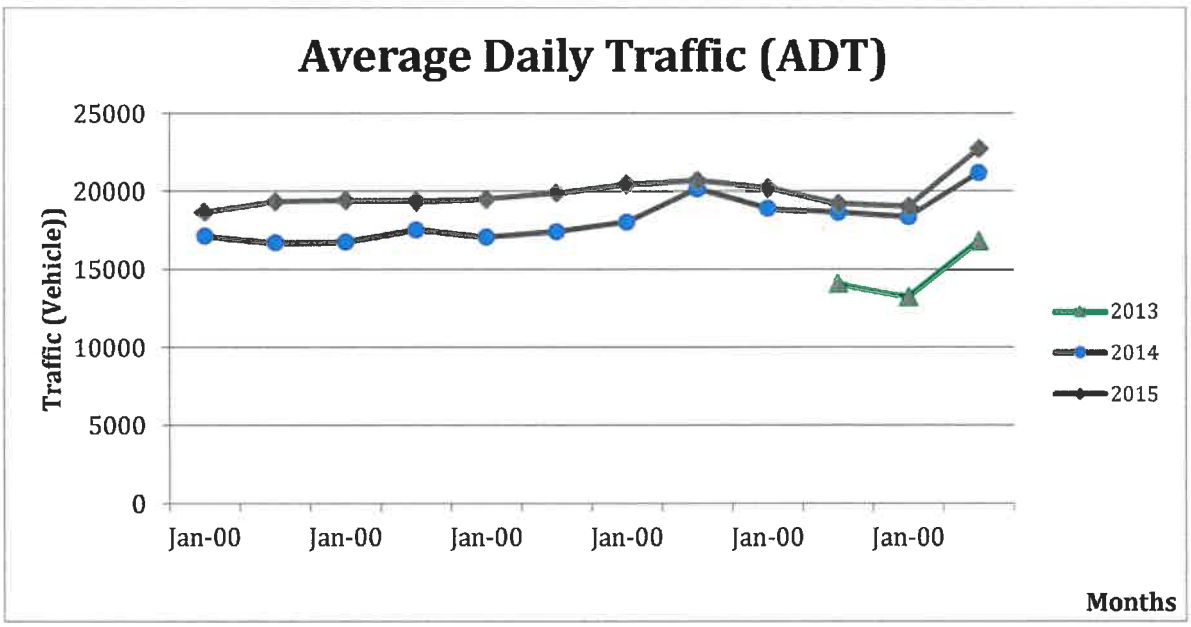


Table No.37 : Total Traffic Volume in Year 2015 for Colombo - Katunayake Expressway

Month	Traffic Volume
January	579,351
February	541,630
March	601,901
April	581,935
May	604,663
June	596,966
July	640,166
August	670,668
September	652,589
October	649,214
November	625,595
December	725,876
Total	*7,510,554*



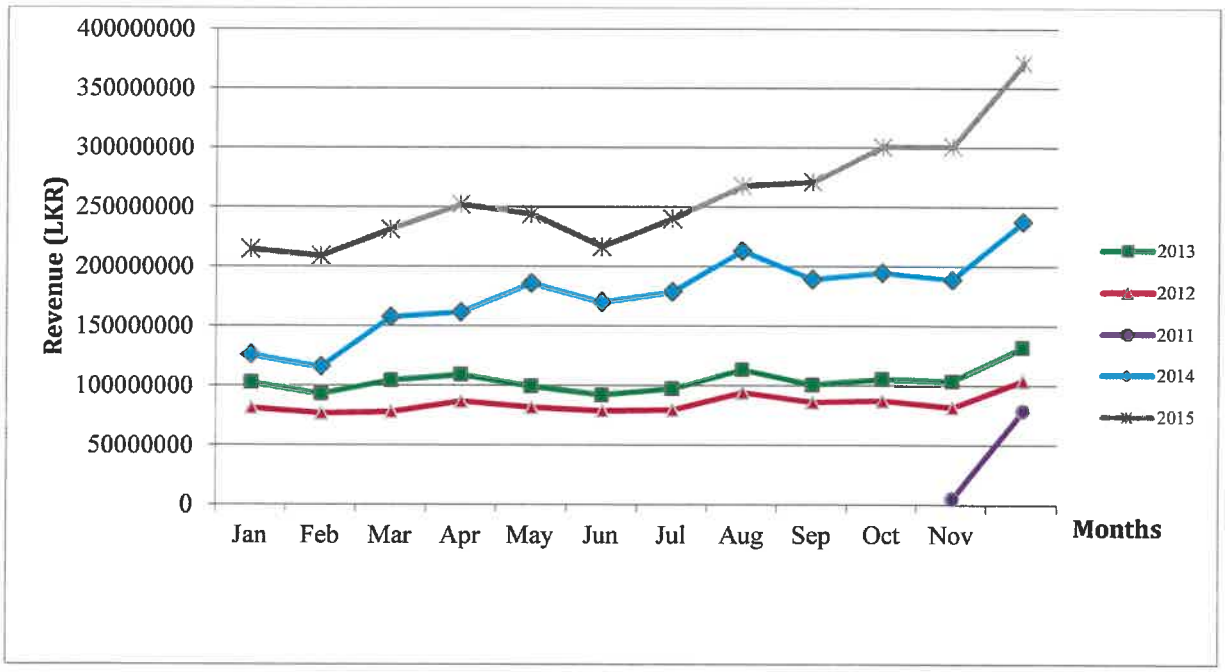
3.17.2.2 Toll Revenue for the Expressways

3.17.2.2.1 Toll Revenue for Southern Expressway & Outer Circular Expressway for the year 2015

Table No. 38 : Toll Revenue for Southern Expressway & Outer Circular Expressway for the year 2015

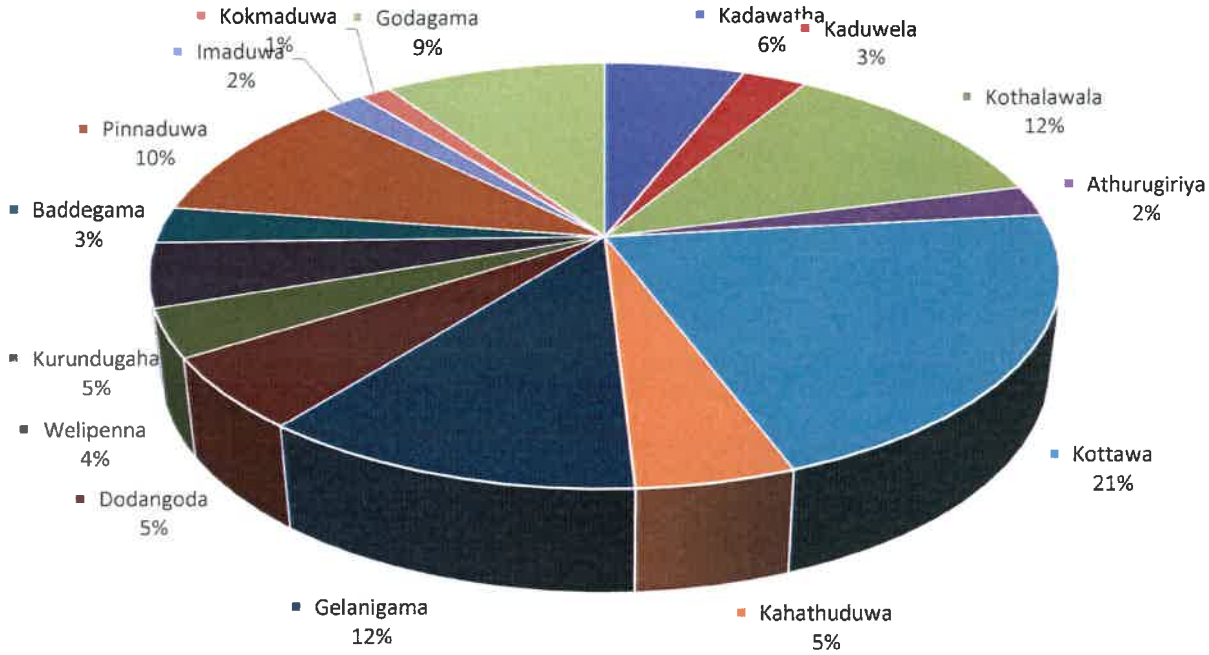
Month	Revenue (LKR. Millions)
January	217.28
February	210.53
March	233.55
April	249.37
May	246.41
June	217.92
July	238.31
August	269.63
September	269.47
October	294.27
November	301.88
December	372.94
Total	*3121.55*

Comparison with the previous years of Monthly Toll Revenue for Southern Expressway & Outer Circular Expressway for the Year 2015 can be illustrated as follows.



Annual Average Daily Toll Revenue for Southern Expressway & Outer Circular Expressway for the year 2015 is 8.57 Million Sri Lankan Rupees.

Distribution of Toll Revenue between Interchanges of Southern Expressway & Outer Circular Expressway for Year 2015 can be illustrated as follows.

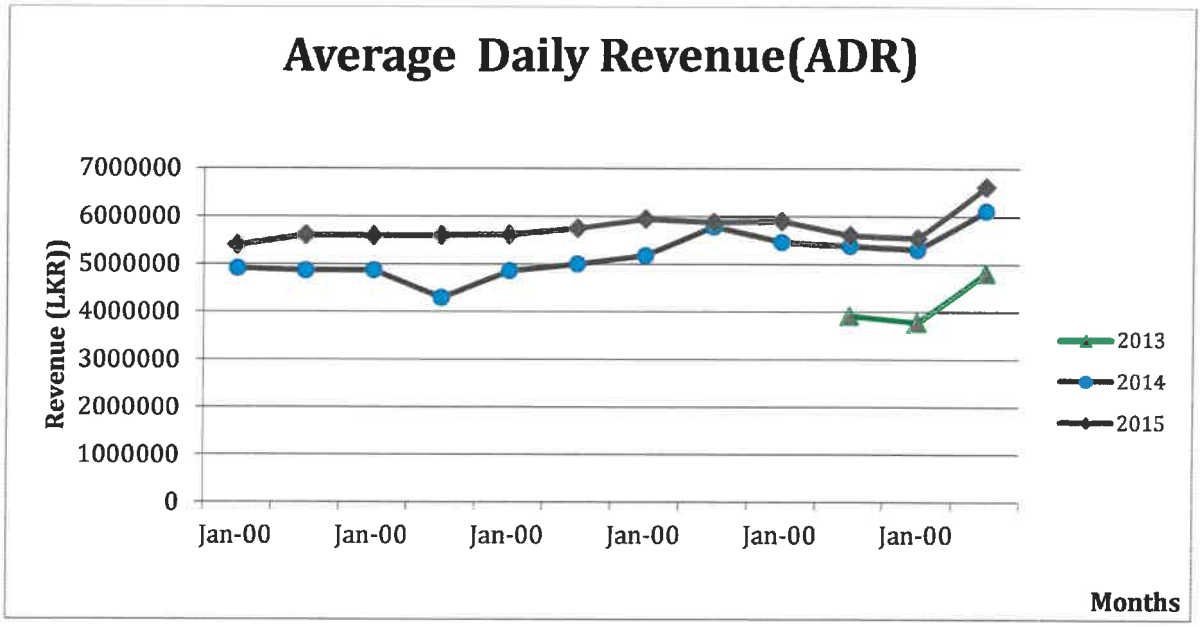


3.17.2.2.2 Toll Revenue for Colombo – Katunayeke Expressway

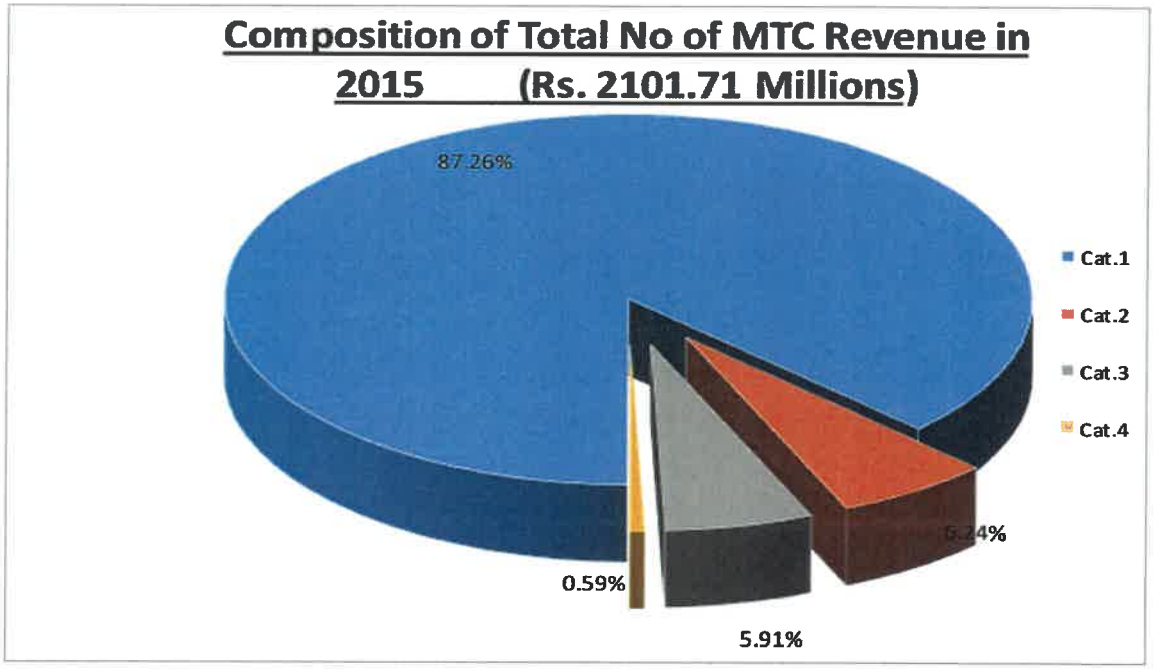
Table No 39. : MTC Toll Revenue for Colombo – Katunayake Expressway in Year 2015

Month	Revenue (LKR. Millions)
January	167.62
February	157.07
March	173.62
April	168.17
May	174.20
June	172.43
July	184.23
August	182.15
September	177.06
October	173.66
November	166.31
December	205.19
Total	*2101.71*

Average Daily MTC Toll Revenue for Colombo – Katunayake Expressway in Year 2015 is 5.76 Millon Sri Lankan Rupees.



Distribution of MTC Toll Revenue in Category Basis for Colombo – Katunayake Expressway in Year 2015 is shown below.



Distribution of MTC Toll Revenue between Interchanges of Colombo – Katunayake Expressway in Year 2015 can be illustrated as follows.

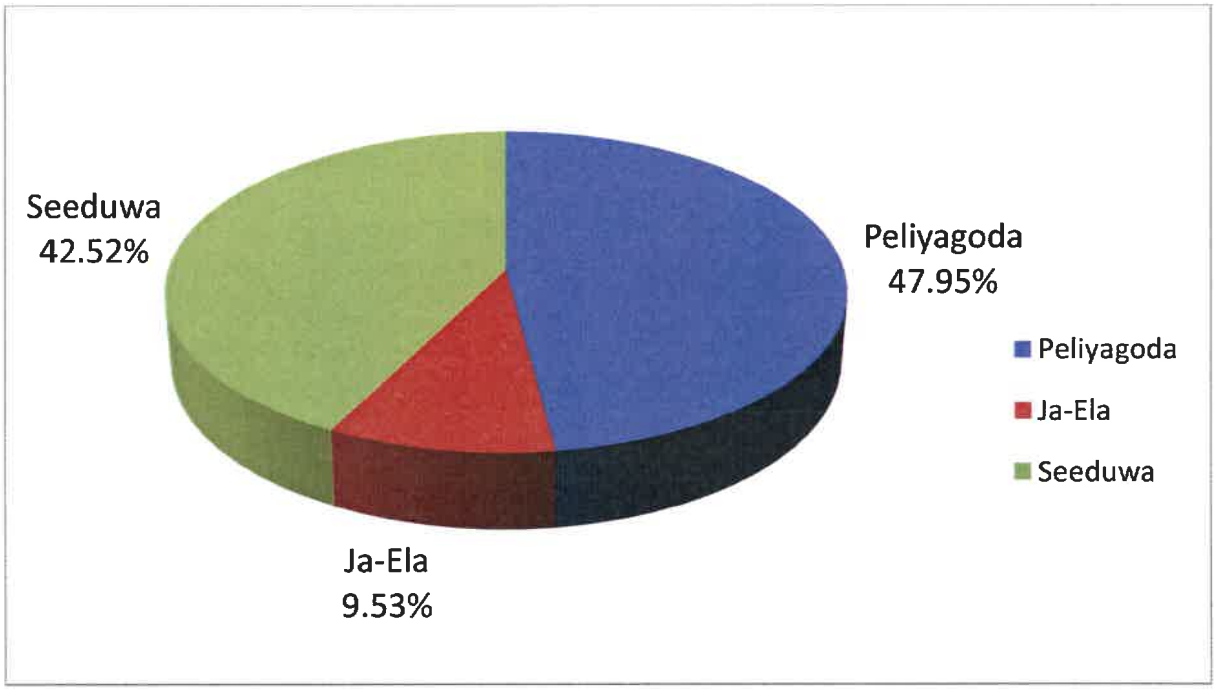


Table No.40 : ETC Toll Revenue for Colombo – Katunayake Expressway in Year 2015

Month	Revenue (LKR. Millions)
January	
February	
March	
April	
May	
June	0.039
July	1.371
August	6.929
September	11.034
October	13.318
November	13.634
December	15.289
Total	*61.615*

Average Daily MTC Toll Revenue for Colombo – Katunayake Expressway in Year 2015 is 0.17 Millon Sri Lankan Rupees.

Variation of monthly average daily ETC toll revenue for the year 2015 can be illustrated as follows.

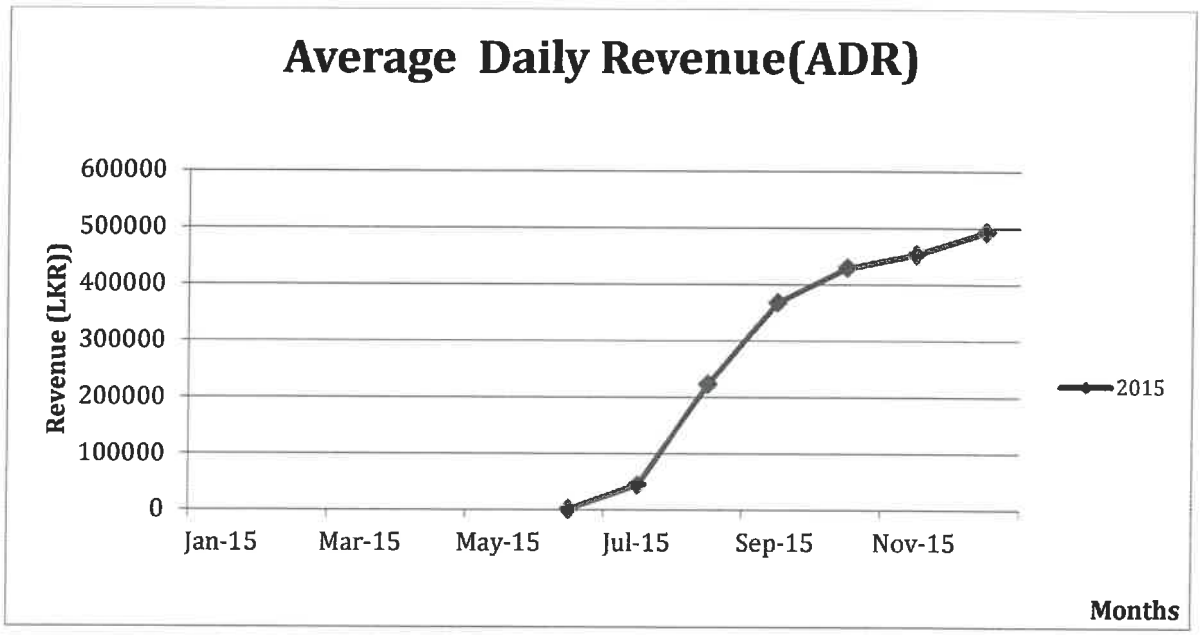
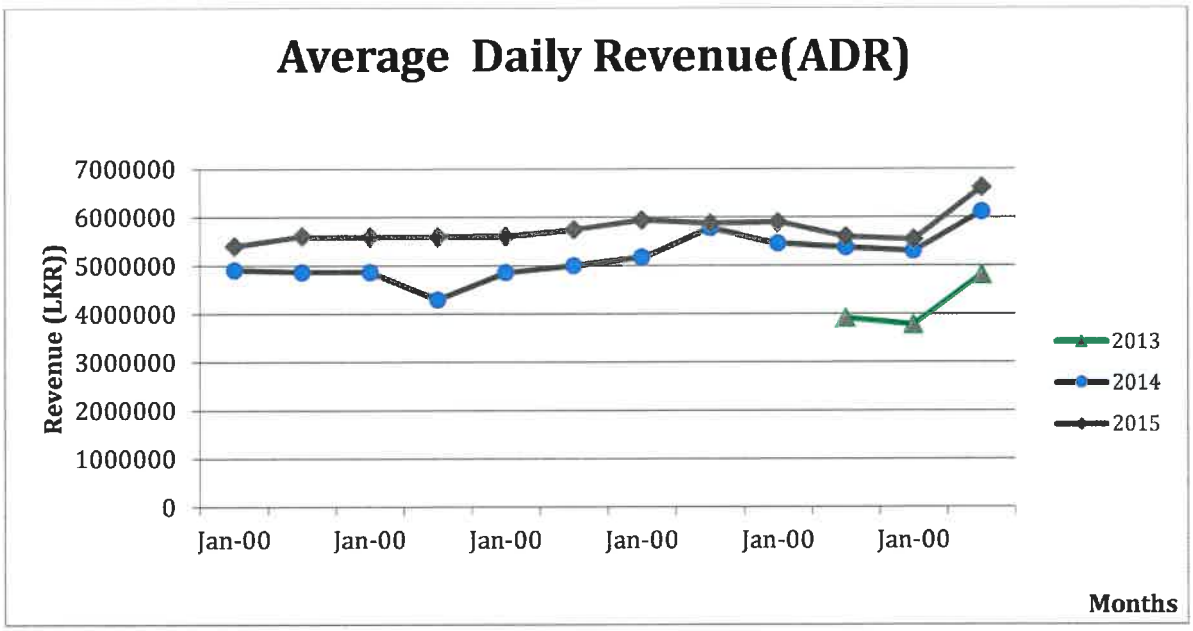


Table No.41 : Total Toll Revenue in Year 2015 for Colombo - Katunayake Expressway

Month	Revenue (LKR. Millions)
January	167.62
February	157.07
March	173.62
April	168.17
May	174.20
June	172.47
July	185.60
August	189.08
September	188.09
October	186.97
November	179.95
December	220.48
Total	*2163.33*

Average Daily MTC Toll Revenue for Colombo – Katunayake Expressway in Year 2015 is 5.93 Millon Sri Lankan Rupees.



3.17.2.3 IT & Telecommunication Works and Electrical & Electronic Works

These Works are very much required to ensuring interrupt free operation of tolling, monitoring and communication & Traffic Management 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 2015;

- With the opening of Kothalawala to Kadawatha, the central server capacity was upgraded with parallel to the expressway opening to make sure the smooth operation of the upgraded toll system.
- Improvements of ticketing application in order to reduce the delay occurred on issuing tickets & also improvements to toll system reports
- Attend, inform & inspections on the technical defects of ETC system and customer care center at Colombo – Katunayake Expressway within the maintenance agreement period.

- Design review, implementation supervision and operational & maintenance training for Intelligent Transport System (ITS) installed at Southern Expressway with the aid of Special Project Management Unit (RDA), project consultant and the Japanese Government.
- Extension of CCTVsystem with the upgrading of the CCTV video management software & the extension of the IP phone system with the extension of Expressway network.
- Functioning of Electronic and Computer Repair Unit (ECRU) to enable in-house quality and quick minor level 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 of 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 near interchanges and at pedestrian & vehicular overpasses, underpasses and bridges.



Installation of street lights and replacement of damaged mechanical barriers due to accidents.

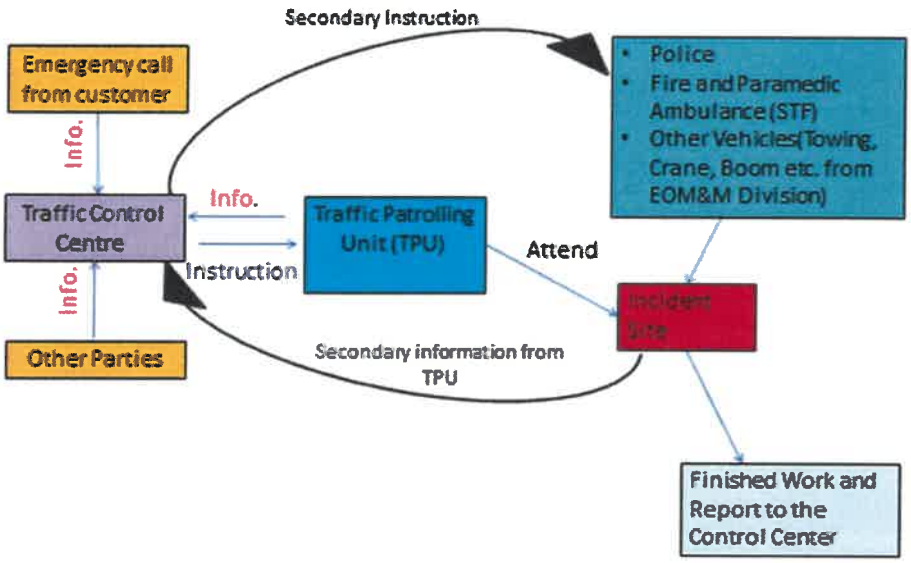
3.17.3 Traffic Operation

Traffic operation of Southern Expressway and Colombo – Katunayake 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 Expressways can be described as follows.

Emergency Incident Management



3.17.3.1 Accident Data for the Expressways

Table No. 42 : Total Accident Summary for Year 2015 - Southern Expressway

Month	Fatal	Grievous	Non Grievous	Property Damage	Total Accident
January	0	3	4	50	57
February	1	0	5	52	58
March	0	1	5	64	70
April	1	3	6	49	59
May	0	5	6	75	86
June	0	1	3	76	80
July	0	1	7	83	91
August	0	2	5	72	79
September	0	4	1	95	100
October	0	1	3	79	83
November	0	2	6	70	78
December	1	0	6	94	101
Total Summary	*3*	*23*	*57*	*859*	*942*

Table No.43 : Total Accident Summary for Year 2015 - Colombo – Katunayake Expressway

Month	Fatal	Grievous	Non Grievous	Property Damage	Total Accident
January	0	2	0	17	19
February	0	0	0	13	13
March	0	2	0	13	15
April	0	0	0	06	06
May	0	0	0	13	13
June	0	1	0	16	17
July	0	0	0	17	17
August	0	0	2	14	16
September	0	1	2	12	15
October	0	0	1	15	16
November	0	0	1	18	19
December	0	0	0	26	26
Total Summary	*0*	*6*	*6*	*180*	*192*

More than 90% of the accidents on the Expressways are in the category of "**property damage**"

3.17.3.2 Vehicle Breakdown Data for the Expressways

Table No.44 : Vehicle Breakdown Summary for Year 2015 - Southern Expressway

Month	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
January	276	89	252	52	46	29	20	764
February	215	95	203	44	31	24	35	647
March	185	143	156	86	58	36	31	695
April	295	145	271	82	32	30	13	868
May	273	94	262	52	54	31	30	796
June	215	94	207	26	40	20	14	616
July	211	144	139	82	50	32	7	665
August	275	95	247	64	42	47	19	789
September	235	150	141	72	47	28	5	678
October	297	110	229	69	29	13	3	750
November	274	120	219	65	28	12	2	720
December	385	179	211	162	43	26	8	1014
Total	*3136*	*1458*	*2537*	*856*	*500*	*328*	*187*	*9002*

Table No.45 : Vehicle Breakdown Summary for Year 2015 - Colombo – Katunayake Expressway

Month	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
January	30	63	30	13	6	7	2	151
February	35	67	20	8	4	2	3	139
March	45	52	19	10	6	3	5	140
April	40	47	10	14	5	3	6	125
May	49	58	16	6	7	4	6	146
June	38	46	13	14	6	3	5	125
July	39	58	23	12	6	4	4	146
August	36	45	20	15	4	6	4	130
September	34	34	18	9	6	7	4	112
October	43	61	25	16	3	5	3	156
November	38	47	31	11	2	7	3	139
December	45	58	49	23	9	7	5	196
Total	*472*	*636*	*274*	*151*	*64*	*58*	*50*	*1705*

3.17.4 Maintenance of Expressways

Maintenance of Expressways is carried out with 5 sub units (Bandaragama, Dodangoda, Meegama & Udukawa – Southern Expressway and Wedikanda office – Colombo-Katunayeke Expressway). Each unit is supervised by Technical Assistants and Technical Officers under the guidance of Maintenance Engineers. Total number of labour force as at October 2015 is 178 labourers.

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

3.17.4.1 Vegetation Control

Routine vegetation controlling works were carried out at Kadawataha – Kottawa, Kottawa - Gelanigama, Gelanigama – Welipenna, Welipenna - Baddegama & Baddegama - 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 has been given for the vegetation control at the structures and for uprooting the "maana" & "iluk" plants which are harder to be controlled by cutting.

Landscape area at Kottawa was renovated, new trees were planted and maintenance of the same was done.

3.17.4.2 Accident Damage Repairs

Accident damage repairs are carried out through a hired contractor under the guidance of EOM&M safety arrangement and supervision. About 60% of damages have been repaired at the moment and lack of safety vehicles and continuous rain has obstructed the works. Installation of new sign boards for the damaged sign boards during accidents were carried out through direct labour after fabricating them through a contract.





3.17.4.3 Drainage Maintenance.

Priority has been given in draining out water from the carriageway and from the slopes (Cut slopes and Embankments) to ensure the safety of the road users.

Culverts & cannels with siltation were identified through our visual inspections and through the public complaints. These are been cleaned by mini excavators under hired basis and also by manual basis. Sometimes the cannel cleaning works are extended beyond the Expressway corridors (outside the RoW fence) in order to improve the effectiveness of the work. Drains along the Expressway also been cleaned by labour force and by excavators.

3.17.4.4 Closure of Culvert & Fence Openings.

Culvert openings which have been exposed the Expressway premises to the outside are been closed to prevent animal entering to Expressway. This is done 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.



Also measures been taken to remove dogs entered to Expressway boundary with the help of a veterinary doctor to ensure the safety of the road users.

3.17.4.5 Cleaning the Toll Booth Floors & Sign Boards

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.
All the sign boards except 100km/h and kilometer maker posts at Expressways were cleaned twice for the year 2015.





3.17.4.6 Maintenance of Booth Top Flower Plants

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

3.17.4.7 Watering & Maintenance of Plants at Centre Island

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 – Katunayake Expressway.

3.17.4.8 Installation of Reflectors for the Bridge Walls along Southern Expressway

Traffic safety issue has arisen due to not having reflectors along the bridge walls and those locations are in dark at situations where power failure occurs. So that reflectors were fixed on bridge walls to cater this requirement.

3.17.4.9 Introduction of new advanced direction/ information sign boards for Athurugiriya – Kadawatha section of Outer Circular Expressway

As per the discussion with the Chairman, RDA and with reference to the public complaints received at the call center, Gelanigama, introduction of few advanced direction/ information direction sign boards for Athurugiriya – Kadawatha section of Outer Circular Expressway & also at Southern Expressway has arisen. Some of the sign boards are already finalized and the Contractor of OCH (Phase II) has already started the erecting works. Other sign boards are yet to be finalized with the consultation of Planning Division.

3.17.4.10 Attending Public Complaints

Public complaints regarding cultivations, access road issues, drainage issues etc have been responded & attended regularly.

3.17.4.11 Building & Utility Maintenance

Regular building maintenance works are also carried out with a proper attention as there are large number of buildings are utilized by large number of people.

Adjacent building to the EOM&M head office building is fully renovated and occupied with Director EOM&M, Mechanical staff, Electrical maintenance staff & Civil Maintenance staff.

Special attention was given to avoid pigeons nesting on toll plazas and toll office buildings at interchanges.

Construction of water wells been carried out to cater the water requirement where water quality is very low such as Dodangoda Interchange.





3.17.5 Asset Management

A Consultancy Project on Institutional Development & Capacity Building for Asset Management under STDP through ADB funds was implemented in Year 2011. According to the Consultancy document, Asset Management Section for EOM & M needs to be staffed with Engineers for specialised area of pavement, structures & geotechnical in order to carry out inspection, data collection & then prepare Management Information System. Engineers from various Divisions of RDA (EOM & M, Planning, Bridge Design, etc..) have participated at that program, however their services are currently not available for the Division.

Experienced & expertise staff is required to guide for inspections regarding how & what data to be collected for pavement (including drainage & road furniture), bridges & slopes, to review Asset Management guidelines, to supervise, appraise and monitor the performance of

subordinate staff, and to provide fair treatment, direction and development in order to ensure that operational effectiveness of Asset Management is maintained.

Currently data collection is being carrying out in accordance with As–built drawings and periodic inspections by the Engineers & technical staff. According to the contract documents of STDP (from Kottawa to Kurundugahahetekma), Defects Liability Period for structures designed by the Contractors lapses after 03 years. As such, joint inspection together with the Contractor, STDP staff & staff of EOM&M Division was carried out. Accordingly, crack repair works & other rectification works of the structures are carrying out by the respective Contractors after receiving the report of the specialized committee for defects at the structures. Inspection of the metal arch structures of the Expressway is carrying out together with the Engineers of Bridge Designs Division - RDA.

3.17.6 Slope Failure at 114th km post (LHS) on Southern Expressway

3.17.6.1 Background

Following the heavy rainfall received during the period from 25th to 30thSeptember 2015, a large slope failure has occurred on the left hand cut slope of the Southern Expressway at the 114 Km post near Kokmaduwa.

A deep road cutting had been done to construct the expressway at this location on the left hand side of the expressway toward the Matara. There are three berms in this cutting and, part of the middle (2^{nd}) berm has been reinforced with soil nailing and shotcreting over some distance. Berms were provided with berm drains and are connected to cascade drains.

An earth slip has taken place over the upper berms of the slope over a length of around 80m in this slope segment which is of a height around 50 m and length around 200 m. The bottom berm had not been damaged (Figure 1). The spacing between road edge and toe of the cut slope was estimated to be less than 5m.



Figure 1. - 2nd, 3rd and 4th Berm Failure

Major and minor tension cracks were observed extending circularly crossing the berms and along the slope crest, where a rubber plantation is situated. The major tension cracks developed at the crest area were observed with a vertical displacement of 1 m to 2m (Figure 2). Part of the slope areas that was strengthened by soil nailing has also been damaged due to the slope movement (Figure3).



Figure 2 – Vertical Displacement at 4th berm and 2nd berm shotcret area covered with debris



Figure 3 – Damaged Shotcrete area prior to covering with debris

Most of the surface drains on the berms have been severely damaged with the said movements of the cut slope. Water is stagnated at the berm drain situated right above the shotcreted failed segment of the slope and in some other areas.

With the approval of DG (RDA), National Building Research Organization (NBRO) was assigned as Consultants to design short term and long term mitigatory measures.

Current Situation

After initiation of major failure, scar of the slide further extended towards the upper slope and Some tension cracks were developed above the scar (Figure 4&5).Stretch of first berm (just below the slide) also eroded and destabilized due to falling of debris materials from the upper failed sections (Figure 6 & 7). Based on the present site situation, rectification measures are proposed by considering following geological, geomorphological and geotechnical conditions.





Figure 4 & 5 – Further cracks developed above main scar (Initial stages)





Figure 6 & 7 – Top debris flow from the Southern side



Figure 8 – Current situation with the mud & debris flow with Colombo-Galle lane closed, debris blocked with sand bags.

Short Term Mitigation Measures

As per the short term counter measures 45 nos, 30m length, 90mm diameter Horizontal Drains were installed to relieve the Pore water pressures inside potential slip surface and chemical blasting of boulders above the main scarf to relieve the overburden load.



Figure 9 – Chemical Blasting of Boulders

Long Term Measures

NBRO has submitted long term counter measure proposal and the preliminary design to the PD (STDP) as per the instructions of DG (RDA) on 12th Nov'15 and the final detailed report submitted to PD (STDP) on 28.12.2015.

3.17.7 Rectification of Failed Slope at 42+500 on Southern Expressway

3.17.7.1 Background

With the torrential rainfalls on early November 2012, in Kalutara, Galle and Matara districts many landslides incidents occurred. One of the locations in Kalutara district was at 42+500 on Southern Expressway.



This landslide occurred on LHS of the embankment of Colombo Galle lane, about 400 m to the Welipenna Rest area and located in the Yatadola estate, in Matugama DS Division. Hence National Building Research Organization (NBRO) was assigned to prepare the mitigatory actions.





NBRO with the collaboration with a Japanese expert from Oriental Consultants did the investigations and prepared the mitigatory actions. Meanwhile RDA received a grant from JAICA for the project amounting to Rs. 275 million.

Status of the Project

The Project was substantially completed on 07.04.2015. Reasons for the delays can be categorized as,

- Adverse weather conditions,
- Unforeseen obstacles,
- Contractor's coordination problems.

Contract Details

- Consultants - NBRO,
  Oriental Consultants
- Contractor - M/s. Soiltech JV
- Contract Price - Rs. 206 million
- Anticipated Final Account - Rs. 217 million (Final Account not yet submitted)
- Commencement date - 14.02.2014
- Contractual Completion date - 15.08.2014
- Substantial Completion Date - 07.04.2015





Photographs taken during Implementation





View after Substantial Completion

3.17.8 Defect Rectification Works within the Defect Liability Period

Contractors of relevant sections of Southern Expressway, Outer Circular Expressway (Phase I) and Colombo – Katunayake Expressway have almost completed the process of rectification activities of Expressway trace, drainage & other structures and the buildings after joint inspection with Project Division, Contractor & EOM&M Division pertaining to the defect liability period as per the contractual obligations. The activities are mainly consist of asphalt surface settlements at soft ground treatment area {CH. 05 + 300 (CKE), CH. 46 + 600 (STDP)} & at bridge approaches {CH. 23 + 500, CH. 24 + 300, CH. 46 + 600 (STDP)} , crack repair works & related issues of Expressway structures and defects & outstanding works of Interchange office buildings, etc.









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) was established in August 2004 with an intention to generate income for Road Development Authority out of its own sources. This 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.

PM&R Division generate revenue for RDA by levying rentals from Hoardings/Billboards/ Gantries/Cantilevers /Telephone Booths/ Bus Shelters/Lottery Stalls/Roundabouts/Television Cable Poles and rental for underground cable laying etc. 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 service providers who are using the road reservations.

PM&R Division is handling the Road beautification works in Centre Islands, Roundabouts and the Road Reservations located at important places using RDA Employees and deploy intertested private parties to get their sponsership on beautification works as a mode of advertise their products.

From September 2013 PM&R Division programmed and co-ordinate road side Tree Plantation Campaign connected with the Environmental Ministry.

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

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 2015.

Approved Hoardings/Banners details have been sent to the EE and other relevant heads of Division in the same time when granting approval as per the guidelines. In addition to that summaries of various approvals being sent periodically.

Issue of licenses for Hoarding/Gantries/cantilevers/Banners/Bus Shelters/Lottery Stalls and other advertising instruments /devices on the road sides were continued up to 1st January 2015 to 31st December 2015.

Nature of Service	Total up to Month of Jan. to Dec. 2015		
	New Approvals	Renewals	Total Approvals
Banners	4357	-	4357
Banners (free)	1000	-	1000
Hoardings	401	618	1019
Hoardings(Free)	16	-	16
Bus Shelters	88	87	175
Bus Shelters (free)	70	-	70
Lottery Stalls	17	81	98
Roundabouts	07	21	28
Trade Stalls	08	-	08
Fiber Optical Poles	4897	9321	14218
Gantry/Cantilever	-	20	20
Resting Park	-	02	02
Cabinets- Telecom	-	12	12

3.18.2 Leasing Of Road Reservation for Commercial Purpose

Tenders were called from the public to temporary lease out few road reservations for commercial purposes at Nuwara Eliya during the festival season in year 2015. Earnings from this is Rs.2,725,163.25 for one month period commence from 01st of April 2015.

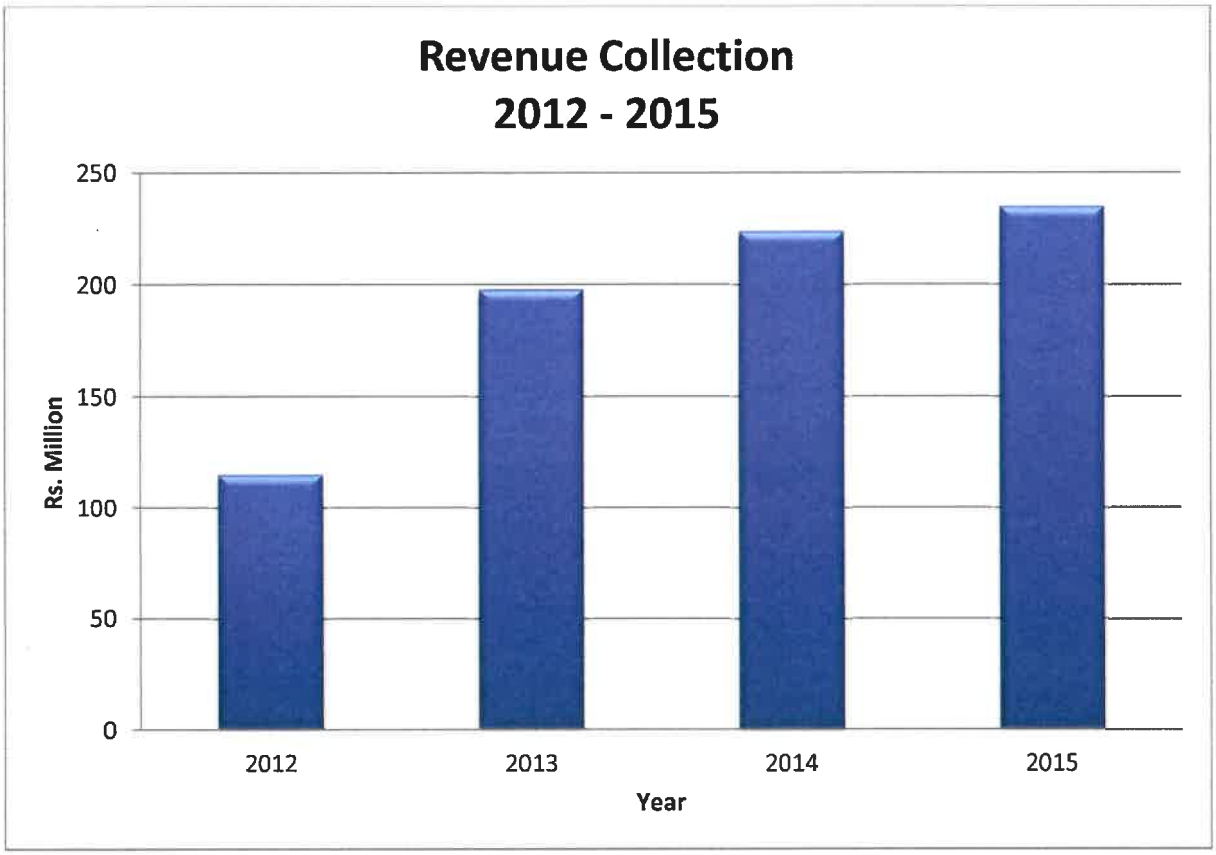
3.18.3 Revenue Collection in 2015

Total earned income of PM&R Division from various sources by managing the properties of the RDA during the period of 01.01.2015 to 31.12.21015 is Rs.235,903,114.54

Table 46: Classification of PM&R Revenue Collection from 2012 – 2015

Description of the Item	Revenue in 2012 (Rs. Cts.)	Revenue in 2013 (Rs. Cts.)	Revenue in 2014 (Rs. Cts.)	Revenue in 2015 (Rs. Cts.)
Banners	2,324,191.60	2,098,880.27	2,333,439.62	2,569,471.19
Rent of Shopping Complex	2,670,688.28	1,413,587.59	3,653,783.35	3,289,875.49
Hoardings	41,541,548.75	35,209,815.92	30,622,475.79	43,848,720.89
Bus Shelters	3,497,141.60	2,074,285.43	1,817,766.73	2,889,287.44
Gantries/Cantilevers	28,778,267.87	21,956,190.20	42,047,621.16	34,250,369.88
Trade & Lottery Stalls	301,428.53	210,713.29	404,738.28	255,256.33
Roundabouts, Traffic Islands maintenance and beautification	861,944.70	521,646.49	850,898.58	928,581.09
Fiber Optical Poles/TV Cable Network & Telephone Exchange	33,146,421.98	55,086,586.60	60,038,025.32	47,086,438.14
Underground cable laying		77,621,678.82	80,627,030.06	98,025,416.25
Resting Park	134,285.12	34,286.26	81,679.94	34,534.59
Trade Stalls during Festival Season at N'Eliya	1,763,257.12	2,025,714.29	2,251,142.85	2,725,163.25
Total	**115,019,175.55**	**198,253,385.16**	**224,728,601.68**	**235,903,114.54**

Figure 22: Revenue Collection for The Period of 2012 – 2015



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.

Legal action has been taken against the owners of the Shop No.01 and 02 of Borella Shopping Complex. Road Development works has been commenced during the year connected to the location of Kurunegala Shopping Complex. Therefore, lease agreements not renewed for Kurunegala Shopping Complex.

3.18.4 Road Beautifications Works

Aim of this project is beautify and maintain Centre Islands & Roundabouts and the Road Reservations located at important places by interested sponsors. 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, Battaramulla to Pannipitiya Road and in Parliament Access Road (Sunil Mawatha)



Beautification in Front of Devi Balika Vidyalaya road section



Beautification of Nugegoda Old Kesbewa Road Section

3.18.5 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. At the end of the year 2015, there are 7900 exotic plants and other plants. Some of these plants are (Naa, Nadun, Phibiya, Goraka, Katu Atta, Madan, Kohomba, Wood Apple, Mango, Guava, Karada, Gammalu,Rabuttan, Tamarind) received from the Ministry of Mahaweli Development & Environmental and Forest Department under "Wana Ropa" Tree Planting Programme ". Some plants verities (Koboneela, Exora, Kelani Tissa,) were produced by PM&R Division to use for beautification works. During this period about

4583 plants were planted in Sethsiripaya Center Median of the Kotte-Bope Road in front of the Sethsiripaya, Polduwa Junction, Nugegoda Old Kesbewa Road & Centre median from Devi Balika Junction to Ayurveda Junction, Cotta Road & Battaramulla-Pannipitiya Road and Parliament Access Road (Sunil Mawatha)





Table 47: Maintenance of Beautification Work in year 2015

Road Section	*Activity*
Kolpetty Sri Jayawardenapura Road, Centre Median - From Devi Balika to Ayurveda Junction/ Cotta Road/ Center Median	Beautification work, Fertilizing ,Watering, Prune of Exora Plant, Weeding & Grass Cutting
Nugegoda Old Kesbewa Road.2900 m^2 area from the Nugegoda Rail Gate up to Kattiyahandiya Junction	Maintenance & Landscaping Watering, Grass Cutting, Grass Turfing etc).
Maintaining 400 No's "Naa" plants that have been planted in Battaramulla-Pannipitya Road & 80 Nos "Mee" Plants that have been planted in Parliament Access Road (Sunil Mawatha) sides under Tree Planting Programme	Attend to Maintaining & Fertilizing, Watering Cleaning works.

3.18.6 Road side shading tree plantation programme

Road Development Authority launched shading tree planting programme on RDA road reservations connected to the National Tree Plantation Programme from year 2013.In this year particular programme called "Wana Ropa" 2015 which co-ordinated by PM&R Division. Relevant information has been collected from all Executive Engineers.

- All the Executive Engineers have been instructed to implement this programme in their regions.
- Plants to be obtain under the "Wana Ropa 2015 Programme " co-ordinate with the Ministry of Mahaweli Development & Environmental and Forest Department as per the requirement of the EE offices.
- Distributed 2450 No's of matured plants from Homagama plant nursery as requested by EE Division to plant in road side reservations.
- 2015 "Wana Ropa" inaugural Ceremony has been launched at Thennekumbura – Peradeniya-Ganoruwa Road. As per the instructions given by the Hon. Minister of Higher Education and Highways.

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 for the smooth functioning of Road Construction, Road Maintenance and Improvement activities using the available resources.

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 participates in the maintenance of asphalt premix plants; Crusher Plants and De-Canning Plants operating by RDA at various locations in the country.

The division is headed by a Director, who is assisted by a Deputy Director and Mechanical Engineers and other supporting staff.

Also, mechanical division administrates the workshop at Angulana, Service Station at Angulana and workshop at Anuradhapura. Mechanical Division provides necessary assistance and consultation in major machine repairs work for Expressway Operation, Maintenance and Management division, Rural Bridge Rehabilitation workshop at R & D premises and repairs to machinery taken over from Maganeguma Road Construction Equipment Co. Ltd.

3.19.1 Programme and Activities for 2015

Following work programme was scheduled for the year 2015.

- Shifting of office to new highway secretariat situated at Denzil Kobbekaduwa Mawatha, Battaramulla

- Receive and deployment of two Units High pressure Water Jetting Trucks which were ordered in 2014
- Receive and deployment of 52 Units Plate Compactors which were ordered in 2014
- Procurement of Light Compaction Machines, Water Bowsers and Grass Cutters for road Maintenance works
- Procurement of Vehicles and Machinery fleet for Expressway Maintenance activities
- Repairing of Ferry Boat operating between Kayts & Karainagar
- Hiring of Vehicles and Machinery if the requirement arise
- Attending the repair and maintenance work for the vehicles and machinery belonging to Road Development Authority through Angulana Workshop and private garages and Magenuguma workshop.

3.19.2 Progress and Performance during 2015

- 52 Units Vibrating Plate compactors were delivered by the supplier to RDA and they were distributed among the Executive Engineers for their road maintenance works
- Two Units High Pressure Water Jetting Trucks were procured through World Bank Funded Road Sector Assistance Project and they were deployed for cleaning of culverts and drains.
- 12 vehicles were hired from outside for the use of RDA officials and others and spent Rs. 5,760,000.00 for hire charges during the year 2015.
- The office was shifted to New highway Secretariat situated at Denzil Kobbekaduwa Mawatha at Battaramulla

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 Performance of Training Division

3.20.1.1 In – House Training Programme

A brief description of the Training Division activities during the year 2015 is given in Table 48..

Table 48: In – House Training Programme in year 2015

No	Description Training	No of Groups	No of participants per group	No of days per group
01	AutoCAD for Technical Assistants & Work Supervisors	1	17	05
02	Excel for Beginners	1	17	05
03	Workshop on Role of Executive Engineer	2	35	02
04	Workshop and seminar on Land Slide disaster Protection Project of the National Road network under Capacity development Programme - 3rd seminar	1	41	1
05	Presentation of soil stabilization , Erosion and Particular Control solution	1	88	1
06	Presentation on Soil Nailing to Stabilize Steep Slopes	1	21	1/2
07	Technical Seminar on bridge design and maintenance	1	28	2 hrs
08	Theoretical of Practical Seminars for the project of Capacity Development on Bridge Management	1	22	4
09	Workshop for Internal Audit Staff	1	17	3
10	Lectures for internal promotion exam – Internal Auditor	1	06	4
11	Lectures on Keeping Site Records	2	38	1/2
12	Lectures on Variation Orders	2	37	1/2
13	Selection and design of Highway structures for Highway Engineers	1	18	2
14	Awareness Programme on Occupational Health	1	33	1
15	MS Excel intermediate level Training	1	17	4
16	Presentation on Traffic Video Detection & Monitoring Solutions for Intelligent Transport System	1	22	1
17	Procurement process of the Works	1	45	3
18	AutoCAD Civil 3D for Engineers	1	27	5
19	Workshop on RDA corporate Plan 2015 - 2019	1	35	1
20	Lecture on experience gained in JICA Intelligent Transportation Systems (ITS) training programme in Japan.	1	18	1/2
21	Lecture on Delay Analysis	2	34	1
22	Preparation of official letters and reports in Sinhala medium	1	34	1

No	Description Training	No of Groups	No of participants per group	No of days per group
23	Workshop on electronic pile testing methods and interpretation of test results	1	40	1/2
24	Workshop on geotechnical issues related to construction of highways across the marshy lands	1	70	1
25	Induction training for Tellers in EOM&M division	1	95	5
26	Presentation on Bentley Structural Solution for the Infrastructure Projects	1	25	1/2
27	Holcim seminar on durable structures	1	50	1
28	Presentation on Advancing Reality Modelling, Road design & Project / Asset Management	1	35	1
29	French Bridge Maintenance Training Programme	1	40	2
30	Workshop on Asphalt Paving Inspection	1	75	4
Total participants		**1083**		

3.20.1.2 Training at Outside Organizations

In addition to the in-house training activities described above, the Training Division nominated **448** officers of the RDA for relevant training courses and seminars conducted in outside organizations.

Table 49: Training Programme at Outside Organizations in year 2015

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
01	Construction Equipment Training Center (CETRAC)	Workshop on "Fire Protection system in Building"	02	02
		Workshop for Drivers (Sinhala medium)	10	01
		Workshop on Transport Management	04	02
02	University of Moratuwa	Training programme on "Reinforced concrete Design to Eurocode 2"	11	04
		Workshop on "Integrated Land Use Transport Modeling	02	01

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
03	University of Peradeniya	Workshop on" Practical Finite Element Analysis - concept & application"	04	04
04	Institute of Engineers, Sri Lanka (IESL)	Seminar on "National Engineering Conference 2015"	09	01
		CPD course on "English for Professionals"	01	12
		CPD course on "Project Management"	02	2 ½ hrsx20d
		CPD course on "Project Management"	20	03
		CPD course on "Mechanical Engineering Design"	05	13
		"Financial Management for Engineers"	01	04
		Corporate Etiquette for Engineering Professionals	03	01
		CPD course on "Enterprise Resource Planning for construction Engineering"	13	04
05	Institute of Professional Training & Development	Seminar on "Construction Safety"	08	01
06	Sri Lanka Foundation Institute	National Diploma in English	01	
07	Holcim Lanka Ltd	Seminar on Usage of cement for Structures	51	1/2
08	Soil Tech Pvt Ltd	Seminar on "Mitigation Measure for Road side slope failure"	87	½
09	PRAG Institute	Seminar on Public Property - Procedure for losses, damages, thefts & accidents in Sinhala Medium	05	01
		Training programme on "Basic Procurement Procedure"	04	01
10	Institute of Human Resource Advancement (IHRA) , University of Colombo	Workshop on "Attitudes & Skills Development"	02	01

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
11	Skills Development fund Ltd. (SDFL)	Seminar on" Administrative Law"	09	01
		Workshop on "Secretarial Practices"	02	04
		Work shop on "Effective Management Skills"	03	02
		Workshop on "How to Minimize Audit Quarries in Government Organizations"	02	02
		Workshop on "Role & Responsibilities of Cashier/ Shroff"	01	01
		Workshop for Drivers	10	01
		Training Programme on "Telephone skills etiquette training & Personal grooming for secretaries & front officers	06	02
		Training Programme on" Office Management & Office Procedure " in Sinhala medium	17	02
12	Institution of Incorporated Engineers Sri Lanka (IIESL)	CPD Programme on " Interpretation & Introduction of condition of contract based on ICTAD / SBD 02 and FIDIC in relation to Post contract Management"	27	01
13	Institute of Personnel Management Sri Lanka (IPM)	Training Programme on" Supervisory Development"	05	01
		Conference on "National HR conference 2015"	05	02
14	Institute of Supply & Materials Management (SMMI)	Certificate course in Purchasing - Sinhala medium	05	12
		Certificate Course in "Store Keeping" - Sinhala Medium	03	07
15	Asian Development Bank (ADB)	Workshop on "Evaluation Capacity Development through Project/Technical Assistance Completion Report Preparation(	02	03
16	Institute of Engineering and Technology	International Conference on "Electro Mobility & Urban Transportation"	06	01
17	Open University of Sri Lanka	Short course in Professional Web Development using Joomla & Wordpres	02	10
18	Multy Tech Solution (Pvt) Ltd	Training programme on "Certificate course in Public Procurement"	30	03

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
19	Distance Learning Centre	Case study oriented Blended learning Programme on "Financing Infrastructures , Public private Partnership Model" in Asia-	08	03
20	Ceylon Institute of Builders (CIOB)	Programme on "The 4th CIOB World Construction Symposium 2015"	05	02
21	Construction Industry Development Authority (CIDA)	Seminar on "Construction Insurance"	10	01
22	National Institute of Labour Studies (NILS) Company,	Training programme on Shop & Office Act	09	01
23	Institute for the Development of Commercial Law & Practice (ICLP)	Course on "Construction Adjudication & Arbitration 2015"	07	05
24	Sri Lanka Evaluation Association	Conference of "5th Biennial International Conference"	03	02
25	National Institute of Language Education and Training	Tamil language training programme	02	12
26	International Center for Sustainable Built Environment (Pvt) Ltd	Programme on Finite Element Analysis (Theory & Application)	01	04
27	Sri Lanka Foundation Institute	Workshop on "Project Proposal Writing"	01	02
28	Central Environmental Authority	Training programme on "Intensive Environmental Impact Assessment (EIA)	03	10
29	University of Moratuwa, Department of Civil Engineering	Course on "Highway Construction Technology"	02	06
30	National Institute of Language Education and Training	training programme on "12 days Tamil Training Programme"	12	12
31	LBR LBO Research Institute Sri Lanka	training programme on "LBR LBO Infrastructure Summit 2015 -Making Colombo a Globally Competitive City"	03	02

No	Name of Organizations	Details of Training	No of Officers Trained	No of Days
32	GIS Solutions (Pvt) Ltd	Course on Introduction to GIS Using ArcGIS	01	05
33	CILT Sri Lanka	Conference on "CILT International Conference 2015"	01	01
Total participants			**448**	

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

Table 50: Long Term Courses at Local Universities/ Institutions in year 2015

Thirty three (33) officers from RDA were nominated to follow long term courses such as M.Eng / M.Sc. / PG Diploma / Diploma in local universities or institutions.

No	Organization	Details of Training	No of officers
01	University of Sri Jayawardenapura	MSC./PG Diploma in Forestry & Environmental Management course	01
02	University of Moratuwa	M.Eng./PG Diploma in Highway & Traffic Engineering course	05
		M.Sc in Transportation course	01
		PG Diploma in "Manufacturing System Engineering"	01
03	University of Peradeniya	PG Diploma in Geotechnical Engineering & Engineering Geology	02
		M.Eng./PG Diploma in Highway & Traffic Engineering course	02
		PG Diploma in Structural Engineering course	01
		PG diploma in "Engineering Management"	1
04	University of Colombo	PG Diploma in Public Administration / Public Management course	03

No	Organization	Details of Training	No of officers nominated
05	National Institute of Business Management (NIBM)	Advanced National Diploma in Human Resource Management	02
		Diploma in "Financial Management Accounting	10
06	Institute for the Development of Commercial Law and Practice	Diploma in "Commercial Arbitration"	4
Total participants			**33**

3.20.1.4 Overseas Training

Only fourteen (14) numbers of overseas training courses, workshops and conferences (Out of twenty four (24) numbers) were approved by RDA during 2015 & twenty eight (28) officers of the RDA were participated.

Table 51: Overseas Training Programmes in year 2015

No	Country	Details of Training	No of Officers participated	No of Days
01	Japan	Training Programme on "Administration of Environmental & Social Consideration Process foe Implementation of a Japanese ODA Loan Project" held from 31st of March to 15th of April 2015.	01	16
		Programme on "Intelligent Transport System" was held from 5th July to 1st August 2015	2	30
		Training programme on "Expressway Construction, Management, Operation - Maintenance" to be from 12th October to31st October 2015	2	21
		Programme on "GTC/RTC Comprehensive Bridge Engineering	2	60
		Training Programme on "GTC/RTC: Comprehensive Urban Transportation Planning" to be held from12th October to 12th December 2015.	3	60
		training Programme on "Overseas Training for Engineers -Expressway Construction Maintenance & Tolling" to be held from15th October to 30th October 2015	7	14
		Training Programme on "KCCP : Road Maintenance & Management" to be held from 21th October to 12th December 2015.	1	60

No	Country	Details of Training	No of Officers participated	No of Days
02	China	Seminar Programme on "Infrastructure Construction & Planning for Sri Lanka." held in China from 19th of March to 07th of April 2015	01	20
		Seminar on "Tunnel Construction & Management for Developing Countries" was held from 6th August to 26th August 2015	2	30
		Seminar on "Infrastructure planning for Eurasia countries" is being held from 28th July to 17th August 2015	1	30
		Seminar on "Tunnel Construction & Management for Developing Countries" to be held from 6th August to 26th August 2015	2	30
03	Korea	Programme on "2015 SAARC Special Training Programme - Transportation policy course for infra Development" from 3rd September to 23rd September 2016	1	1 month
04	Australia	conference on "28th Law Asia Conference Australia" to be held from 6th to 9th November 2015	1	3
05	Singapore	Training course on "Sustainable Urban Transport Planning & management."	01	04
Total			**28**	

3.20.1.5 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 2015, Thirty Seven (37) engineers were nominated for design training to design offices as follows.

Table 52: Design Training Programme for Engineers in year 2015

Name of the Design Office	No of Engineers nominated
Highway Design Office	15
Bridge Design Office	9
Kandy Design Office	7
Rathnapura Design Office	4
Kurunegala Design Office	2
Total	**37**

3.20.1.6 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 53: Training Opportunities for Undergraduates and Apprentices from local Universities / Institutions

No.	Local universities and institutes	No of Students
1	Faculty of Engineering, University of Peradeniya	35
2	Faculty of Engineering, University of Moratuwa	6
3	Faculty of Engineering, University of Ruhuna	14
4	Faculty of Engineering, University of Jaffna	4
5	South Eastern University of Sri Lanka	13
6	National Diploma in Technology, University of Moratuwa	3
7	Institute of Engineering Technology, Katunayake	10
8	Technical Collages	4
9	Faculty of Transport & Logistic Management ,University of Moratuwa	5
10	Sir John Kotalawala Defence University	2
11	Institute of Information Technology (SLIIT)	4
12	South Asian Institute of Technology and Medicine (SAITM)	3
13	Hardy Advanced Technological Institute, Ampara	1
Total numbers of trainees		**104**

3.20.1.7 Promotion Examinations

Table 54: Promotion Examinations Organized by the Training Division

No	Examination	No of Officers participated
01	Competitive Examination for Internal promotion exam - Research Assistants to Material Engineers	20
02	Competitive Examination for Internal promotion repeat exam – Technical Officers to NPQ Engineers	10

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 one Senior Legal Officer and five Legal Officers and supporting staff.

3.21.1 Responsibilities

The Legal Division basically deals with all legal matters pertaining to the RDA. Apart from usual appearing in courts of Law the role of this Division is to advice the Chairman, DG, ADGs, Directors, Engineers and the entire staff on all legal matters and carries out day to day legal activities in the RDA.

3.21.2 Role and task of the Legal division

- Institute legal proceedings in Courts to demolish unauthorized erections on road reservations and on building limits.
- Preparation and sending of Letter of Demand in order to recover the value of Losses and Damages caused to properties of RDA by road users and others.
- File civil actions in District Courts to recover damages to vehicles of RDA, roads and other properties of RDA.
- Appear on behalf of RDA/Projects in Arbitral Tribunals.
- Preparation of legal documents necessary to file in courts and tribunals.

- Drafting/approving of Agreements/MoUs which are to be entered into by the RDA and other parties.
- Liaising with the Hon Attorney General in relation to Fundamental Rights Applications, Writ Applications and other civil actions filed against the RDA and to be file by the RDA.
- Liaising with the other Ministries/institutions on legal issues.
- Representing the RDA at the Human Rights Commission and parliamentary committees and other commissions of inquiry.
- Conduct cases in Labour Tribunals, Industrial courts and ininquiries by Commissioner of Labour.
- Dissemination of general principles of law, RDA Act, Thoroughfares Act among members of RDA.
- Preparation of lease agreements and other agreements.
- File actions in Court for Ejectment of persons over stay in Quarters/ properties of RDA.
- Issue legal advice to personnel of RDA who are involved in court cases.
- Appearance by Legal Officers in courts when it is necessary to watch the interest of the RDA.
- Assist Police in Traffic cases in Magistret's Couts where RDA properties are involved.

3.21.3 Progress of activities during the year 2015

The target is to file more cases under Section 42(1) and 50(3) of the Thoroughfares Act No. 40 of 2008. Legal Division has filed 248 Magistrate Court Cases in various provinces and managed to get the orders in favour of the RDA.

This will help the RDA to clear the Road Reservations belonging to the RDA and to clear the building limits for future developments.

Though the Divisional Secretaries are to hand over the vacant possession of lands acquired for road construction in cases where owners deny to hand over possession, Therefore lawyers of the

legal division institute proceedings in court and get ejectment orders due to urgency of the service.

Legal division through negotiation with the counsel of the CHINA AUTO CAIEC Ltd was able to waive off the interest payable to the company by RDA amounting to Rs. 12,600,979/=.

3.21.4 Performance during 2015

A summary of cases filed against the RDA and the cases field by the RDA during the year 2015 is given in the Table 55:

Table 55: A summary of cases filed against the RDA and the cases field by the RDA during the year 2015

Description	Cumulative up to 31/12/2014	cases filed against the RDA -year 2015	RDA filed against the outsiders - year 2015	Completed cases during 2015	Total
Supreme Court	06	07	01	04	10
Court of Appeal	26	23	-	03	46
High Court	13	12	01	04	22
District Court	98	99	03	09	191
Magistrate Court	178	04	253	75	360
Labour Tribunal	01	03	-	01	03
Industrial Court	-	-	-	-	-
Human Rights Commission		15	-	14	01

3.22 Procurement Services

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

3.22.1 Programmed progress and activities during the year

Road and bridge works for construction were not directed to this division to attend the procurement process. Consumables and stationery worth of Rs. 31.13 Mn was purchased for the consumptions.

The work scope is limited only to procurement of consumables and stationary. The work handled during the year 2015 is 31.13 Mn which is 6.53 Mn increase compared to year 2014.

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 Two Deputy Directors, one Senior Administrative Officer, 07 Administrative

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 56 : Workforce of RDA as at 31.12.2015

S.No.	Designation	Approved cadre	Existing cadre	
			permanent	Contract
(i)	Senior management service	86	80	-
(ii)	Engineering service	593	548	115
(iii)	Administrative officer's service	19	27	-
(iv)	Information technology service	19	12	-
(v)	Accountant's service	29	30	-
(vi)	Legal officer's service	06	05	-
(vii)	Junior Administrative service	47	46	-
(viii)	Account / Audit Assistant's service	70	74	-
(ix)	Co-ordination service	78	74	
(x)	Technical Service - I	103	54	
(xi)	Technical Service - II	952	815	59
	Extra service			
(xii)	Management Assistant Service	1,753	1,684	294
(xiii)	Supportive staff	2,550	2,224	291
	Sub Total	**6,305**	**5,673**	**763**
(xiv)	Labor (permanent)	4,024	4,203	50
(xv)	Labor (casual)			
	Total	**10,329**	**9,886**	**813**

3.23.1 HumanResource/PersonnelFunctions

Employees are the main assets that contribute to the RDA to lead functions consistency with high quality to improve the national road network in Sri Lanka. At the end of the year 2015, RDA totally consisted of 10,669 employees such that 9,886 working on permanent and 813 working on contract basis. Thus the personnel management considered as major function in the organization. Following personnel functions are carried out by the administration Division.

- Human Resource / Strategic Planning
- Work Study formulate HR Planning
- Study and Assessment of cadre requirement
- Formulation / Revision of SOR
- Holding Interview / Exam & Selection of appropriate candidates
- Calling applications
- Requirement
- Induction training for new recruits
- Appointment Interview Board
- Placement
- Preparation of duty List / Job Description
- Attendance and Leave Management
- Performance Management / Preparation of performance Appraisal system and Implementation
- Employee Engaging – Taking initiative to engage staff to work
- Workforce management – Address dissatisfied person / Employee related issues
- Statutory compliance minimum salary , Leave entitlement etc
- Training and development
- Employee Motivation- Rewording for excellence performance ,industrial relations additional qualification etc
- Success Planning - Retirement, Resignation taking over, handing over
- Employee welfare compensation and benefits
- Payment of EPF/ETF, Gratuity etc
- Reform / Structural changes

3.23.2 Administrative 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.

Following Administrative Functions are carried out by the administration Division.

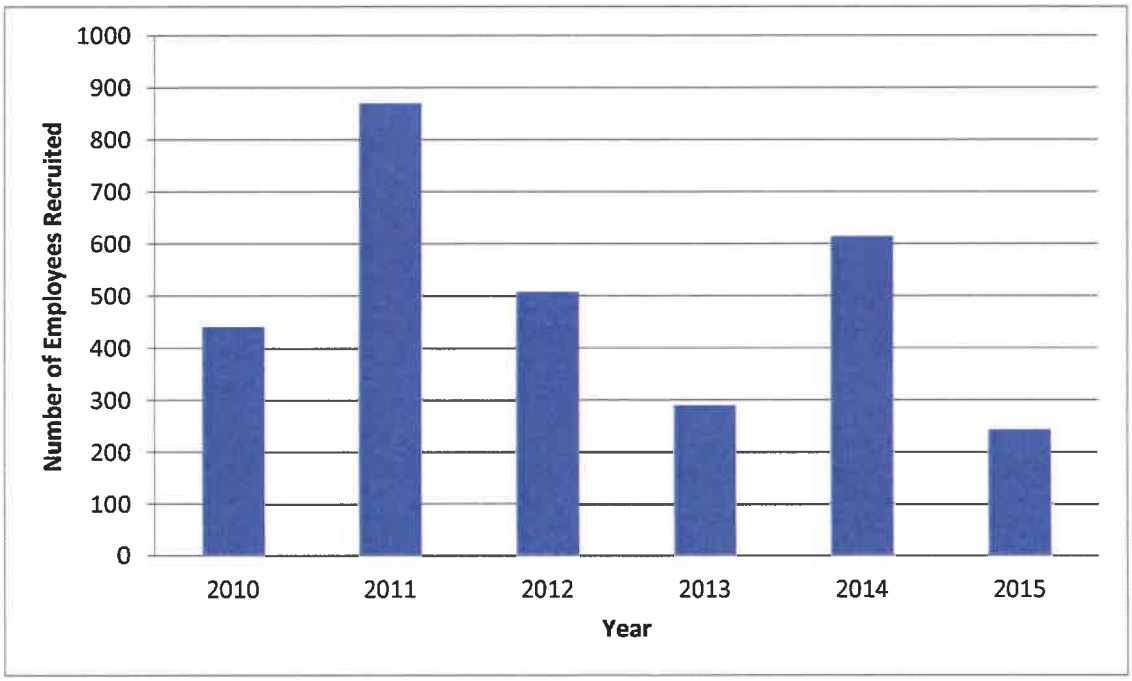
- Administrative planning
- Formulation of policies
- Issues of circulars standing orders
- Implementation of policies, circulars and orders
- Maintain Discipline and security
- Maintain Tapol – Distribution of Letters in-out on time
- Procurement of assets and Maintenance of all assets
- Maintain Communication with other relevant Authorities / Organization
- Maintaining Documentation
- Implementing disciplinary procedure
- Handling Legal matters with judiciary Institution
- Maintaining offices building etc and other facilities
- Participating public social religious activities declared by government & local government
- Responding to emergency situations in disaster etc
- Maintaining Positive relationship other Institution
- Maintaining Transport
- Organize Functions necessary
- Handling Logistic works including Stores
- Duties of parliamentary , Provincial council Election etc
- Providing service of circuit bungalow , quarters
- Management of information & Data
- Carry out Orders of Head of the Authority and Ministry

3.23.3 Details of Employees recruited during the year 2015

Recruitments from 01.01.2015 – 31.12.2015

Designation	No of Employees
Management Assistant	65
Technical Officer	01
Mechanical Superintendent	01
Office Laborer	04
Light Vehicle Driver	02
Teller	108
Patrolling Crew Person	02
Helper	03
Research Assistant	06
Engineers	01
Work Supervisor	02
Reception	01
Light Equipment Operator	17
Consultant	06
Plumber	01
AC Technician	01
Field Monitory	01
Office Aid	20
Material Engineer	01
Total	**243**

Figure 23: Number of Employees Recruited during 2010 – 2015 period



3.23.4 Annual programme of Administration Division

The Annual program on Human Resources of the Administration Division is decided at the beginning of the year on the following areas depending on the requirement based on the approved SOR and Cadre.

- Recruitment
- Promotions

Preparation of the training programme for the staff of the RDA coordinating with the Director Training.The Division has taken step to implement trilingual approach

3.23.5 Progress of Activities during the year 2015

- 12 employees were recruited through internal promotions.
- Internal Automatic promotions were granted to 434 officers / employees.
- Prepared the final draft and the revision of SOR completed 98%.

- During the year 2015 approval of Hon. Prime Minister and Department of External Resources was obtained for 69 officer of the RDA in respect of awarding scholarships.
- Translation of Annual Report 2012 into Sinhala and Tamil language sent it to Ministry
- of Highways.
- Held 4 Staff meetings in the Administration Division chaired by Acting Director
- (Admin.).
- Verified e-HRM System of all posts and processing of data entry.
- Granted no-pay leave for 05 officers / employees for overseas employment.
- Paid self insurance scheme benefits to 117 employees amounting of Rs.17,013,732.62.
- Assisted 114 employees were facilitated to get their ETF & EPF benefits.
- Actions were taken in connection with retirement of 91 officers / employees
- (Including Labour).
- 01 officers / employees were served with vacation of post notices.
- 7 officers / employees were resigned form the post.
- 95 Nos. of Administrative Circular Letters and 04 No. of Administrative Circulars have been issued.
- Processed and forwarded 11 Duty Free Vehicle applications to the Ministry of Highways, Higher Education & Investment promotion.
- 17 Nos. disciplinary inquiries were completed and 28 Nos. were commenced.
- Paid gratuity to 114 employees amounting Rs.70,409,872.00.
- Paid language allowance to 10 employees & paid additional incremental allowance to 24 employees.
- Paid following loans.
- 10 Months loan to 504 employees amounting Rs.85,179,702/-.

- Motor Bicycle loan to 64 employees amounting Rs.9,600,000/-.
- Push bicycle loan to 8 employees amounting Rs.80,000/-.
- Provided Bank loan facility to number of 148 employee for property Rs.10,824,205/-
- Checked and approved the Book advance applications for 1310 employees amounting Rs.5,240,000/-
- Checked leave particulars of all employees of the RDA for payment of Medical Encashment and Incentives.
- Provided Bank loan facility to number of 308 employee for Vehicle Rs.19,406,104/-
- Paid acting allowance to 12 employees
- Converted the salary according to the MSD Circular No. 43 (i) salary conversion.
- Contract and casual permanent cadre were absorbed to the permanent cadre.

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 & 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 Units, Expressway Operation, Maintenance & Management Division and

Research & Development Division are administratively under the Director of the relevant Unit/Division.

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 to 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 next.

Table 57: Overall Financial Performance of RDA in the year 2015

Category	*Allocation (Rs. Mn)*	*Funds Received and Spent (Rs. Mn)*	*Percentage of Achievement (%)*
Road Works	38,871.85	35,035.36	90.13
RDA's General Maintenance	6,000.00	6,000.00	100.0
Total	**44,871.85**	**41,035.36**	**91.45**

Table 58: The Summary of Financial Position of RDA during 2011 – 2015 period

	Rs. (Mn) in 2011	*Rs. (Mn) in 2012*	*Rs. (Mn) in 2013*	*Rs. (Mn) in 2014*	*Rs. (Mn) in 2015*
Assets& Liabilities					
Current Assets	12,550.81	15,364.93	16,504.76	25,615.10	25,440.81
Non Current Assets	1,810.33	81,465.98	162,165.72	280,350.56	293,244.95
Total Assets	**14, 361.14**	**96,830.91**	**178,670.48**	**305,965..66**	**318,685.76**
Non Current Liabilities	437.51	8,940.25	37,689.4	112,434.04	130,979.84
Current Liabilities	17,032.95	18,535.20	16,428.5	22,897.90	26.296.37

Total Liabilities	**17,470.46**	**27,475.45**	**54,117.9**	**135,331.94**	**157,276.21**
Net Assets	**(3,109.32)**	**69,335.46**	**124,552.57**	**170,633.72**	**161,409.55**
Equity	***Rs. (Mn) in 2011***	***Rs. (Mn) in 2012***	***Rs. (Mn) in 2013***	***Rs. (Mn) in 2014***	***Rs. (Mn) in 2015***
Capital & Reserve	2,330.4	77,561.13	132,564.68	184,209.80	174,149.23
Accumulated (Defecit)	**(5,439.78)**	**(8,205.67)**	**(8,012.31)**	**(13,576.08)**	**(12,739.68)**
Total Equity	**(3,109.32)**	**69,335.46**	**124,552.57**	**170,633.72**	**161,409.55**

3.24.2 Revenue of RDA

The Revenue Unit of the Finance Division was able to earn total income of Rs. 901.77 Mn as other income such as hoarding income, hire of machinery & equipments, gantries etc. The allocation of revenue is done through the Revenue Unit of the Finance Division and the Unit also carries out fund management. The Unit has earned Rs.214.5 Mn 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 6,262 employees and also attends to maintaining EPF and ETF records. The Unit also attends to payment of staff loans and recovery process.

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 of RDA including office furniture, machinery, land & buildings etc. The verification of fixed assets is carried out island wide annually. The verification for 2015 was carried out in October 2015 and completed as scheduled. Physical verification of stocks/inventory items too started at the end of the year and completed. Further, taking over & distribution of assets of the completed projects and activities relating to disposal of unserviceable assets and inventories are also carried out by this Unit.

3.24.5 Financial Accounts and Financial Information of RDA

The Final Accounts Unit of the Finance Division is responsible for preparation and submitting the Monthly Accounts and Annual Financial Statements and other financial information to the Management and Board of Directors. This unit 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 co-ordinates all Regional Accountants in provinces to 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 to settlement of all the payments relating to the Division in Head Office (except work bills of Construction Division, RDA which are attended by the Accountant of 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 computation & 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.

3.24.9 The Administration Unit

The Administration Unit of Finance Division supports the Finance Division by attending office administration activities relating to 93 employees in the Finance Division. Maintenance of personal files, leave records attending to granting annual increments, handling inward and outward correspondence are some of the activities carried out by the Administration Unit.

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 59: Audit Implemented As Per the Programmed Work for the Year 2015

	Nos. of Programmed Audit Reports	*Nos. of Completed Audit Reports*	*Percentage (%)*
Provincial Director's Offices	10	10	100%
Chief Engineer's Offices	20	20	100%
Executive Engineer's Offices	29	29	100%
Field Audit – Districts	09	09	100%
CE Project office	04	04	100%
Asphalt Plants	06	06	100%
LBF Projects	12	12	100%

Expressway Operation, Maintenance and Management Division (EOM&M)	12	12	100%
Divisions of RDA	08	08	100%
Finance Division	12	12	100%
Investigations	-	14	-
Total	***122***	***136***	

Chapter 4 – Constrains to Progress during 2015

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 2015

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

Issues related to MFNSV and FWD surveying

Survey Delays

4.3.1.1 MFNSV

- MFNSV tyre set had to be replaced due to worn out.
- Items (Shock Absorber, Brake pad, Brake Disc, Loudspeaker etc) identified as periodic maintenance (By DIMO) had to be replaced.
- Backup vehicle of the MFNSV brake down frequently.

Remedial measure

- Replace a new tyre set to the survey vehicle.
- Items (Shock Absorber, Brake pad, Brake Disc, Loudspeaker etc.) identified as periodic maintenance (By DIMO) were replaced by DIMO.
- Temporary repairs were done. However 46 Numbers of days were delayed for surveys due brake down of Backup vehicle.

4.3.1.2 FWD

- A Problem with the FWD hydraulic system and the connection with the machine and the computer.
- Tow vehicle of FWD problem - defect in brake servo system

Remedial measure

- Request an additional damper from the supplier and it took nine days to bring the parts from the supplier in Sweeden.
- Tow vehicle of FWD problem - defect in brake servo system- repairs were done several times. But, the issue still prevails.

Suggestions

- Train additional survey team for both MFNSV and FWD in case of transfer/retirement of present working group.
- Provide a suitable tow vehicle for the FWD machine.
- Provide a suitable backup vehicle for the MFNSV Survey.

4.3.1.3 Issues Related To Data Analyzing and Management

- Unable to work with in a sever client environment due to network issues of the RDA new Building.
- Difficulty in using the newly developed web based SLRAMS due to absence of internet facility.
- Lack of staff.
- The new SLRAMS has to have a maintenance agreement with the service provider.

Remedial measure

Planning Division has requested the required resources from the RDA management from time to time.

- Accordingly, RDA requested assistance from the World Bank funding and the World Bank assisted RDA, to develop a comprehensive multiuser, web based Road Asset Management System linked to the GIS database (SLRAMS).
- Under this consultancy, planning Division received following items for data storing and sharing.

Rack Mountable NAS Server	1 Nos
4 TB NAS Hard drives (configured inside item No.1)	8 Nos.
NAS Boxes	10 Nos.
3TB Standard Hard	10 Nos.

- Further, through the RSAP project, Data Processing Unit of the Planning Division received following computers and peripherals.

Dual Monitor Computers with UPS	5 Nos.
Multi-Function Copier with Colour Printing Facility	1 Nos.
Desktop Computers	3 Nos.
Laptop Computer (Head of the Unit)	1 Nos.

- RDA management assigned four officers (one Technical Assistant, one Traffic enumerator and two Management Assistants) for this unit to carry out the image Analysis work and the field work. One Senior Traffic surveyor was transferred to Executive Engineer's Office at Nalanda.
- Planning Division request a proposal for maintenance support of the SLRAMS from the service provider and forwarded it to the DG appointed Technical Committee for their evaluation.

4.3.1.4 Suggestions for the successful operation of the SLRAMS

- Dedicated group of staff should be there to carry out a successful asset management. (with carder approval)
- A high speed network connection (Lanka Government Network-LGN) is required to the system uses in the RDA head office building for the efficient system handling of the SLRAMS.
- Define user level access for the system.
- Spatial data of the Road network collected has to be validated and stored to the SLRAMS system.(Relevant licensed GIS software has to be purchased)
- Define data collection guidelines and protocols for each and every modules in the SLRAMS.
- Train relevant staff on data collection, system uploading and processing.

4.4 Maintenance of Management Information System

Following constraints occurred in year 2015 under the Maintenance of Management Information System

- With the shifting to the new head office in September 2015, the network infrastructure and server room management has been taken a considerable time to streamline.
- Lack of user commitment to day to day IT related issues in all divisions.
- It is required to upgrade the existing ADSL email server link to a Fiber Optic link (This will make ease of access to email server from www).

4.5 Mechanical Services

4.5.1 Constraints to progress in 2015

- Insufficient funds allocation for procurement of new equipment for road maintenance works
- Delay in payments regards to the maintenance repairs 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 gantry crane, hydraulic hoist, Diagnostic Equipments 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.
- Roof of the Angulana Workshop building needs refurbishment as the corroded iron oxide particles are falling down and the workers in the shop floor are in dangers and disturb the repair work.

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 Angulana Workshop
    - 01 English Typist Cum Computer Operator
    - 03 Mechanical Superintendents
    - 01 Accounting Assistant
    - 02 Management Assistant
    - 01 Store Keeper
    - 05 Mechanics
    - 01 Auto Electrician
    - 02 Number Service Men
    - 05 Mechanics Helper

- Following staff should be appointed to commence the function of the Anuradhapura Workshop
    - 01 Mechanical Engineer
    - 02 Mechanical Superintendent
    - 06 Mechanics
    - 02 Electrician
    - 04 Helpers
    - 01 Store-man
    - 02 Management assistants
    - 03 Drivers
    - 02 Machinist / Fitter

- 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 (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.

- We propose to allocate one more mechanics to each asphalt/Crusher Plants premises to get his service along with the spare time of supervisory staff of the plants to attend the repairs of and maintenance of light equipment such as Walk Behind Rollers, Plate Compactors, Compactor Rammers, Grass Cutters, chain Saw etc., distributed among the divisional offices.

- To take over Udukawa Workshop back to RDA from Maganeguma and operate by the RDA employing necessary staff.

- Refurbishment of the roof of the Angulana Workshop building immediately by out sourcing through MM division or RBC unit.

4.6 Personnel Management

4.6.1 Constrains to progress

- Implementation of new SOR has been delayed due to the difficulties of getting approval of Salaries & 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.
- Difficulty is in forwarding applications to the Ministry of Higher Education & Highways and department of external Resources due to late nomination.
- Difficulty in forwarding the applications to ERD due to receiving applications after the closing date.
- Difficulty in paying incidental allowance and warm cloth allowance etc. due to receiving late approved from hon. prime minister
- Delays in Recommendation & Forwarding the application since necessary information are not provided in applications.
- Incumbent Director Administration was retired and the vacancy of the Director Administration not filled during the 2015 instead, an acting Director Administration was appointed. He had to operate the Divisions at the same time.

Chapter 5 –
Foreign Funded Projects Implemented in year 2015

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 temporarilly for particular periods for particular projects. Each PMU is headed by a Project Director and they are functioning as independent PMUs under the Ministry of University Education & Highways. 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;

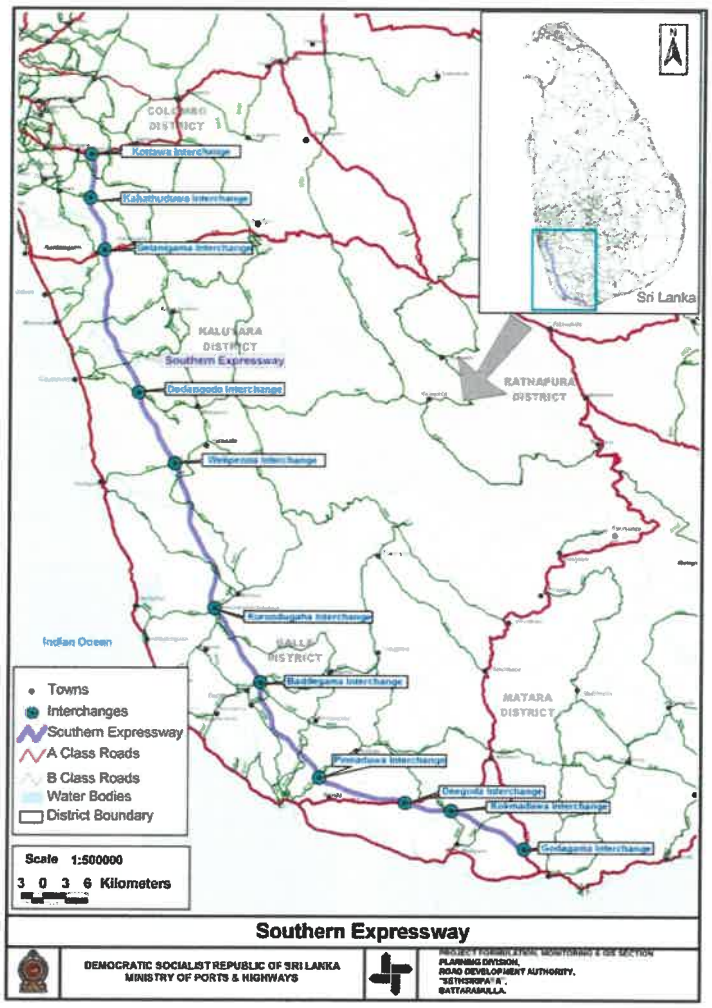
- Activities related to project loans and grants with relevant Donor Agencies.
- Procurement activities connected with consultancy and civil work contracts.
- Acquisition of Land and Resettlement.
- Payment of Compensation and Resettlement allowance.
- Coordination between relevant other organizations.
- 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 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. The principal product of the project is Sri Lanka's first access controlled Highway, connecting 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. Access to the expressway is only through eleven interchanges, which are located at places where Expressway crosses major roads/highways.

Map 7: Southern Expressway



5.1.1 PRESENT STATUS

Implementation of project activities has been commenced in January 2003. The operation of expressway section from Kottawa to Pinnaduwa (95.3 Km) and Galle Port Access road (5.8 km) was commenced on 27 November 2011.

RDA has awarded the contract for balance work of section from Pinnaduwa to Godagama and balance work of Galle Port Access Road to China National Technical Import and Export Corporation of China (CNTIC) in two contract packages on 11 June 2010 where Package 1 is for Pinnaduwa to Kodagoda 30+800 to 45+000 and Package 2 for Kodagoda to Godagama 45+000 to 61+050 and the balance work of Galle port access road (0.0 to 4.285 km), through funding extended by the Import and Export banking china. The original loan amounting to 85% of the total of two Contract packages was to expire as 31 December 2014 & has now been extended to 31 December 2015 to facilitate full disbursement.

The two contract packages include all civil works and other associated works required to complete the partially completed two lane expressway from Pinnaduwa to Godagama as a four lane facility together with the Galle Port Access Road and approximately 28.8 km of local road improvement work in the vicinity of the expressway.

The Contractor completed the works on 14 March 2014 and the operation of expressway section from Pinnaduwa to Godagama was commenced on 15 March 2014.

Section from Kodagoda to Godagama





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 A2 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 getting approval from the Standing Cabinet Appointed Procurement Committee (SCAPC) and Ministry Procurement Committee (MPC) during 2014.

- 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

Due to further savings in main Civil works Contract, RDA has decided to utilize the estimated savings of the main Contracts for the following additional works also as Variation orders (VO) to the main Contract (Packages – 1 and 2) in 2015 .

- Construction of Bridge on Matara – Akuressa Road
- Construction of Bridge No.5/2 on Dorape – Hiyare Road
- Rehabilitation of Kaluwella – Karapitiya – Labuduwa Municipality Road (5.6km) and Labuduwa – Thalangaha Road (B248) (2.2km)
- Wanduraba – Mapalagama Road (14.1 km)
- Yakkalamulla – Imaduwa Road (1.735 km)



Widening of Bridge No 5/2 at Ch 3+880 at Dorape - Hiyare Road Bridge



Rehabilitation of Weligama - Kananke Road (B465)

Table 60: 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%**

**** Progress calculated based on Revised Program (Revision 5)**

Table 61: Project Progress

No.	Road section	Length (km)	Total Estimated Cost (Rs. Mn)	Commencement Date	Anticipated date of Completion	Progress up to 2014 (%)	Expenditure up to 2014 (Rs.Mn.)	Progress up to December 2015 (%)	Expenditure during 2015 (Rs.Mn.)
1	JICA PKg.1	34.4	54,922.11	19.10.2005	23 November 2011	100	21,928.93	100	-
2	JICA PKg.2	31.61		24.03.2006	23 November 2011	100	27,244.69	100	168.37
3	ADB Section	29.3	32,855.73	25.04.2003	10 August 2011	100	34,617.87	100	-
4	South Section Pkg.1	14.2	20,049.00	20.04.2011	14-Mar-14	100	5,714.97	100	3,096.30
5	South Section Pkg.2	20.35		20.04.2011	14-Mar-14	100	4,902.49	100	1,216.69

1. Total expenditure for land acquisition and resettlement from Kottawa to Godagama up to 2014 and during 2015 are Rs. 5,101.90 Mn and 19.19 Mn respectively (from GOSL funds).

2. Total expenditure for Toll buildings, Generators, Fiber Optic Cables and Container cabins and other minor Contracts in south section up to 2014 and during 2015 are 3,241.30 Mn and 118.409 Mn respectively (from GOSL funds).

5.1.2 PROGRAMME AND ACTIVITIES OF THE DIVISION

- Activities related to project loans and grants with relevant Donor Agencies.
- Procurement activities connected with consultancy and civil work contracts. Facilitating the functions of Evaluation Committees and Tender Boards and monitoring the progress of activities with the procurement plan to ensure timely completion of tasks as scheduled.
- Convening the project steering committee and other liaison meetings with the stakeholders, recording the proceedings, preparing and distributing the minutes.
- Facilitating on preparation of work plan describing various project tasks and activities and identifying the resources necessary to carry out the project elements.
- Monitoring key project elements to compare actual developments with the projections and ascertaining reasons for variances so that prompt corrective actions can be take in consultation with the higher authorities.
- Formulation of procedures for controlling changes to the project and its implications on cost, benefit and technical performance. Keeping track on changes in project and effect of such variances on implementation schedule, project cost and other project elements and bringing to the attention of higher authorities.
- Collection of project records from other relevant agencies and establishing an integrated project data bank with regular updating that can serve as the basis of an information system and monitoring tool.
- 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.
- Establishing procedures for interacting and liaising with other stakeholders of the project- Finance Ministry.
- Constant monitoring of 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 activities listed in the loan covenants to ascertain adherence in a timely manner.

- Creation of a website to provide information online with regular updating on the status on project profile, procurement, civil works and other related matters.

- Implementation and monitoring the activities on land acquisition and resettlement to compensate the project affected persons including the implementation of the Resettlement Action Plan on approved guidelines.

- Monitoring the measures to mitigate project's effect on the environment including landslides, soil erosion, ground water and surface water.

- Procurement/Construction works for Toll gates and toll office buildings at Weligama and Imaduwa Interchange.

- The Cabinet of Ministers approved the settlement payment of LKR 9 Bn exclusive VAT as full and final settlement of all claims between the RDA and Taisei Corporation raised due to the Contract from Dodangoda to Kurundugahahetekma.

- The Cabinet of Ministers approved the settlement payment of LKR 7.35 Bn exclusive VAT as full and final settlement of all claims between the RDA and Kumagai Gumi Pvt Ltd for the ADB funded section from Kurundugahahetekma to Pinnaduwa.

- The Cabinet of Ministers at the meeting held on 28 February 2014 have decided to utilize the savings in the two civil works contracts awarded to the Contractor, CNTIC, for the construction of Southern Expressway from Pinnaduwa to Kodagoda (14.2 km) and Kodagoda to Godagama (16.05 km), for the rehabilitation of three (03) national highways leading to Southern Expressway, namely; i. Weligama – Kananke road – B465 (9.6km) ii. Weligama – Thelijjawila road – B466 (7.7 km), and iii. Dorape – Hiyare road – B578 (8.7 km) under variations to the two civil works contracts.

Local road improvements under savings of the contract

Description	Amount (SLR)
Rehabilitation of Weligma – Kananke road (9.6 km)	973,528,081.20
Rehabilitation of Weligama- Thelijjawila road (7.7 km)	641,051,316.44
Rehabilitation of Dorape – Hiyare road (8.7 km)	579,823,632.24

- In additionion to above VOs, PMU has taken necessary approval from the SCAPC and MPC to utilize the further saving for rehabilitation of following local roads and bridges.

Local road improvements using further savings of the contract

Description	Amount (SLR)
Rehabilitation of Godagama – Tellijjawila road (AA024) – (4.5 km)	293,986,700.51
Rehabilitation of Yakkalamulla – Imaduwa road (B238) – (6.2km from 6 km to 12.2 km)	182,363,591.80
Rehabilitation of Ahangama – Imaduwa road (10.0km)	294,798,479.44
Realignment of 4-lane section from Ch. 0+000 to 0+400 km on Matara – Akuressa (AA024) road	283,612,840.92
Installation of water supply pipes and fittings on local Roads	461,607,463.94
Construction of Bridge on Matara – Akuressa Road	184,361,906.54
Construction of Bridge No.5/2 on Dorape – Hiyare Road	14,737,775.08
Rehabilitation of Kaluwella – Karapitiya – Labuduwa Municipality Road (5.6km) and Labuduwa – Thalangaha Road (B248) (2.2km)	669,745,029.51
Wanduraba – Mapalagama Road (14.1Km)	350,076,469.60
Yakkalamulla – Imaduwa Road (1.735km)	62,723,383.06

- Since appreciation of United State Dollar rate for payment of local currency, further Contract savings of LKR 1.93 Bn has been detected in the civil works Contracts. Therefore, PMU has taken approval to utilize the savings for following additional works to maximize the benefit of the loan though cabinet decision.

- Purchase of 56 Nos. of Specialized Vehicles to use of EOM&M

- Rehabilitation of local Roads and Bridges

- Rectification of Slope Failure near Kokmaduwa Interchange (114th km)

- Therefore, PMU has requested extension of loan validity period from 31.12.2015 up to 30.06.2016 from the Exim Bank, China to utilize the savings for above additional works.

5.1.3 PROGRESS OF PROGRAMME AND ACTIVITIES DURING THE YEAR 2015

PKG 1: Pinnaduwa to Kodagoda (Ch 30+800 to Ch 45+000 Km)

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

PKG 2: Kodagoda to Godagama (Ch 45+000 to Ch 61+050 Km)

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

Progress up to 31.12.2015 for Contract Variation under STDP - South Section Contracts

Vos No	Name of the local roads/bridges	Physical Progress (%)	
		Planned	**Actual**
P1/VO-19	Weligama -Kananke Road(B465)	100	99.9
P1/VO-20	Weligama -Thlijjawila Road(B466)	100	99.8
P1/VO-28	Dorape -Hiyare (B578)	100	99.7
P/VO-37	Godagama-Thelijjawila Road(A24)	100	99.8
P1/VO-38	Yakkalamulla- Imaduwa Road (B238)	100	99.7
P1/VO-39	Imaduwa-Ahangama Road	100	100
P1/VO-49	Realignment for four lane section on A24 Road from Ch.0+000 to 0+440	100	100
P1/VO-52	Supply, laying and commissioning of uPVC and Ductile Iron (DI) water supply pipes & fittings on local roads	100	100
P1/VO-66	Widening of Bridge No 5/2 at Ch 3+880 at Dorape - Hiyare Road	100	100
P1/VO-50	Construction of Bridge at Ch 0+400 on re-aligned A24 road	100	91.97
P1/Vo-55	Rehabilitation of Kaluwella - Karapitiya - Labuduwa Road (Municipality Road -5.6 km) plus Labuduwa to Thalagaha Road Section (B248 - 2.2 km) (Total -7.8 km length)	100	65.1
P1/Vo-68	Rehabilitation of Wandurabe - Mapalagama Road (14.1 km)	100	94
P1/Vo-69	Rehabilitation of 1.735km length in 12th & 13th km at Yakkalamulla - Imaduwa road	100	90

5.1.4 CONSTRAINTS TO PROGRESS

(1) Pinnaduwa to Godagama Section

(a) Contractor's lack of experienced personnel and insufficient resources and machineries.

(b) Disagreement and poor coordination between the Contractor and sub-contractors on the scope of work and financial matters.

(c) Lack of attention to expedite the procurement of materials, starting new activities and corrective actions on problems encountered.

5.1.5 REMEDIAL ACTIONS TAKEN & PROPOSED

(1) Pinnduwa to Godagama Section

(a) Contractor has not sufficient experienced personnel and insufficient resources and machineries.

(i) Requested several times in various meetings to increase their capacity.

(b) Disagreement and poor coordination between the Contractor and sub-contractors on the scope of work and financial matters.

(i) Conducted weekly meeting to discuss their issues

(ii) Carried out site inspections with all parties on weekly basis.

(iii) Considered payment of an on account payment to sub-contractors for improving their financial capacity.

(c) Lack of attention to expedite the procurement of materials, starting new activities and corrective actions on problems encountered

(i) Instructed the Contractor to review material requirement for the Project & work arrangement to obtain any deficient amount from outside sources

(ii) Quick issue of design data & approval of drawings

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.

5.2.1 Project Description

The Extension of the Southern Expressway Project (ESEP) from Matara to Hambantota with links to the Hambantota Sea Port and the Mattala International Airport is of total length 96 km and 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 ESEP has a total of 8 interchanges and is 24.4 m wide which includes two lanes in each direction of width 3.6 m and a centre median 2.0 m wide. The cross section also includes an inner shoulder of width 0.75 m on either side of the centre median and a hard shoulder and verge of total width 3.25 m on either side of the carriageway.

The 4 sections of the project are administered by 4 separate Project Directors overlooked by a Senior Project Director. The total staff currently employed is 142, which includes 3 Deputy Directors, 10 Engineers and other supporting staff. In addition to the project management activities the responsibilities of the division includes liaising with the donor and statutory stakeholders such as the Treasury, Central Environmental Authority and utility agencies.

The civil works contracts of the 4 sections have been awarded to 3 contractors under 4 separate contract agreements. Loan agreements in respect of funding for the civil works of sections 1, 3 and 4 have been signed between GOSL and the Exim Bank of China. The loan agreement in respect of section 2 is still under evaluation by the Exim Bank of China.

The contract for providing consultancy services for construction supervision has also been awarded. The loan in respect of the consultancy services is also under evaluation by the Exim Bank of China.

The project has received environmental clearance under stringent guidelines and accordingly adheres to strict environmental and safety requirements.

A major constraint affecting the progress of the project is the delay in the acquisition of land as the statutory process takes a long time. This in turn causes a delay in handing over the site to the contractors for commencing construction work. Another constraint affecting the progress of work is that funds allocated to the project in the budget is limited.

5.2.2 Progress of the Project

Progress of Southern Expressway Extension Project

Item No	Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Bn)	Date of Commencement	Date of Completion	Cum. Progress up to 2014	Cum. Exp.up to 2014 (Rs.Mn)	Cum. Physical Progress 2015	Exp. During 2015 (Rs.Mn)
1	Section I – Matara to Beliatta	30	103.28	19.01.2016	18.07.2019				15,492.00
2	Section II – Beliatta to Wetiya	26	55.20						-
3	Section III – Wetiya to Andarawewa	15	31.574	25.01.2016	24.01.2018				0.00
4	Section IV – Mattala to Hambantota via Andarawewa	25	52.15						5,215.62
	Total								
	Consultancy								24.84
	Incremental Cost						64.5		143.76
	Shifting services								
	Land Acquisition						5.5		44.27

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. Piling work commenced & Construction of office and providing accommodation in progress.
Section II – Beliatta to Wetiya		Detailed Survey work completed. Construction of office and providing accommodation in progress
Section III – Wetiya to Andarawewa		Detailed Survey work ,soil Investigation completed. Design work, construction of office & providing accommodation in progress.
Section IV – Mattala to Hambantota via Andarawewa		Detailed Survey work and soil Investigation in progress. Design work, construction of office & providing accommodation in progress.

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

Summary of the Civil Work Contracts

No.	Contract No.	Name of the Ex.way Section/Road	Length of the Section (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		

5.2.3 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 next.

Details and Status of Loans

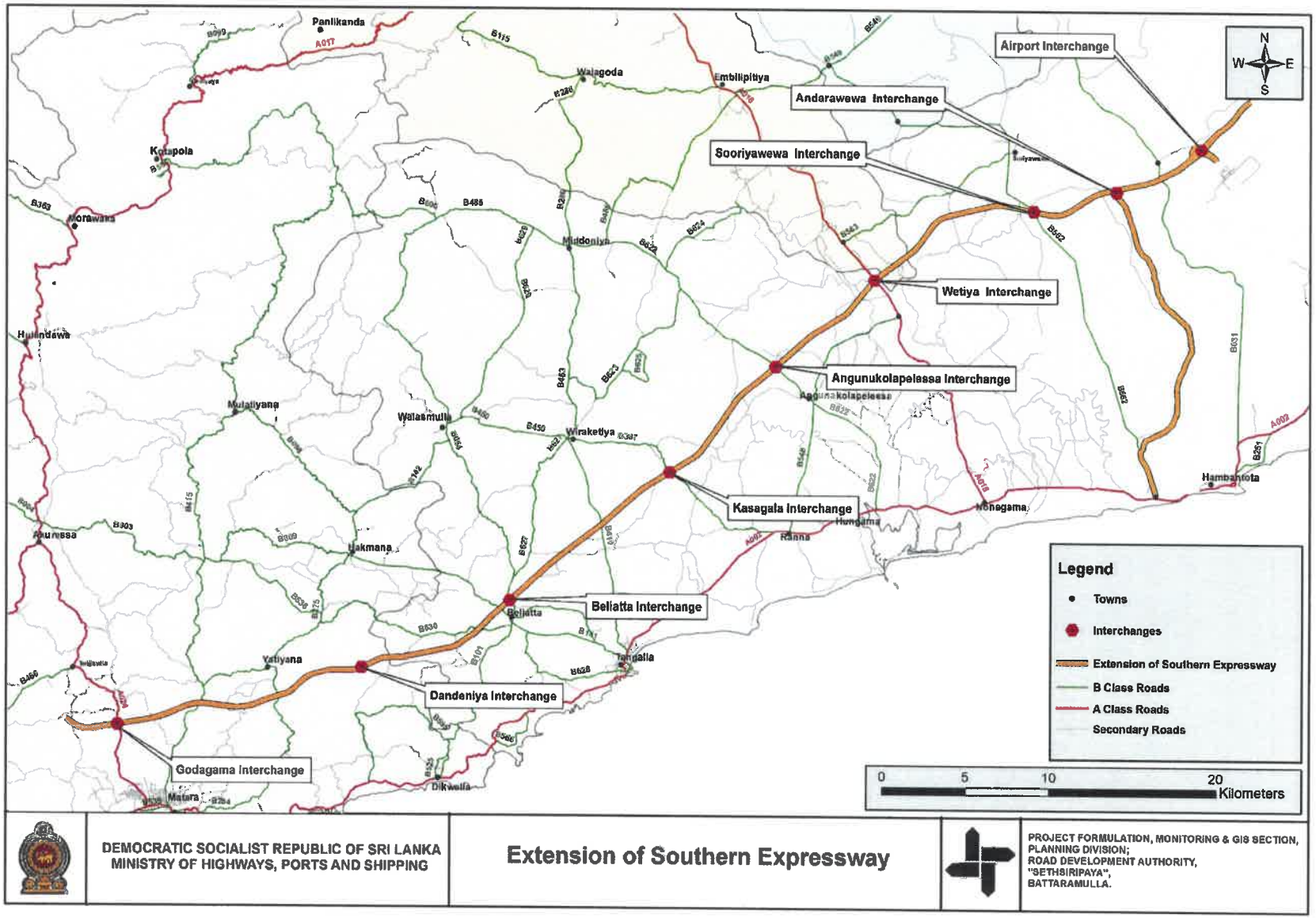
Description	Loan No	Date of Signing	% of GOSL Component	% of Loan Component	Amount
Section I – Matara to Beliatta	CHINA EXIM BANK PBC NO. (2014)27 TOTAL NO. (321)	23rd December 2014	15%	85%	US$ 683,494,300.00
Section II – Beliatta to Wetiya	Under Evaluation of Exim Bank of China				
Section III – Wetiya to Andarawewa	CHINA EXIM BANK GCL NO.(2014)17 TOTAL NO. (520)	16 September 201 4	-	100%	CNY 1555995249.00 (Eq. US$ 252532192.27
Section IV – Mattala t Hambantota via Andarawewa	CHINA EXIM BANK GCL NO.(2014)18 TOTAL NO.(521)	16 September 2014		100%	CNY 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.

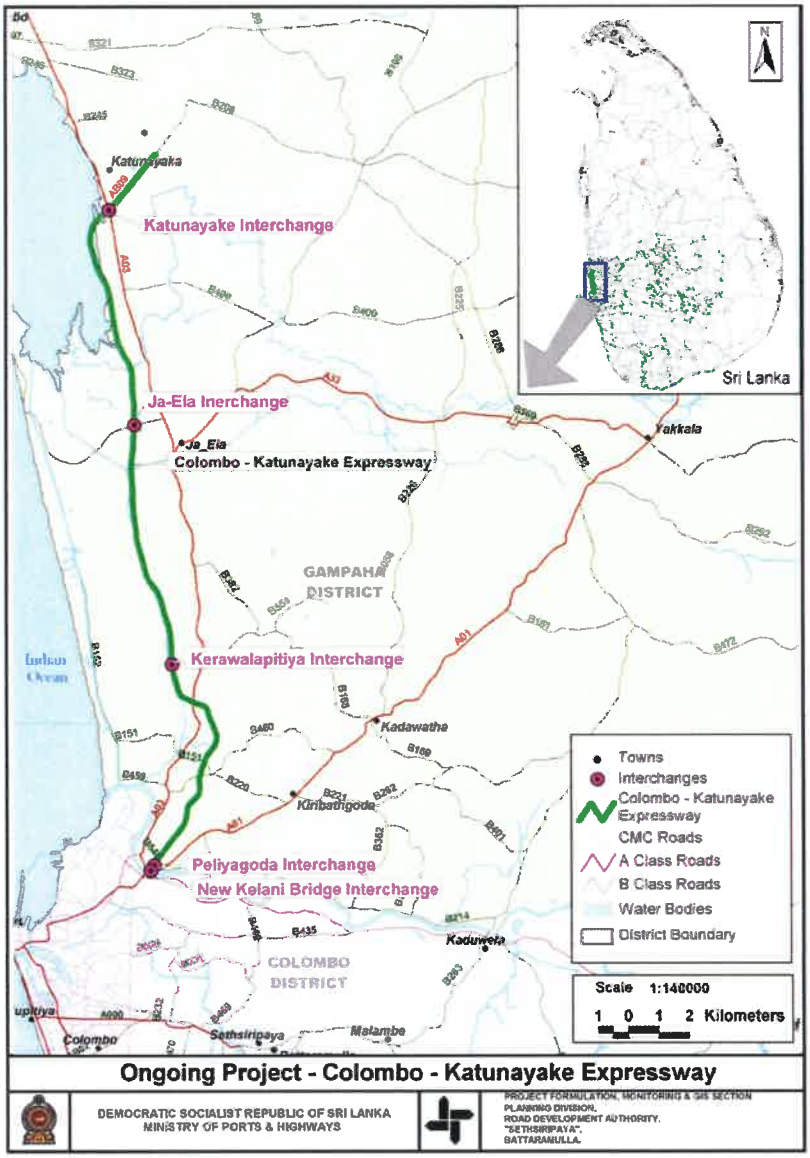
Map 8: Southern Expressway Extention Project (Matara to Hambantota)



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

Map 9: Colombo – Katunayake Expressway



5.3.1 Progress of activities during the year 2015

- Land Acquisition & Resettlement works are in progress with 98.3% cumulative progress at year 2015 for a value of Rs. 2,709.20 Mn.
- Construction of the Colombo – Katunayake Expressway was completed and opened for public on 27th October, 2013.

  During the year 2015, Contractor, China Metallurgical (Group) Corporation (MCC) involved in monitoring and remedying the effects of the Colombo – Katunayake Expressway. All the defects along the CKE trace have been rectified during the defects liability period.

  Work related with the installation of electronic toll collection (ETC) and communication systems have been completed and the ETC system is in operation.

  The construction of quarters facilities for CKE Operational staff at Seeduwa have been completed and handed over to Expressway Operation, Maintenance and Management Division. Building construction for customer care centre at Peliyagoda are still in progress.
- The overall physical progress is 100% at project completion with financial expenditure of Rs. 48,177.20 Mn. as at the end of 2015.
- The consultants, SMEC International (Pty) Ltd., of Australia carried out the consultancy services in the capacity of the Employer's Representative and completed the consultant's assignment as given in the Consultancy Agreement.

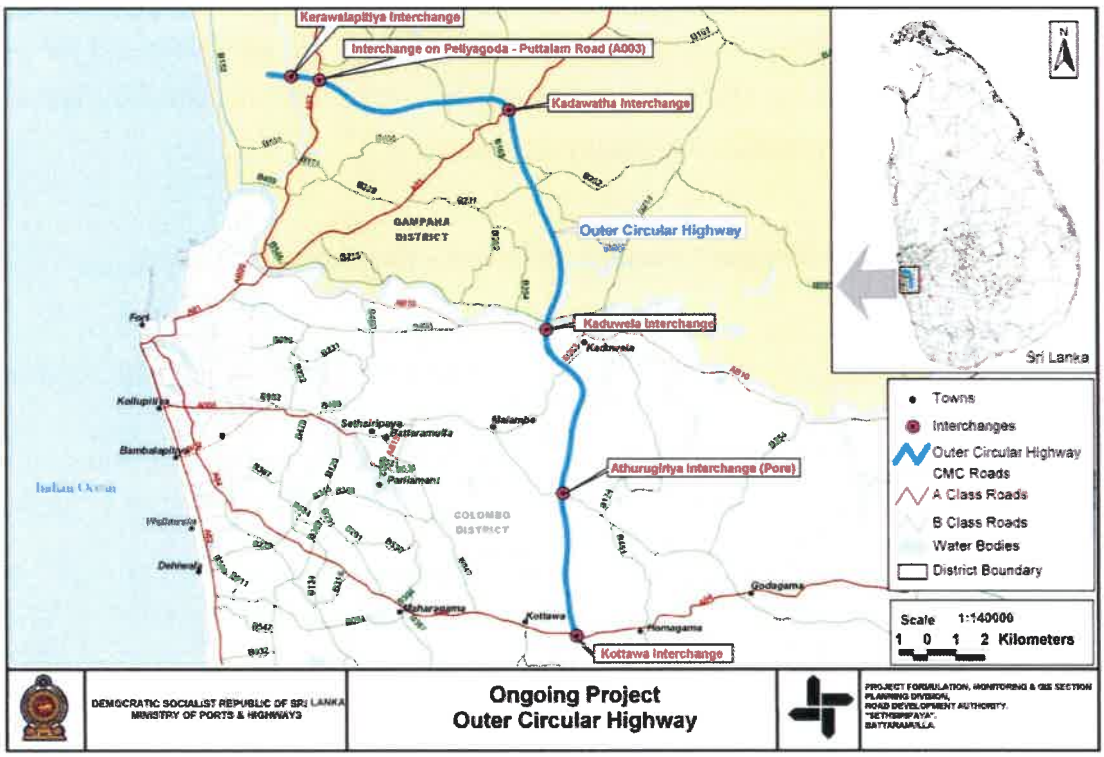
Table 62: Project Detail of Colombo – Katunayake Project

Road/ Bridge Name	Length	TEC (Rs. Mn)	Date of Commencement	Date of completion	Progress up to 2014 (%)	Progress as at end of 2015 (%)	Net Allocation for 2016 (Rs. Mn)	Expenditure during 2015 Rs. Mn)
Colombo Katunayake Expressway project	25.8Km	52,380	18.08.2009	30.09.2015	99.2%	100%	58	57.71

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 10: Colombo – Outer Circular Highway



5.4.1 Outer Circular Highway Phase 1

Phase 1 of the OCH Project is responsible for the implementation of the 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.







Construction of Outer Circular Highway from Kottawa to Kaduwela which is 11.00 km in length was completed ib 2014 and opened to public on 15th March 2014. The Project Management Unit which was handling the project was discontinued from 31st of December 2015.

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 Outer Circular Highway (OCH) is a new expressway and also a toll road with full access control, linking Colombo Katunayaka Expressway (CKE) and Southern Transport Development Project (STDP). Also it connects the other national highways radiating from the city of Colombo.

The Project Division of Outer Circular Highway-Phase II (OCH Phase II) is responsible for the construction of the section starting from Kadawatha (Ch.8+648) to Kaduwela (Ch.17+500 km) of the above expressway (OCH). Apart from the construction of 8.9 km long expressway between Kadawatha and Kaduwela, which is a four (04) lane toll road with the provision for the expansion to six (06) lane in future, this division is also responsible for the construction of two interchanges at Kadawatha and Kaduwela. It also includes seven (07) bridges, five (05) overpasses and two (02) underpasses. The total estimated cost of this project is Rs.44.88 Billion and Japan International Corporation Agency (JICA) Is funding for this project.

The civil (Construction) works of OCH Phase II was awarded to Taisei Corporation, Japan in November, 2011. This project division is responsible for the completion of this section of the expressway in three (03) year period starting from 9th January, 2012 within the given estimated cost (i.e. Rs.44.88 Billion) and to the given standards with the assistance of the Supervision Consultants (i.e. Oriental Consultants Co. Ltd., - Japan).

Project Director and the staff of the division are responsible for the acquisition of all the lands within the Right of Way (ROW) within the time frame stipulated in the contract. It is also required to resettle the displaced people due to this project, who do not have clear title for acquired lands are resettled in our own resettlement sites and who have clear title for acquired lands are assisted to find out suitable locations to resettle as their willingness and to assist the displaced people to restore their livelihood. This division is also responsible for implementing proper safety and handling environmental issues within project vicinity.

Further, this division has coordinated all the clearing and relocated of utility services and involved overall supervision of the construction activities of this project.

The construction works of this project was originally scheduled to be completed by 8th January 2015. However, The Contractor was awarded an Extension of Time (EOT) and as a result extended date of completion was 18th July 2015.

The Contractor has completed the Highway on 18th July 2015 and OCH Phase II Kaduwela to Kadawatha section was opened for Public on 17th September 2015.

- **Progress of Civil works activities during the year in terms of Physical Output**

Description	31- December – 2015
Civil work - Physical Progress	Cumulative Percentage of Progress
	100 %

- **Progress of Land acquisition activities during the year in terms of Physical Output**

Description	31- December - 2015	Remarks
Land Acquisition	Cumulative Percentage of Progress	Balance Percentage of the Progress would be achieved gradually once the clearing of the Title of the Land by the Court
	98.76%	

- **Progress of Construction Activities in OCH Phase 2**

Road/ Bridge Name	Length	TEC Rs.Mn	Date of Commencement	*Anticipate date of completion	Progress up to 2014	Expenditure up to 2014 (Rs.Mn)	Progress as at end of 2015	Expenditure during 2015 (Rs.Mn)
OCHP Phase (II)	8.9km	50,550	09.01.2012	18.07.2015	89.10%	38137.95 Mn	100%	7823.17



Kaduwela Ramp 4 Toll Gate

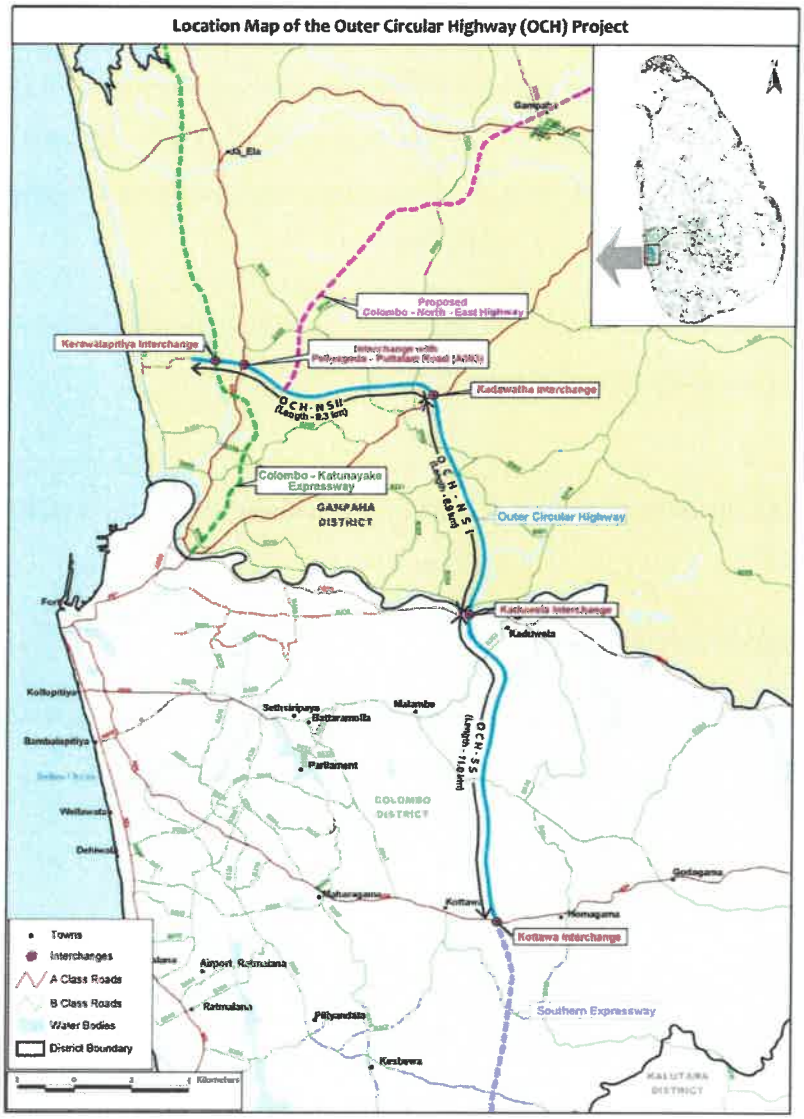


Kadawatha Ramp 1 Toll Gate

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).

Map 11: Colombo – Outer Circular Highway-Phase 3



5.4.3.1 Introduction

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 9.628 km length.

The Outer Circular Highway (OCH) to the city of Colombo is a new expressway with full control of access, linking Colombo - Katunayake Expressway (CKE), Southern Transport Development Project (STDP), Northern Expressway and other National Highways radiating from the city of Colombo. It stretches out 10-15 km away from the city centre. The total length of OCH is approximately 29.53 km, out of which 9.628 km length to be implemented under OCH-NS II. Location map is attached hereto. 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.

The Executing Agency of this Project is the Road Development Authority (RDA) under the Ministry of Higher Education and Highways (MOHE&H).

A. Background

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).

OCH-Southern Section (OCH-SS)

This section is from Kaduwela to Kottawa Interchange (IC) with National Highway A4 and of length 11.0 km. This section is opened for traffic in March 2014 and the project is funded by JICA.

OCH-Northern Section I (OCH-NS I)

This section is from Kadawatha to Kaduwela of length 8.9 km. This section is opened for traffic in September 2015 and the project is funded by JICA.

OCH-Northern Section II (OCH-NS II)

This section is from Kerawalapitiya Inter Change with CKE to Kadawatha Inter Change and of length 9.628 km. Detailed Engineering Designs have been carried out by the RDA except for structures, soft ground treatment and toll system. For structures only conceptual designs have been carried out by RDA. The GOSL has signed the loan agreement with the EXIM Bank of China on 16 th September 2014 for funding the Civil work Contract. 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.

The contract sum is LKR 66.7 billion and the project is implemented on measure and pay basis. The project duration is 42 months.

B. Civil Work Contract

The Contractor MCC is mobilized at the site in August 2014. The MCC is being attended for the following works at present. The date of commencement is officially notified on 01.01.2016.

- Structural designs
- Construction of Service road
- Preparation of the working platform for Kerawalapitiya Interchange area
- Construction Gravel Compaction Piles (GCP) at Kerawalapitiya

OCH-NS II Project will be implemented on the basis of a BOQ, measure and pay type contract. The project will be implemented under FIDIC Conditions of Contract (Fourth Edition 1987)

C. Construction Supervision

The Consultant is selected by calling limited competitive bidding. The selected Consultancy Company is Resources Development Consultants (RDC) & ECL-MG Consultants Pvt Ltd. The Consultancy Contract Sum is Rs 963,609,900.00 and US$ 4,745,796.00. The Consultant is mobilized in October 2014. However a limited staff is mobilized in year 2014 and 2015 as per the requirement.

5.4.3.2 Progress of activities

No	Description	Estimated Cost Rs Mn	Cumulative Expenditure as at end of 2014 Rs Mn	Physical Progress as at December 2014 (%)	Allocation 2015 Rs Mn	Expenditure in year 2015 Rs Mn	Cumulative Physical Progress as at December 2015 (%)
1	Land Acquisition	6500.0	3970.676	94.6	824.0	824.0	95.8
2	Civil work Contract	66690.0	0	0	12193.5	5321.219	0
3	Supervision Consultancy	1592.0	182.266	7.1	250	114.751	27.1
4	PMU Expenditure, Survey, Field Testing	1118.0	793.13	44.2	65.5	51.775	63.4
	Total	**75900.0**	**4946.072**		**13,333.0**	**6311.745**	

5.4.3.3 Progress of Civil Work Contract

Road Section km	Length km	TEC Rs Mn	Date of commencement	Anticipated date of completion	Progress up to 2014	Expenditure up to 2014	Progress as at end of 2015	Expenditure during 2015 Rs. Mn
0-9.628	9.628	66,690	01.01.2016	30.06.2019	None	None	None	5321.219

5.4.3.4 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).

The advance payment first half (7.5 % of the Contract sum) has been paid to the Contractor on 30.12.2015. Then the notice to commence is issued by the Employer on 01.01.2016.

The land acquisition vouchers in hand as at 31.12.2015 is Rs. 537.26 Mn. The allocation for land acquisitions in year 2016 is Rs. 1000.00 Mn. If the vouchers in hand could be paid in the early

part of the year, then the second section of the road section(3.2 km) could be handed over to the Contractor by 01.07.2016 as per the Contract Agreement.



Gravel Compaction Piles
Kerawalapitiya Interchange area



Repairs to the Service road
at 4 th km

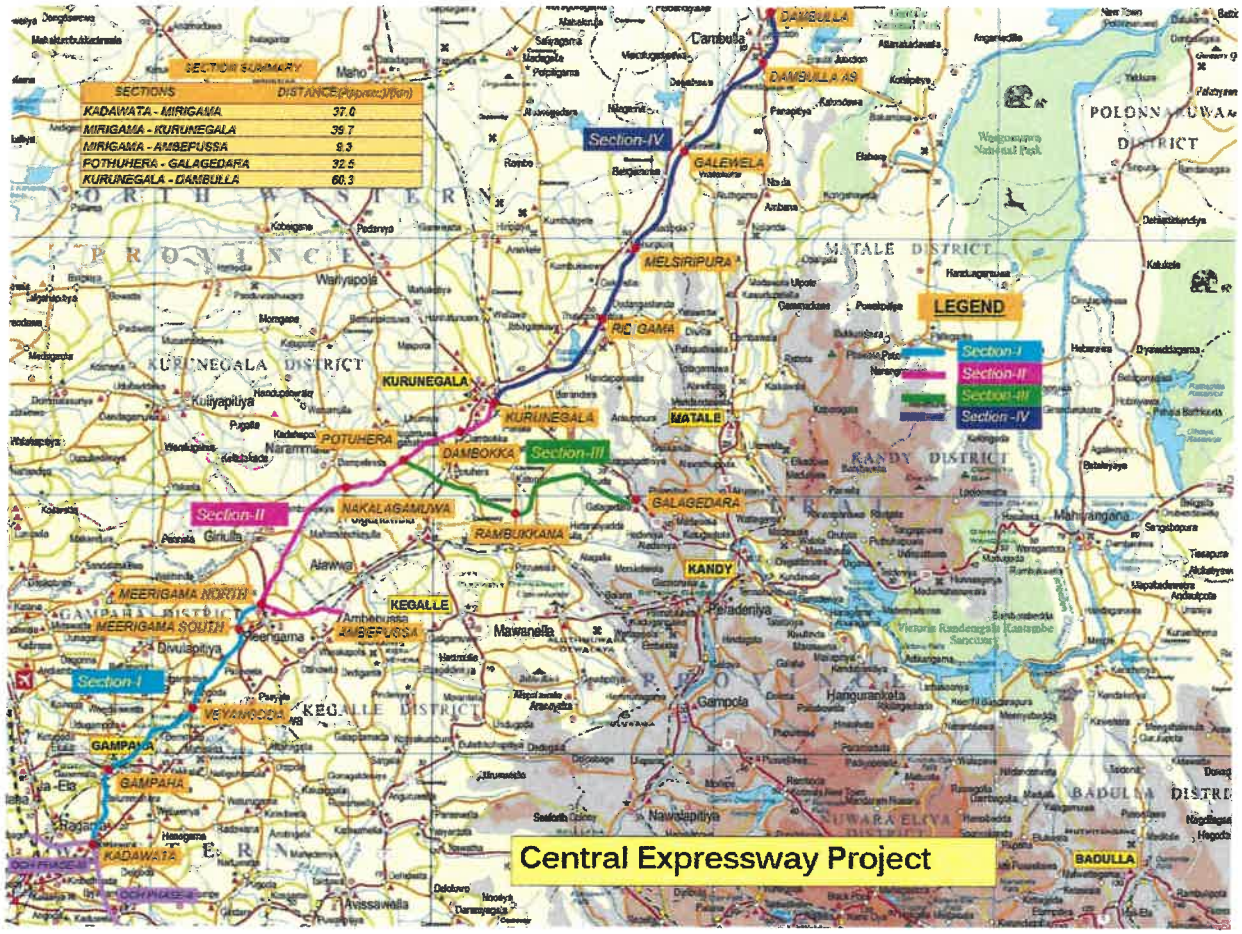


Test Pile Driving – High Strength Concrete Piles at Kerawalapitiya

5.5 Central Expressway Project

Central Expressway Project is responsible of construction of Central Expressway wich starts from Kadawatha on Outer Circular Highway (OCH) and going through Gampaha, Meerigama, Pothuhera, Kurunegala, Melsiripura, Galewela up to Dambulla with an expressway link to Kandy via Pothuhera thus providing an Expressway link the Northern region of the country.

Map 12: Central Expressway Project



5.5.1 Description

At the initial stage, Government of Sri Lanka (GOSL) decided to construct the Northern Expressway starting from Enderamulla system interchange of Outer Circular Highway (OCH) & Colombo Katunayake Expressway(CKE) going through Gampaha, Meerigama, Pothuhera, Kurunegala, Melsiripura, Galewela up to Dambulla with an expressway link to Kandy via Pothuhera, Rambukkana, Galagedara as a part of the proposed Expressway Network of Sri Lanka. In order to implement the Northern Expressway, it was divided into 10 contract packages.

However, recently the Government of Sri Lanka (GOSL) took a decision to commence the expressway from Kadawata at the Outer Circular Highway (OCH) as previously proposed for the Colombo – Kandy Alternate Highway (CKAH). The newly proposed expressway is a combination of previously proposed two expressways. i.e. the segment from Kadawata to Gampaha follows the same alignment of the previously proposed Colombo–Kandy Alternate Highway (CKAH) trace and beyond Gampaha, the trace will be the Northern Expressway trace. This new corridor has been named as Central Expressway (Refer the map - Annex 01).

As the GOSL has already taken initial steps to initiate the construction of the expressway at the earliest, the entire expressway has been divided in to 4 sections as given in Table 01 based on, funds availability with investor/s and GOSL, construction cost, construction complexities and technical involvements within these sections.

5.5.2 Section Summary

Section	Description	Chainage	Length/ km
I	Kadawatha - Meerigama	0+000 - 37+090	37
II	Meerigama - Kurunegala	37+090 - 76+810	40
III	Pothuhera - Galagedara	0+000 - 32+500	32.5
IV	Kurunegala - Dambulla	76+810 - 136+960	60

5.5.3 Status of the Project (General) as at end of 2015

Item No	Description	Progress	Remarks
1	Feasibility Study	Amalgamation of two feasibility studies (CKAH&NEP) is in progress & to be completed by 04.01.2016	University of Moratuwa
2	Environment Impact Assessments (EIA)	CEA requires to have one EIA report incorporating previous studies & it is in progress to be completed by 09.01.2016	University of Sri Jayawardanapura
3	Resettlement Action Plan	Completed	Based on preliminary designs
4	Hydrology study	A comprehensive Hydrology study is being carried out for Detailed Designs to be completed by 15.04.2016.However, required data for detailed designs to be delivered at the earliest for critical sections	Sri Lanka Land Reclamation & Development Corporation (SLLRDC)
5	Preliminary designs	Completed	Carried out at Kandy Designs office, RDA
6	Detailed Designs	Overall Progress (25%).	Being carried out at Kandy Designs Office, RDA
7	Land Acquisition	In progress	Based on preliminary designs

5.5.3.1 Package Summary Section II – Meerigama-Kurunagal (Pothuhera - Galagedara (32.5km)

The section 2 of Central Expressway has been divided in to 4 packages for the convenience of construction as given below.

Package	Chainage	Description	Length
I	37+090 – 49+04	Meerigama-Pelawatte	11.95
II	49+04- 61+38-	Pelawatte - Pothuhera	12.34
III	61+38-77+00	Pothuhera - Kurunagala	15.62
IV	0+00 - 9+300	Ambepussa Link	9.3

Status of Land Acquisition for Section II.

In general land Acquisition & resettlement WORKS were in progress at the end of the year 2015. Table below provides the status of land acquisition & resettlement for CEP II.

Se. No	Activity	Progress as at 2015-12-15 (km)
1	Preparing of ROW drawings (km)	31.290
2	Preparing of Tracing by Survey Dpt (km)	9.80
3	Section 2	3.6
4	Process of Section 4	3.6

5.5.3.2 Package Summary- Section III - Pothuhera - Galagedara (32.5km)

The section 3 of Central Expressway has been divided in to 5 packages for the convenience of construction as given below.

Package	Chainage	Description	Length
I	0+000 - 6+700	Pothuhera - Walgammulla	6.7
II	6+700 - 14+100	Walgammulla - Kotawella	7.4
III	14+100-18+500	Kotawella - Parape	4.4
IV	18+500 - 6+900	Parape - Galabawa	8.4
V	26+900 - 32+500	Galabawa - Galagedara	5.6

Status of Land Acquisition for- Section III.

In general land Acquisition & resettlement WORKS were in progress at the end of the year 2015. Table below provides the status of land acquisition & resettlement progress for CEP III.

Se. No	Activity	Progress as at 2015-12-15 (km)
1	Preparing of ROW drawings (km)	30.01
2	Preparing of Tracing by Survey Dpt (km)	24.66
3	Section 2	6.77
4	38 A Gazette notification and 5 Gazette Notification by Land min (km)	1.40
5	Taking over the position by D/S (km)	1.09
6	Section 7 Oder Notification by D/S (km)	1.09
7	Section 9 Inquiry (Ownership Inquires) & Issuing 10(I) Oder by D/S	0.00
8	Valuation by Valuation Dpt	0.00
9	Issuing 17 order and paying compensation	0.00

5.5.4 Summary of the Progress of Central Expressway Project-(General) for the year 2015

Expressway Name	Length/ (km)	TEC (Rs. Mn)	Date of Commencement	Anticipate date of Completion	Progress up to 2014	Expenditure up to 2015 (Rs. Mn)	Progress as at end of 2015	Expenditure during 2015
Central Expressway Section III	32.5							
PMU Maintenance		1,327				95.852		57.574
Consultancy on Feasibility Study-Foreign - Sections I, II, III and IV		1,530	2012-09-10	2014-12-31	100%	1,327	100%	Nil
Feasibility Study (UOM), EIA (UOJ) and Hydrology Study(SLLRDC)		90.5	2015-09-01	2016-03-15	0%	5.232	80%	5.232
Land Acquisition & Resettlement-Section III		8,125	2015-01-01	2016-12-31	0%	30.885	7.5%	12.794
Civil Construction - Section III		120,000	2016-04-01	2019-03-31	0%	Nil	0%	Nil
Consultancy (Construction Supervision)		2,000	2016-03-14	2019-03-31	0%	Nil	0%	Nil

5.5.5 Constraints to Progress and Remedial Actions Taken and Proposed

5.5.5.1 Constraints to Progress and Remedial Actions Taken and Proposed for section II

- Actions have taken to complete the Feasibility study was to be completed by January 2016.
- Actions have taken to complete EIA Study by March 2016.
- Actions have taken to complete the detailed Hydrology Study by April 2016.
- According to the current program 100 % of land acquisition works need to be completed by end of 2016, for paying compensation Rs.12.5 bn required.

5.5.5.2.1 Constraints to Progress and Remedial Actions Taken and Proposed & Taken for section III

- Actions have taken to complete the Feasibility study was to be completed by January 2016.
- Actions have taken to complete EIA Study by March 2016.
- Actions have taken to complete the detailed Hydrology Study by April 2016.
- According to the current program 100 % of land acquisition works need to be completed by end of 2016, for paying compensation Rs. 8.2 bn is needed. Rs. 5.7 billion has been included for the land acquisition of Central Expressway - Section III in the Annual Action Plan - 2016 of CEP III

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 Southern Extension of Baseline Road-(Phase III) (1km), Major Bridges Construction Project of National Road Network, Reconstruction of 25 Bridges Project and Development of Intelligent Transport System for Expressways in Sri Lanka.

5.6.1 Introduction

At present, Special Projects Management Division carries out projects financed by Japan International Co-operation Agency (JICA) & Kuwait Fund for Arab Economic Development. (KFAED)

5.6.2 Ongoing and completed projects managed by Special Projects Management Division during the year 2015

a) The Road & Bridge Projects (on going) as at the end of year 2015:

- Construction of Southern Extension of Baseline Road (PHASE III)
- Major Bridges Construction Project of National Road Network under (JICA- STEP loan)
- Reconstruction of 25bridges project under KFAED loan

b) Project completed during 2015:

- The Project for the Development of Intelligent Transport System for expressways in Sri Lanka (JICA Grant)

5.6.2.1 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 work was suspended from Sep.2015 as requested by the Ministry of Mega Polis and Western Development.

There are 146 numbers of lots (Dehiwela DS division 11 Nos & Thimbirigasaya DS division 135 Nos) that have to be acquired and 27 numbers of lots that have already been acquired.

Progress of Land acquisition

1) Thimbirigasaya DS division:

   Already taken over by RDA -11 lots

   Possession was handed over to RDA -16 lots

   Section 38A was published -108 Nos

2) Dehiwela DS division

   No of lots 38 A to be published -11

Total amount paid for Land acquisition work as at the end of the year 2015 : Rs.524.85 Mn

5.6.2.2 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 Services agreement was signed on 19th December 2013 between RDA & Oriental Consultantd Co., Ltd in association with 'Consulting Engineers and Architects Associated (Pvt) Ltd

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

Scope of Package 2 – Reconstruction of 8 bridges in Northern Province

Project Name /RDA Division	Contract No	Section	Funding Agency	Contract Value Rs.Mn	Commencement Date	Completion Date	Cumulative Expenditure Upto Date (Rs.Mn)	Cumulative Physical Progress
Major Bridges Construction Project of the National Road network							2,248.64	
Loan No: SL-P108; Loan Amount : JPY.12,381 MN	RDA/SPMU/MBCP/C1 (Consultancy Services)		Japan International Cooperation Agency (JICA) : Loan No: SL-P108	1155 (JPY.611,176,800 & LKR.482,688,000)	Dec-13	Nov-18		package 2: only one bid was received and SCAPC rejected the bid after evaluation by TEC & recommend to get fresh bids and Invitation for Fresh bid was published 15th Nov.2015 & Tender document is being issued from 16.11.2015 and the closing of bid is 21 st January 2016.
	RDA/SPMU/MBCP/C2 (Civil works-Package 1)	Bridge No :148/1 on Colombo-Galle-Hambantota -Wellawaya Road (AA002); Polwathumodara Bridge Bridge No :148/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) - Polwathumodara Box Bridge Bridge No.138/4 on Colombo-Galle-Hambantota -Wellawaya Road (AA002) - Goviyapana Bridge Bridge No.133/2 on Colombo-Galle-Hambantota -Wellawaya Road (AA002)Kathalu (Pol Oya) Bridge Bridge No.1/1 on Palana -Polwatta - Polwatte Bridge Bridge NO. 166/1on Colombo-Galle-Hambantota -Wellawaya Road (AA002); - Wellamadama Bridge Bridge No.1/4 on Weligama-Kanarke (B 465)- Kole Danda Bridge Bridge No.15/2 on Galle-Baddegama (B128) - Kihimbi Ela Bridge Bridge No: 4/1 on Weligama - Telijjawila (B466) - Denipitiya Bridge Bridge No: 4/1 on Hakmana-Meella-Talahaganwaduwa (B142) - Denagama Bridge		7098.09	Mar-15	Apr-17		Contract Agreement signed on 19th February 2015 & commencement of work is on 20th March 2015 . CuPhysical progress : 15.8%

5.6.2.3 Reconstruction of 25 Bridges Project (KFAED Loan)

The following works were carried out during the year 2015

Consultancy Services-

Consultancy Services agreement was signed on 10th July 2015 between RDA and 'Abuljebain Engineering Consulting Office', Kuwait with sub-consultant 'Infotechs Ideas (Pvt) Ltd.'. Notice of suspension was issued to the Consultant.

Civil Works of Reconstruction of 25 Bridges Project is subdivided in to three packages.;i.e Package 1,2 &3.

Project Name /RDA Division	Contract No	Section	Funding Agency	Contract Value Rs.Mn	Commencement Date	Completion Date	Cumulative Expenditure Upto Date (Rs.Mn)	Cumulative Physical Progress
							112.36	
	Consultancy Services			275.66	Jul-15	Dec .2018		Consulting agreement was signed on 10th July 2015.
Reconstruction of 25 Bridges Project **Loan No: 886** **Loan Amount : KWD 10 MN** **KWD- Kuwaitti Dinar**	RDA/SPMU/KFAED/CW-P 1 (Civil works-Package 1)	Bridge No:14/3 on Galagedara-Horana Road (B123)	Kuwait fund for Arab Economic Development (KFAED) :Loan No:K.F. 886	987.16	May-15	May-17		civil works package 1 was awarded on 26th March 2015and agreement was signed on 20th July 2015 & Contractor mobilising to the site and preliminary works & setting out are in progress.
		Bridge No: 14/8 on Galagedara-Horana Road (B123)						
		Bridge No:11/4 on Kegalle-Bulathkohupitiya-Karanawella (A021)						
		Bridge No:10/2 on Ampilanthurai-Veeramunai (B018)						
		Bridge No:2/2 on Tangalle-Weeraketiya (B410)						
		Bridge No: 2/3 on Tangalle- Weeraketiya (B410)						
		Bridge No:32/1, Veyangoda-Ruwanwella (B445)						

5.6.2.4 The Development Of Intelligent Transport System For Expressways In Sri Lanka (Jica Grant)

Grant agreement was signed between the Government of Sri Lanka & Government of on 18th March 2013 amounting to Japanese Yen 940 million.

Consultancy services agreement was signed between RDA and the Consortium of Oriental Consultants & ast Nippon Expressway Company Limited of Japan on 29th April 2013 .

Contract Agreement for the works was signed between RDA & 'Mitsubishi Heavy Industries Limited of Japan 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 ,Traffic Information boards were installed at the service areas of the Southern Expressway.

Progress during the year 2015:

Project was completed in July 2015 (100%).

Following were installed

- Variable Message Sign Board (Type A) : 21 nos
- Variable Message Sign Board (Type B) : 10 nos
- Traffic counters : 20 nos
- Rain Gauges : 11 nos
- Monitoring equipment at Gelanigama Traffic Control centre

Project Name	Section	Funding Agency	Contract Value Rs.Mn	Commencement Date	Completion Date	Cumulative Expenditure Upto Date (Rs.Mn)	Cumulative Physical Progress
The Project for Development of Intelligent Transport System (ITS) : Grant Agreement No:1260740; Grant amount : JPY 940MN	Kottawa to Godagama	Japan International Cooperation Agency (JICA)	900.20 (JPY 818.37 Mn) 68.22 (JPY62.02 Mn)	Nov-13	Jun-15	1094.78	100%



Variable Message Sign Board for the Expressway



Variable Message Sign Board for the access road



Traffic counter



CCTV camera for the Traffic counter



Rain Guage



Traffic control centre at Gelanigama

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. Kuwait fund was the predominant funding agency at the beginning. Presently this division handles donor funded projects viz. OPEC Fund for International Development (OFID)/Saudi Fund for Development (SFD)/Economic Development Co-operation Fund (EDCF), Korea/ Reconstruction of 46 bridges under French Government Financial Package. MFAP division is held responsible for utilization of those funds effectively and affectively so that maximum benefit given to the country's road sector infrastructure development

5.7.1 Projects handled by the MFAP unit in year 2015

In 2015, 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. Further a balance of loan provided under SFD was utilized to construct. Thattathurai Bridge (multi cell pipe culvert) on Samawachchathivu-Munaichianai Road.

5.7.1.1 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 Economic Development Co-operation Fund (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 (original scope) has been completed including Kotagala tunnel and Nanu Oya under pass. There is a loan balance out of the original contract and RDA has decided to improve road section from 68.5 km to 72.0 km on Avissawella – Hatton Road and reach progress of 92.4%.

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	100.0	2003.90	100.0	571.87
Improvement of Awissawella - Hatton - Nuwara Eliya Road (A007) (68.5 km – 72 km)	3.5	598	02.03.2015	31.12.2015	-	-	92.54	1863.94

Land Acquisition

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



Hatton Nuwara Eliya Road a completed section.



Kotagala Tunnel at (Ch. 79+510)

5.7.1.2 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 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 bridges 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. During the year 2015, 12 bridges were completed, 14 bridges in progress, 5 bridges Letter of Acceptance (LOA) are issued. Expenditure during 2015 is Rs. 1,918,053,830.



Completed bridge No. 12/3 on Katukurunda – Naboda Road (B207)



Completed bridgeNo: 8/10 Ratnapura – Wewalwatta Road (B391)

Project Name :- Construction of 46 Nos. of steel bridges under French Government Financial Package

Progress up to 31st December 2015

No.	Road Section	Length (km)	TEC (Rs. Mn.)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014(%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
1	Construction of Br. No. 8/10 on Rathnapura - Wewelwatta Road (B391)	Single Span 40.2m	102.74	14.06.2013	14.06.2014	100	52.67	100	21.06
2	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	100	26.81	100	1.23
3	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	100	39.24	100	16.69
4	Construction of Br. No. 17/5 on Badulla - Karamatiya (B036)	Two Span 57.6m	109.26	31.05.2013	30.11.2014	99	36.77	100	29.12
5	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	100	36.22	100	18.31
6	Construction of Br. No. 24/3 on Wandurambe - Ethumale - Yakkatuwa (B454)	Single Span 17.4m	59.85	11.06.2013	10.03.2014	100	36.59	100	1.4
7	Construction of Br. No. 182/6 on Peradeniya -Badulla - Chenkaladi (A005)	Single Span 11.4m	42.78	26.08.2013	25.05.2014	100	30.02	100	1.26
8	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	-	-	-	

No.	Road Section	Length (km)	TEC (Rs. Mn.)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014(%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
9	Construction of Br. No. 11/2 on Hanwella - Pugoda - Urapola (B146)	Single Span 17.4m	63.23	06.07.2013	06.04.2014	100	47.07	100	-
10	Construction of Br. No. 9/8 on Matale - Illukkumbura - Pallegama (B274)	Single Span 28.8m	84.05	26.08.2013	25.05.2014	97	48.59	100	8.2
11	Construction of Br. No. 2/8 on Matale - Illukkumbura - Pallegama (B274)	Single Span 28.8m	141.52	26.08.2013	25.08.2014	34	9.34	100	71.81
12	Construction of Br. No. 41/1on Bodagama- Hambegamuwa - Kalthota Road (B528)	Single Span 40.2m	72.55	26.08.2013	25.08.2014	92	38.46	100	11.21
13	Construction of Br. No. 194/1 on Peradeniya -Badulla - Chenkaladi (A005)	Single Span 17.4m	75.92	26.08.2013	25.05.2014	100	32.5	100	1.3
14	Construction of Br. No. 177/9 on Peradeniya -Badulla - Chenkaladi (A005)	Single Span 11.4m	44.41	26.08.2013	25.05.2014	99.5	26.6	100	12.77
15	Construction of Br. No. 9/5 on Thawalama - Neluwa - Batuwangala Road (B411)	Single Span 17.4m	74.56	26.08.2013	25.08.2014	92	33.54	100	22.11
16	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	23.45	100	33.04
17	Construction of Br. No. 8/2 on Badalkumbura - Buttala - Sellakataragama Road (B035)	Single Span 11.4m	64.94	02.09.2013	01.06.2014	100	58.6	100	-

No.	Road Section	Length (km)	TEC (Rs. Mn.)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014(%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
18	Construction of Br. No. 8/5 on Ehaliyagoda - Dehiovita Road (B110)	Single Span 11.4m	78.18	04.01.2014	03.01.2015	67	27.42	100	16.54
19	Construction of Br. No. 1/1 on Kirindiwita-Aswennawatta Road (B225)	Single Span 28.8m	78.27	29.07.2014	28.04.2015	21	38.46	100	54.05
20	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	11.88	94.5	12.02
21	Construction of Br. No. 30/4 on Embilipitiya - Panamura-Buluthota Road	Single Span 34.2m	60.47	25.07.2014	24.04.2015	12	11.23	99	26.8
22	Construction of Br. No. 1/1 on Badulla Station Road	Two span 17.4m+34.2 m	179.09	05.12.2014	04.12.2015	-	11.23	91	54.05
23	Construction of Br. No. 3/2 on Thudella-Pamunugama-Thalahena-Negombo Road (B425)	Single Span 34.2m	140.5	08.08.2014	07.08.2015	18	18.2	82.5	82.8
24	Construction of Br. No. 32/2 on Negombo - Giriulla Road (B322)	Single Span 22.80m	17.47	04.01.2014	03.08.2014	100	2.79	100	11.2
25	Construction of Br. No. 29/8 on Thiriwanaketiya - Agalawatta Road (B421)	Single Span 22.80m	21.6	04.01.2014	31.12.2014	86	3.93	100	16.29

No.	Road Section	Length (km)	TEC (Rs. Mn.)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014(%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
26	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	16	100	12.75
27	Construction of Br. No. 10/1 on Makola - Udupila Road (B262)	Single Span 22.80m	18.54	21.01.2014	18.08.2014	100	7.66	100	4.5
28	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	-	100	1.39
29	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	100	41.25
30	Construction of Br. No.21/1 on Galle-Deniyaya-Madampe Road (A017)	Single Span 28.8m+28.8 m	88.79	05.12.2014	05.03.2016	100	7.01	55	45.83
31	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	99.9	48.37
32	Construction of Br. No.145/3 on Peradeniya-Badulla-Chenkaladi Road (A005)	Single Span 22.8m	130.1	05.12.2014	04.12.2015	-	8.35	60	30.92
33	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	88	78.27
34	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	66	57.3

Land Acquisition

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

5.7.1.3 Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-1)

The Democratic Socialist Republic of Sri Lanka (DSROSL) has obtained a credit facility from Saudi Government (SG) towards the cost of the Miscellaneous Foreign Aided Projects (MFAP) and it intends to apply part of the proceed of this credit facility for Rehabilitation and Improvement of Somawachchathivu-Munaichiani Road (from 0+240 km to 1+117 km) in the district of Trincomalee. The project is implemented by the MFAP Project Management Unit of Road Development Authority under the Ministry of Education and Highways.



Construction of Pipe Bridge on Samawachchathivu-Munaichianai (CH 0+780

Road Section	Length (km)	TEC (Rs Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014 (%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
Construction of Pipe Bridge on Samawachchathivu - Munaichianai Road off Thambalagamuwa - Kinniya Road at 12th Km	0.9	79.67	29/06/2015	28/03/2016	-	-	47	-

Land Acquisition

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

5.7.1.4 Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-2)

The project consists 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.



Thampalgamam – Kinniya RoadCompleted Section (Ch. 1+950 km)



Thampalgamam – Kinniya RoadCompleted Section Ch. 1+750 km

Project Name :- Rehabilitation & Improvement of Road under Road Network Development Project funded by Saudi fund for Development (SFD-2)

Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014 (%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expendt. during 2015 (RS. Mn)
Rehabilitation /Improvements to A009 Kandy -Jaffna Road section from Katugastota to Alawathugoda (4+600km-15+570km)	10.97	767.04	3/6/2013	2/6/2014	99.8	401.77	100	322.69
Rehabilitation /Improvements to A009 Kandy -Jaffna Road section from Alawathugoda to Palapathwela(15+570km-32+540km)	16.97	949.16	3/6/2013	25/11/2014	98.2	211.95	100	423.78
Rehabilitation /Improvements to B541 Thampalagamam - Kinniya Road section from Thambalagamuwa to Surangal Junction(0+000km-8+500km)	8.5	875.85	7/6/2013	6/12/2014	82.5	180.52	96.43	349.35
Rehabilitation /Improvements to B093 Dehiowita - Deraniyagala - Noori Road section from Dehiowita to Deraniyagala(0+000km -14+000km)	14	1092.57	5/6/2013	4/12/2014	43.57	233.77	100	329.3
Rehabilitation /Improvements to A009 Kandy -Jaffna Road section from Palapathwela to Naula (32+540km-54+180km)	21.64	1330.61	13/03/2014	12/3/2015	22.37	-	100	696.63
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	521.5	100	739.48

Land Acquisition

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

5.7.1.5 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.



Completed Road Section CH 136+450-136+600Galle – Deniyaya – Madampe Road Section from Rakwana to Madampe



Wearing course at (Ch: 4+050) Eheliyagoda – Dehiowita Road Section from Eheliyagoda to Dehiowita Road

Project Name :- Rehabilitation & Improvements of Roads under National Roads Improvement Project funded by OPEC fund for International Development (OFID-1)

Road Section	Length (km)	TEC (Rs Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014 (%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
Reconstruction of Bridge No. 3/2 on Polgahawela - Kegalle Road (Karadana Bridge)	0.125	247.66	21/06/2013	20/12/2014	83.5	120.92	100	35.33
Rehabilitation /Improvements to A017 Galle - Deniyaya - Madampe Road section from Rakwana to Madampe (130+000km-143+930km)	13.93	2051.4	1/7/2013	31/12/2014	66	725.38	99.5	446.18
Rehabilitation /Improvements to B110 Eheliyagoda - Dehiowita Road (0+000km-16+690km)	16.96	1807.31	10/12/2013	9/6/2015	51.463	510.54	87.63	597.34
Rehabilitation /Improvements to B120 Ethulkotte - Mirihana - Kohuwala section from Ethulkotte to Kohuwala Road (0+000km-5+950km)	5.95	864.17	10/12/2013	9/9/2014	95	252.87	100	264.88

Land Acquisition

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

5.7.1.6 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.

Widening of Bridge No. 2/1 on Narahenpita – Nawala-Nugegoda Road was completed including approaches on 10/03/2015 as scheduled. Improvement of Approach Road to Jayawardanapura Hospital, Dematagoda – Wellampitiya Road, Kolonnawa – Yakbedda Road, Welikada – Kohilawatta Road, Centre Road are in progress as at end of 2015.

Land Acquisition for Widening of Bridge No. 2/1 on Narahenpita – Nawala-Nugegoda Road

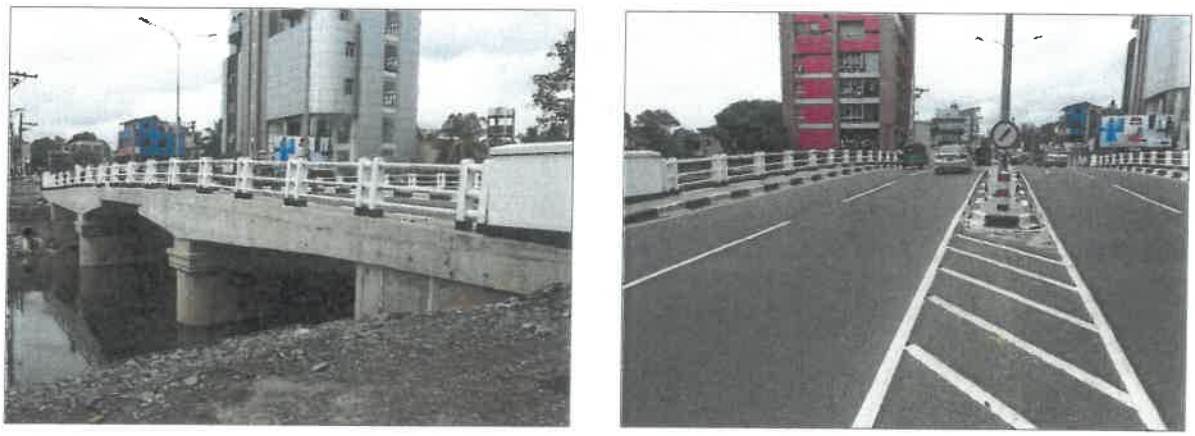
Land Acquisition is completed. Compensation to be paid.

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

Road Section	Length (km)	TEC (Rs Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014 (%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
Widening of Bridge No. 2/1 on Narahenpita - Nawala - Nugegoda Road	34.14 m	225.68	11/12/2013	10/3/2015	75.07	114.53	100	57.31
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	22/03/2016	-		70.41	609.42

Land Acquisition for contract no.RDA/MFAP/ICB/OFID-2/A

Land acquisition on Centre Road in progress and no land acquisition involved with other roads



Widening completed Bridge No. 2/1 on Narahenpita – Nawala-Nugegoda Road (Nawala Bridge)

5.7.1.7 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 bypass.

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 packages.

Road Section	Length (km)	TEC (Rs Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2014(%)	Expenditure up to 2014 (Rs. Mn)	Progress as at end of Dec. 2015 (%)	Expenditure during 2015 (RS. Mn)
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	1/1/2014	30/09/2014 extended up to 24/12/2014	63	70.77	100	46.09
Construction of Bridge No. 51/1 on Galle - Deniyaya - Madampe Road	Span 4.58 m	38.66	15/03/2014	15/12/2014	62	16.69	100	14.76



Completed Bridge 51/1

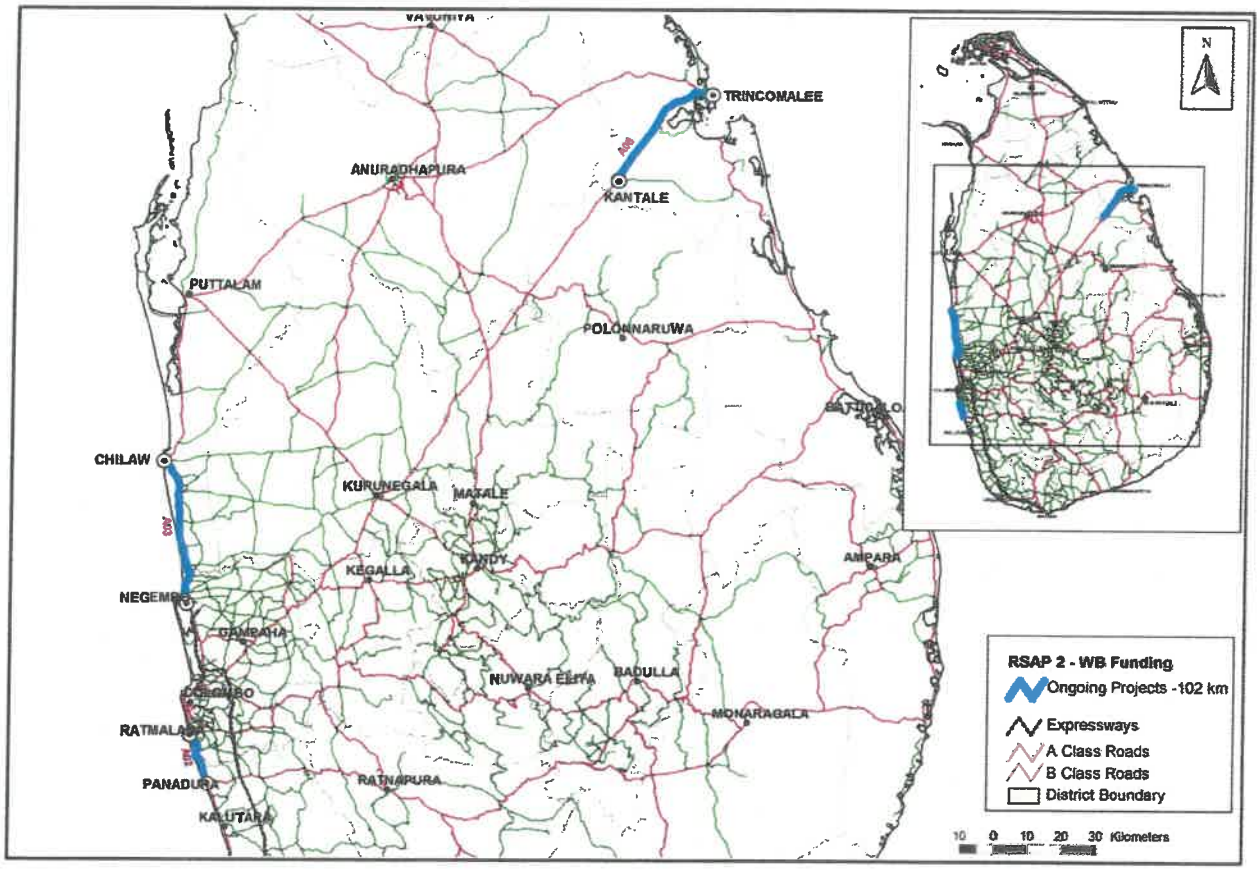


Complete Bridge 1/3

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).

The Democratic Socialist Republic of Sri Lanka has obtained US$ 100 mn credit facility from the International Development Association (IDA) for Improvement and Rehabilitation of roads under the Road Sector Assistance Project, Second Additional Financing (RSAP11-PHASE11).

Under RSAP-II, Rehabilitation and Improvement of road sections in Colombo – Galle – Habmbanthota Road (A002) and Peliyagoda – Puttalam Road (A003) totaling approximately 34.80 km were carried out.

The scope of work includes:

- Asphaltic concrete overlay on the existing pavement
- Reconstruction of localized failure locations
- Improvements to drainage system
- Major Improvements in safety features for Pedestrian
    - Raised Pedestrian side walks
    - Pelican Crossings and additional pedestrian crossings with improved visibility and lighting.
    - Improved street lighting
- Geometrical Improvements and additional signalization at major intersections, new road markings and furniture
- Improvement at center median crossing

5.8.1 Details of the project

The Improvement of A002 road (from 13+275 km to 18+480km & 25+240Km to 30+300km), AB011 (from 0+000km to 6+780km) & A003 road (From 0+600km to 18+310km) Road sections are divided into four Lots towards four Contract Packages

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

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

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

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

Contract 05
Construction of Overhead bridge and supply, installation and commissioning escalator and lift near Panadura private bus stand on A02 road

5.8.2 Progress of work as at and of 2015

Project Name/ RDA Division	Contract No	Description of Work	Section/ Bridge	Contract Value (Rs Mn) Revised	Commencement Date	Completion Date	Expenditure Upto Date (Rs Mn)	Physical Progress
World Bank Funded Road Sector Assistance Project - Second Additional Finance	WB/RSAP II/WK/ICB01 -Lot01	Rehabilitation and Improvements on Galle Road **(A002)** & New Galle Road **(AB011)**	Galle Road, A002 - Maliban junction to Cross Junction (13+275km -18+480km) and New Galle Road, AB011 - Cross junction to Panadura bridge (0+000km - 0+080km)	1870.8	07.07.2013	06.07.2014	1,601.580	100.00%
	WB/RSAP II/WK/ICB01 -Lot02		New Galle Road, AB011 - Cross junction to Panadura bridge (0+080km - 6+780km) and Galle Road, A002 - Panadura bridge to Nalluruwa Junction (25+240km - 30+300km)	2959.3	07.07.2013	06.07.2014	2,627.090	100.00%
	WB/RSAP II/WK/NCB 01		Construction of Overhead Bridge and supplly, Installing and Commissioning Escalator and Lift Near Panadura Private Bus Stand	168.986	20.12.2013	20.06.2014	161.209	100.00%
	WB/RSAP II/WK/ICB01 -Lot03	Rehabilitation and Improvements on Peliyagoda – Puttalam Road **(A003)**	Section from (0+660km - 9+000km)	1848.9	07.07.2013	06.07.2014	1,613.520	100.00%
	WB/RSAP II/WK/ICB01 -Lot04		Section from (9+000km - 18+310km)	1690.8	07.07.2013	06.07.2014	1,458.160	100.00%

Note : All the Contracts are under the defects liability period

5.8.3 Other projects handled by the World Bank Funded Road Sector Assistance Project

Transport Connectivity and Asset Management Project (TC&AM)

Under Transport Connectivity Project, the Ministry of Higher Education and Highways and the Road Development Authority proposes to explore the possibility to apply Output (based) Performance Road Contract format (OPRC, using "Design Build Maintain Operate and Transfer methodology (DBMOT).

The World Bank has agreed to finance the foreign component of Consultancy Assignments under the Road Sector Assistance Project IDA 4906 until the new loan will be activated.

The following project preparatory works of TC&AM project were carried out under RSAP

- Consultancy assignments for Environment Impact Assessment, Social Impact Assessment, and Identification, surveying, and mapping lands, required for storm water management
- Consultancy service for Conceptual design and preparation of Bidding Documents for Civil Works Contract.

5.8.4 Constrains

4.1 Large number of Variations were issued and made design changes to accommodate public request for center median openings and parking bays

4.2 Difficulties were experienced in accommodating public request to address drainage problems in the area

4.3 Some flooding problems in the road could not be addressed due to inadequate capacity, absence or obstruction of Lead away drains

4.4 Some potholes started appearing in certain section on A003 road due high water level. The Reason for this problem has not yet established. But with construction of subsurface drains, the situation has been improved

4.5 Some material used for street lighting in AB011 road found not suitable for costal environment and found getting fully corroded within short period of time. Need to be replaced.

4.6 Large number of defects have appeared in street light system.



Maliban Junction



Galle Road



Panadura Pedastrian overhead Bridae





A033 Road

5.9 Climate Resilience Improvement Project (Crip) –

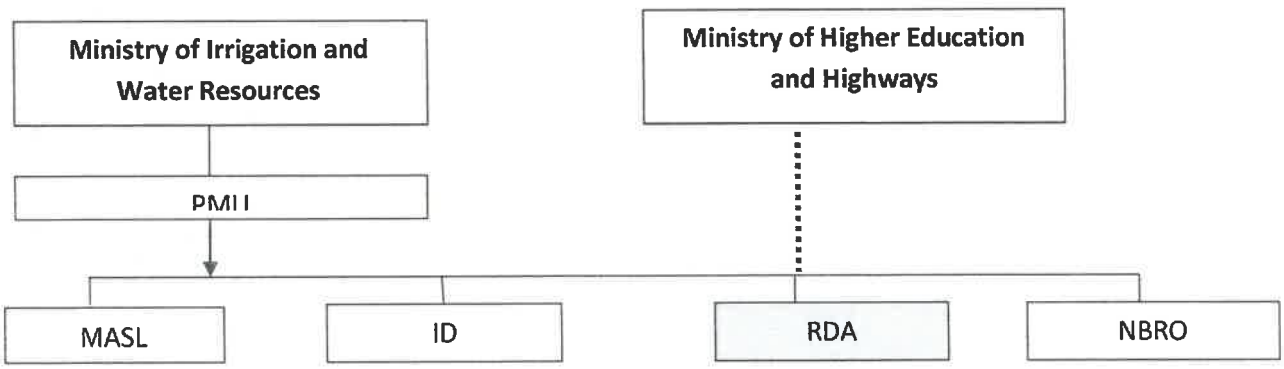
5.9.1 Introduction

The World Bank under IDA is financing the project Climate Resilience for US$110 million to improve climate risk and implement immediate flood mitigation and resilience work. The objectives of the projects are to reduce the vulnerability of exposed people and assets to climate risk and to improve the Recipient's capacity to respond effectively to Disasters. The Project will be implemented through the PMU under the Ministry of Irrigation and Water Resources Management.

Subsequently RDA has been identified as a one of implementing Agency (IA) for national road network of the country and Investment of US$36 M has been allocated to improve the resilience of road infrastructure on key road links and ensure continuity in time of disaster and to facilitate emergency responses. Main investments will focus on road infrastructure to improve the corridors climate resilience, particularly through slope stabilization and drainage improvement works. A number of key vulnerable stream crossings will also be strengthened by construction bridges in place of existing causeways.

5.9.2 Implementation Arrangement

PMU coordinate the project activities as well as coordinate all financial management aspects of the project. PMU transfers the funds to the relevant IA's to make payments to the Contractors. RDA representing an IA is responsible for completing designs, procurement and supervision of works.



5.9.3 Ongoing Projects

a) Reconstruction of Bridges

No	Contract Package	Description
1	CRIP/WORKS/RDA/NCB/300	Reconstruction of Nedimale Bridge (4/1) on Dehiwala Maharagama Road (B094)
2	CRIP/WORKS/RDA/NCB/302	Bridge No 1/1 (Koddamunai) on Baticalo-Trikondimadu- Trincomalee Road - (A015)
3	CRIP/WORKS/RDA/NCB/303	Reconstruction of Bridge no. 4/3 & 27/6 and Widenning of Bridge No. 10/2 & 10/6 on Polonnaruwa-Thambala-Sangawila- Somawathiya Road (B488)
4	CRIP/WORKS/RDA/NCB/304	Bridge No 53/1 on Colombo-Ratnapura-Wellawaya Road - (A04)
5	CRIP/WORKS/RDA/NCB/313	Bridge across Katu Ela on Gangodawila Boralesgamuwa Road – (B134)
6	CRIP/WORKS/RDA/NCB/314	Bridge No 3/1(Causeway) on Bagahawewa-Pulmudai Road - (B060)
7	CRIP/WORKS/RDA/NCB/315	Bridge at Culvert no. 2/1 on Kataragama – Sella Kataragama Road (B202)
8	CRIP/WORKS/RDA/NCB/316	Reconstruction of Bridge NO. 23/3 on Ella Kanthale Road (B010)
9	CRIP/WORKS/RDA/NCB/317	Bridge no 3/3 on Makandura – Badalgama Road

b) Stabilization of Slopes

No	Contract Package	Description
1	CRIP/WORKS/RDA/NCB/305	Rectification of 7 unstable slope segment between culverts No. 37/5 & the culvert No. 41/10 on Kandy – Mahiyanganaya – Padiyathalawa Road – (A026)
2	CRIP/WORKS/RDA/NCB/306	Rectification of 4 unstable slopes between culverts 43/04 & 51/02 on Kandy-Mahiyanganaya-Road - (A026)
3	CRIP/WORKS/RDA/NCB/307	Rectification of 4 unstable slope segment between the culvert 55/03 & 60th km on Kandy- Mahiyanganaya-Road - (A026)
4	CRIP/WORKS/RDA/NCB/308	Rectification of unstable slopes at 75/10 &76/2 Haggala on Peradeniya-Badulla- - (A005)
5	CRIP/WORKS/RDA/NCB/309	Rectification of 02 unstable slopes at 185/6 and 194/11 Bandarawela on Colombo- Rathnapura- Wellawaya Road - (A004)
6	CRIP/WORKS/RDA/NCB/310	Rectification of 02 unstable slopes at 20/7- 20km post & 22/1-22/2 on Kegalle-Bulathkohupitiya-Karawanella Road - (A021)
7	CRIP/WORKS/RDA/NCB/311	Rectification of unstable slope at bridge No.48/2 on Avissavella Hatton Nuwara Eliya Road (A007)

5.9.4 Project: Progress of Climate Resilience Improvement Project (CRIP) – Transport Continuity Sub Programme as at the end of 2015

Contract No	Description of Work	Section/ Bridge	Contract Value (Rs Mn) Revised	Commencement Date	Completion Date	Expenditure Upto end of Dec 2015 (Rs Mn) without VAT	Physical Progress as at end of 2015
CRIP/WORKS/RDA/NCB/300	Reconstruction of Bridge on Dehiwala - Maharagama Road (B094)	Nadimale Bridge (No.4/1)	188.12	26.11.2014	25.02.2016	71.500	44.00%
CRIP/WORKS/RDA/NCB/303	Reconstruction & Widening of Bridges on Polonnaruwa - Thambala - Sungawila - Somawathiya Road (B488)	Reconstruction of Bridge No. 4/3, 27/6 & Widening of Bridge No. 10/2, 10/6	196.75	31.12.2014	29.06.2016	99.100	68.00%
CRIP/WORKS/RDA/NCB/305	Rectification of unstable slope segments	Between 29+050 Km and the Culvert 42/08 on Kandy – Mahiyanganaya Road (A026)	152.98	30.12.2014	29.03.2016	53.300	70.39%
CRIP/WORKS/RDA/NCB/306		Between the Culvert 43/04 and 51/02 on the Kandy – Mahiyanganaya Road (A026)	183.45	30.12.2014	29.03.2016	66.100	58.74%
CRIP/WORKS/RDA/NCB/307		Between the Culverts 55/03 and 60th Km on Kandy – Mahiyanganaya Road (A026)	247.91	30.12.2014	29.03.2016	36.100	4.20%

5.9.5 Current Status of the projects to be commenced

1) Bridge No 1/1 (Koddamunai) on Baticalo-Trikondimadu- Trincomalee Road - (A015)

   Contract awarded to SD&CC
   Commencement Date 3rd December 2015

2) Bridge No 3/1(Causeway) on Bagahawewa-Pulmudai Road

   Bid Evaluation in progress

3) Bridge across Katu Ela on Gangodawila Boralesgamuwa Road

   Bidding document prepared , procurement in progress.

4) Bridge No 53/1 on Colombo-Rathnapura-Wellawaya Road

All hydrolic and hydrological studies completed. Designs and estimates are being prepared and will be finalized at the end of January 2016

5) Bridge no 2/1 on Kataragama – Sella Kataragama road (B202)

- Designs and estimates are being prepared and will be finalized at the end of January 2016

6) Rectification of unstable slopes between culvert Nos' 75/10 &76/2 at Haggala on Peradeniya-Badulla- (A005)

Designs and estimates will be available by 31st January by NBRO
IEE (Initial Environmental Examination) report will be ready by March 2016

7) Rectification of unstable slope at Br No.48/2 Avissawella Hatton Road (A007) Ginigathhena

Designs and estimates will be available by 31st January 2016 by NBRO

.

8) Rectification of unstable slopes at 185/6 , 194/11 on Colombo- Rathnapura Wellawaya Road - (A004) and Rectification of unstable slope at 20th km on Kegalle-Bulathkohupitiya-Karawanella Road (A021)

Design and investigations to be commenced by NBRO.

5.9.5 Constraints to progress

Variations due to the change of scope (Climatic changes)



Bridge No. 4/1 (Nedimala) on Dehiwala Maharagma Road - (B094)



Bridge No's 4/3, 10/2, 10/6, 27/6 Polonnaruwa – Somawathiya Road (B274)



Rectification of 7 unstable slope segment between culverts No 37/5 & the culvert No 41/10 Kandy-Mahiyanganaya-Padiyathalawa Road - (A026)



Rectification of 4 unstable slope segment between the culvert 55/03 & 60th km on Kandy-Mahiyanganaya-Road - (A026)

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:

(i) 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.

(ii) 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

(iii) 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.

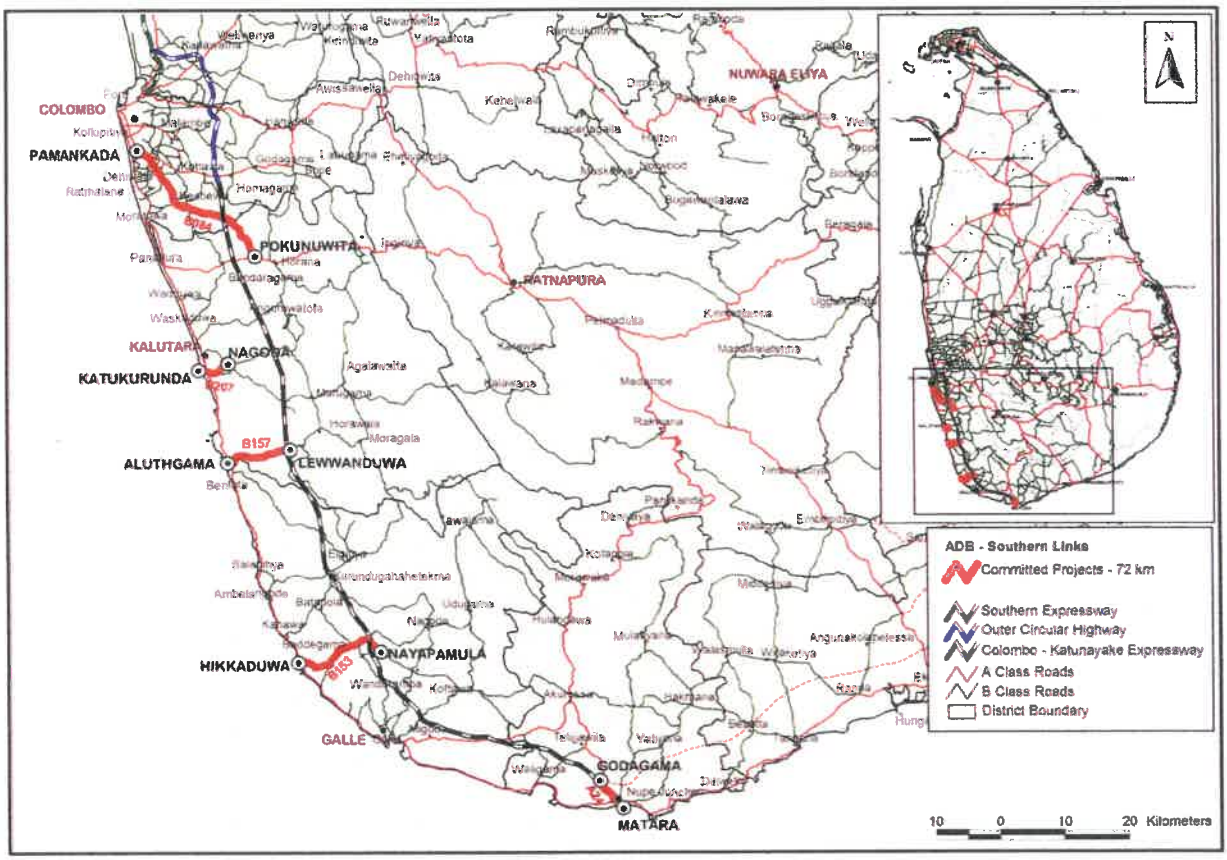
Now this loan has changed as Additional Financing Loan no. 2767 SRI and the additional finance required for the completion of the Highway Secretariat building up to 10 floors shall be provided through local funds.

Progress of activities during the year 2015 - ADB Loan No. 2217 SRI

Route No.	Name of the Road	Commencement Date	Target Completion Date	Length (km)	Contract Value without VAT (Rs.Mn)	Expenditure Upto date with VAT (Rs.Mn)	Physical Progress as at December	Remarks
A-012	Rehabilitation & upgrading of Puttalam-Anuradhapura Road	01.08.2009	31.08.2012	0.0 - 83.0 & 0 - 2.1 = 85.1	4,849.3	4,880.370	100%	Completed & handed over to RDA
A-026	Rehabilitation & upgrading of Kandy-Mahiyangana Road	01.11.2008	29.02.2012	31.3 - 72.1 = 40.8	5,360.2	5,434.870	100%	Completed & handed over to RDA
A-005	Rehabilitation & upgrading of Nuwaraeliya-Badulla Road	01.12.2008	31.07.2012	75.2 - 130.1 = 54.9	5,808.6	5,876.494	100%	Completed & handed over to RDA
A-006	Rehabilitation & upgrading of Habarana-Kantale Road	11.07.2008	28.08.2010	113.0 - 156.6 = 43.6	2,407.9	2,705.274	100%	Completed & handed over to RDA
A-004	Rehabilitation & upgrading of Nugegoda-Homagama Road	01.06.2011	26.02.2013	1.4 - 15.5 = 14.1	1,413.8	1,583.456	100%	Completed & handed over to RDA
-	Construction of Highways Secretariat Building	04.11.2010	25.06.2014 (Civil works)	Entire Building	1,963.2	2,268.997	99.7%	Interior works in progress
A-004 & A-007	Performance Based Maintenance Contract	02.03.2011	01.09.2012	60 - 96 on CRWB & 0 - 72 AHN = 108	294.9	323.317	100%	Completed & handed over to RDA

5.10.2 Supplementary Loan (ADB Loan No. 2767 SRI)

Map 14: Road Projects of 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.

5.10.3 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.

Progress of activities during the year 2015 - (ADB Loan No. 2767 SRI)

Route No.	Name of the Road	Commencement Date	Target Completion Date	Length (km)	Contract Value without VAT (Rs.Mn)	Expenditure Upto date with VAT (Rs.Mn)	Physical Progress as at Dec. 2015 (%)	Remarks
A-024	Rehabilitation & Improvements of Matara - Godagama Road	15.05.2013	15.05.2014	0.1 - 3.5 = 3.4	754.9	684.888	100%	Completed & handed over to RDA
B-153	Rehabilitation & Improvements of Hikkaduwa - Southern Highway	15.05.2013	31.08.2015	0 - 14.34 = 14.34	1562.86	1325.712	100%	Substantially Completed
B-157	Rehabilitation & Improvements of Aluthgama - Southern Highway	15.05.2013	31.08.2015	42.6 - 53.67 = 11.07	2089.1	1835.576	100%	Substantially Completed
B-207	Rehabilitation & Improvements of Katukurunda - Nagoda Road	25.05.2012	31.01.2014	0 - 2.72 = 2.72	391.03	417.791	100%	Completed & handed over to RDA
A-004	Rehabilitation & Improvements of Kirulapona - Godagama Road	09.12.2013	30.11.2015	1 - 15.36 = 14.36	1246.68	934.831	100%	In progress as per revised programme
B-084	Rehabilitation & Improvements of Pamankada - Kesbewa Road	28.03.2013	31.12.2015	1.1 - 13.8 = 12.7	3322.6	2682.393	98.74%	In progress as per revised programme

Progress Photograph of Hikkaduwa –Southern Expressway



Completed work at Road Sections at Km 0+100

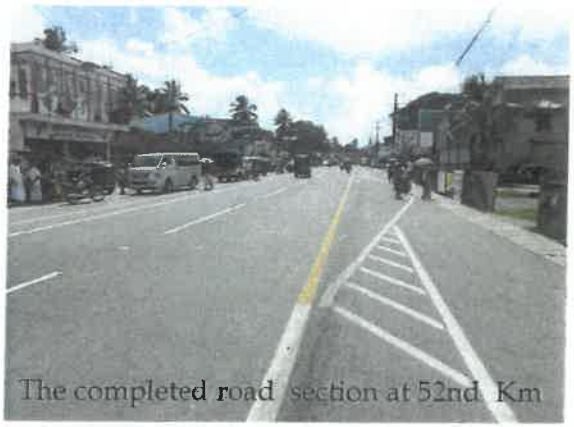


Completed work at Road Sections at Km 0+640



Completed work at Road Section at Km 13+130

Progress Photograph of Aluthgama – Southern Expressway





Progress Photograph of Kirulapona – Godagama Road



Road marking at Maharagama town
from Km 06+375 – Km 06+520 - LHS



Completed Foot Bridge at Km 09+970

Progress Photograph of Pamankada - Kesbewa Road





5.10.4 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

5.10.4.1 Progress of activities during the year 2015 - (Southern Road Connectivity Project)

Route No.	Name of the Road	Commencement Date	Target Completion Date	Section (km)	Length (km)	Physical Progress (%)	Remarks
B-295 & B-389	Rehabilitation & upgrading of CP1 B295 Moratuwa-Piliyandala & B389 Ratmalana-Mirihana Roads	22.04.2015	14.10.2016	2.62 - 5.12 5.70 - 7.84	4.64	11.9%	Work is in Progress
B-084 & A-004	Rehabilitation & upgrading of CP2 B084(S) Kesbewa-Pokunuwita & A004 Kirulapona-Godagama Roads			13.80 - 21.10 0.13 - 1.00 15.36 - 16.28	9.09		Issuing Tender Documents in Progress
B-157	Rehabilitation & upgrading of CP3 B157(E) Southern Expressway-Madurugoda Road			42.372 - 30.00	12.37		Re-evaluating Bids in Progress

5.11 Road Network Improvement Project

Road Network Improvement Project (RNIP) unit was engaged in the implementation of four foreign funded projects, namely 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 2015 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 are given next pages.

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



Pictures

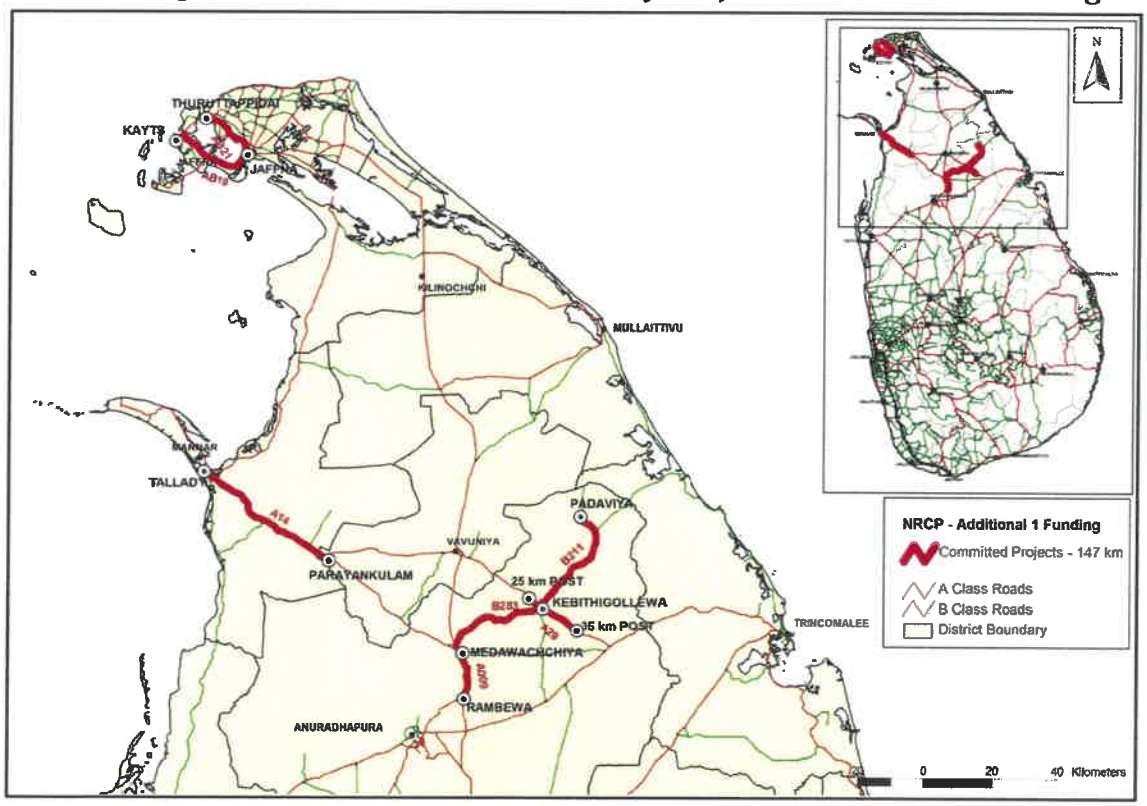
CP-4A: Rehabilitation improvement of A032navathkuli-kerativu-mannarroad, "sangupitty" bridgemannarend approach 4.5km





5.17.2. Northern Road Connectivity Project – Additional Financing (NRCP-AF)

Map 19: Northern Road Connectivity Project – Additional Financing



Road Section	Length (km)	Contract Value (Rs Mn)	Date of commencement	Completion Date or Anticipated Completion Date	Cumulative Exp as at end of 2015 (Rs.Mn)	Progress as at end of 2015
Rehabilitation / Improvements to A9 Road from Dambulla to Thonigala (74+650 to 98+000 km)	23.35	1,326.93	7-Jun-11	15-Jun-13	1,320.14	100.00%
Rehabilitation / Improvements to A9 Road from Thonigala to Galkulama (98+000 to 122+170 km)	24.17	1,577.75	7-Jun-11	17-Apr-13	1,651.84	100.00%
Rehabilitation / Improvements to A020 Road from Anuradhapura to Rambewa (0+000 to 14+500 km)	14.50	752.65	7-Jun-11	21-Nov-12	741.06	100.00%
Rehabilitation / Improvements to A032 Road section from Navathkuli to Kerativu Jetty (0+000 to 17+400 km)	17.40	1,387.42	7-Jun-11	18-Mar-13	1,313.84	100.00%
Rehabilitation / Improvements to B268 Road from Manipay to Kaithady (0+000 to 14+020 km)	14.02	654.17	7-Jun-11	28-Nov-12	646.02	100.00%
Rehabilitation / Improvements to B347 Road from Vallai to Araly (0+000 to 27+400 km)	27.40	1,483.61	7-Jun-11	27-May-12	1,192.94	100.00%
Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 0+000 to 13+000 km	13.00	1,004.01	7-Jun-11	26-Dec-12	987.91	100.00%
Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 13+000 to 24+000 km	11.00	586.57	7-Jun-11	30-Jun-13	593.89	100.00%
Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 24+000 to 38+500 km	14.50	974.95	7-Jun-11	28-Feb-13	988.45	100.00%
Rehabilitation / Improvements to section of Mankulam Mullaitivu Road A034 from 38+500 to 49+100 km	10.60	1,319.34	7-Jun-11	11-Apr-13	1,302.61	100.00%
Rehabilitation / Improvement Of A 032 Navathkuli – Keraitivu - Mannar Road, "Sangupity" Bridge Mannar End Approach 4.5 Km	4.50	1,119.29	31-Mar-14	2-Mar-15	944.04	100.00%
Rehabilitation / Improvement Of A 029 Vavuniya - Horowupathana Road from 16+000km - 22+000km	6.00	348.29	3-Apr-15	29-Dec-15	201.81	84.00%
Rehabilitation / Improvement Of A 029 Vavuniya - Horowupathana Road from 5+000km to 16+000km	11.00	374.72	4-Jul-15	31-Dec-15	178.43	75.00%

5.17.1.2 Outcome of the project

The outcome of the project are primarily improving road connectivity in the country's Northern region and helping to restore 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. Reduced travel time and reduced Vehicle Operating Cost (VOC) will induce traffic generation in the range of 30% in the region

The project output are 191 km of National Highways consisting of 151 km of Class 'A' Roads and 41.4 km of Class 'B' Roads in the Northern Province and North Central Province rehabilitated.

5.17.1.3 Executing and Implementing Agency

The Executing Agency (EA) for the Project is Ministry of Highways Ports and Shipping. The Implementing Agency (IA) is Road Development Authority under the Ministry of Highways Ports and Shipping.

5.17.1.4 Total Estimated cost

The total cost of the national road component is US $ 145.85 million. The Asian Development Bank financed 89% from the total cost and balanced 11% is financed by the Government of Sri Lanka to cover the cost of taxes and duties. This fund allocation is directly made available to the project every year in the annual budget for Ministry of Highways Ports and Shipping.

5.17.15 Project Details

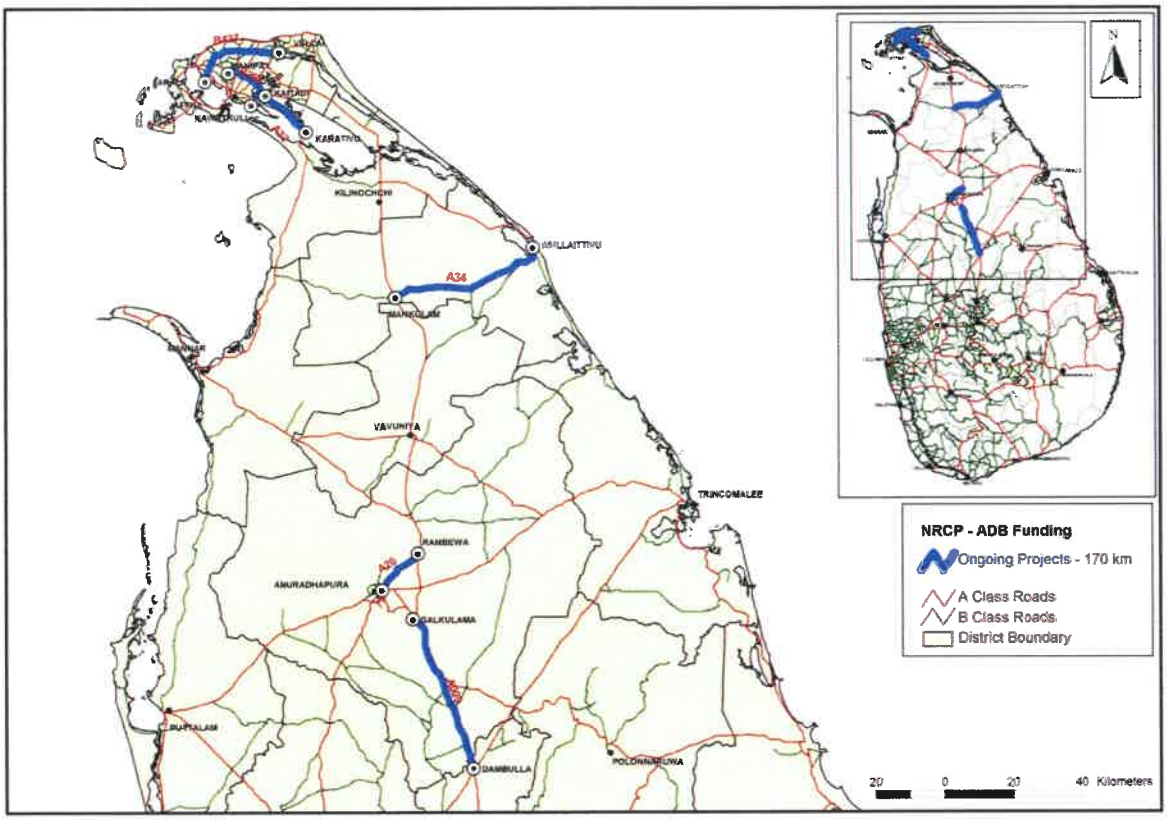
Details of Northern Road Connectivity Project as at 31st December 2015 is given in the next table.

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



5.17.1.1 Northern Road Connectivity Project (NRCP)- Introduction:

Northern part of Sri Lanka is one of the worst affected regions emerging from nearly three decades of inland armed conflict. The damage to physical infrastructure has been severe and extensive, and particularly the road network lies in a state of disrepair. People in this region no longer have access to social needs. The mobility between northern part and the country's rest of the regions is also poor due to the substantial travel time required as the linking national arterial roads are in inadequate condition, which has hindered the spread of economic activities and development. Therefore, the Government of Sri Lanka has obtained a loan from Asian Development Bank (ADB) to rehabilitate and improve the roads in the Northern region and it links roads under the Northern Road Connectivity Project.

Land Acquisition

In all the PRP3 – Phase 1 project, except C7 Contract, widening of the road was carried out without paying compensation for lands, with the consent of the land owners, Land acquisition work is in progress. Construction work started in other area where land acquisition is not necessary.



Meegahajandura –Kumaragama Road



Hiniduma –Opatha -Pitabeddara Road



Mawenella – Hemmathagama -Gampola Road



Kandy - Jaffna Road (1.65 – 3.90km) LHS



Marawila -Udubaddawa Road
(0.00 – 19.5 km)



Rambukkana - Katupitiya Road
(0.00 – 9.81 km)

Project details of China Development Bank funded Priority Roads Project -3 (Phase-1)

Road Name/ Bridge No	Road Length Kms.	Total Estimated Cost (Rs.Mn)	Date of Commencement	Date of Completion	Physical Progress at end 2015	Cum.Exp up to end of 2015 (Rs.Mn)
C1 – Kiriella-Nedurana-Eheliyagoda Road (0.00 – 14.75km)	14.75	3,422.00	09.09.2014	08.09.2016	73.31%	2,142.10
C2 - Ratnapura - Palawela - Karawita Road (0.00 - 21.28km)	21.28	4,301.00	09.09.2014	08.09.2016	46%	2,575.23
C3 – Ratnapura-Wewelwatte Road (0.00 – 27.5km)	27.5	4,626.28	09.09.2014	08.09.2016	75.13%	2,858.17
C4 - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Road Package	19.8	3,174.00	24.10.2014	23.04.2017	44%	2,493.54
C4 - Veyangoda - Ruwanwella Road (12.4 - 32.2km) Bridge Package		2,094.94			45%	
C5 - Meegahajandura - Kumaragama Road (0.00 - 8.80km)	8.8	1,172.00	24.10.2014	23.10.2015	100%	772.43
C6 - Galle - Udugama Road (0.00 - 35.35km)	35.35	4,641.36	24.10.2014	23.04.2017	41%	2,426.77
C7- Kandy- Jaffna Road (1.65 – 3.9km	2.25	1,998.03	03.06.2015	02.06.2016	2.10%	662.40
C8 – Marawilla-Udubaddawa Road (0.00 – 19.55km)	19.55	*2,546.34*	24.10.2014	23.10.2016	40%	1,053.65
C9 – Rambukkana-Katupitiya Road (0.00 – 9.81km)	9.81	1,305.01	24.10.2014	23.10.2016	59.36%	1,464.73
C9 – Dambokka-Katupitiya Road (0.00 – 8.75km)	8.75	1,588.50	24.10.2014	23.10.2016	83.97%	
C10 - Hiniduma - Opatha - Pitabaddara Road (0.00 - 31.5km) Road Package	31.5	4,642.73	09.09.2014	08.03.2017	43%	3,254.73
C10 - Hiniduma - Opatha - Pitabaddara Road(0.00 - 31.5km) Bridge Package		1,620.93			38%	
C12 – Ayagama- Egaloya Road (0.00 – 23.00km)	23	4,015.09	09.09.2014	08.03.2017	84.03%	2,686.17
C13 - Mawanella - Hemmathagama - Gampola Road (0.00 - 26.00km)	26	5,769.52	18.08.2015	17.06.2017	7%	1,681.07

5.16 Priority Road Project -3 (Phase I)

China Development Bank Co Ltd (CDB) has provided a further US $ 300 million for PRP- 3 –Phase I

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.

Under Priority Roads Project 3 (Phase-1) there are twelve contracts were awarded in central, Southern, Sabaragamuwa and North western provinces and now works are in progress.

These twelve contracts were undertaken by the three Chinese contractors as follows:

1. China National Aero Technology International Engineering Corporation Ltd. (8-Contracts-C1,C2,C3,C4,C5,C6,C10,C12)
2. Hunan Construction Engineering Corporation (2-Contracts – C7,C8)
3. Xi'an Dagang Company Limited (2-Contracts-C9,C13)

The project is implemented under two Project Directors, each having 6 contract as follows:

Project Director (A) – C2, C4, C5, C6, C10 & C13 (Supervised by RDA Project consultancy Unit)

Project Director (B) – C1, C3, C7, C8, C9 & C12 (Supervised by RDC & CEA consultancy)

The Scope of the project includes:

- Improvement of Horizontal & Vertical Alignment improvement
- Widening of the road to have standard two lanes carriageway, hard shoulder & soft shoulder on both sides
- Improve storm water drainage
- Provide all road furniture: road marking & signs, W- beam Crash barriers

5.15 Priority Road Project – 2 (Northern)

Improvement & Rehabilitation of 323.01km length of A & B class roads. Final surface of the improved road would be Asphalt concrete, except 8.05km length of road which is concrete surfacing. In addition, Rehabilitation of 97.30km length of Provincial roads in Nuwara Eliya District

Project details of Priority Roads Project -2 (Northern) funded by China Development Bank

Contract No.	Description of Work	Section	Original Contract Value (Rs. Mn)	Revised Contract Value (Rs. Mn)	Commencement Date	Completion Date	Expenditure upto Date (Rs. Mn)	Cumulative Physical Progress (%)
RDA/RNIP/PRP2/C2A	Kandy - Mahiyangana - Padiyatalawa Road	93.15 - 102.28km	730.00	625.00	07.12.2011	29.12.2012	624.85	100%
RDA/RNIP/PRP2/C2B	Badulla - Karametiya - Andaulpotha Road	0.0 - 48.0km	3,370.00	5,078.00	07.12.2011	15.05.2015	4,801.70	100%
RDA/RNIP/PRP2/PkgC/C5	Mahiyangana - Dimbulagala - Dalukkane Road	0.0-24.10km	2,202.00	1,777.00	07.12.2011	10.06.2014	1,746.31	100%
RDA/RNIP/PRP2/PkgC/C5B	Bibile- Uraniya- Mahiyangana road	22.0 -39.58 km	1,620.00	1,600.00	20.03.2012	19.03.2014	1,575.47	100%
RDA/RNIP/PRP2/PkgC/C6	Galkulama - Anuradhapura Road	0.15.0km & 16.0 - 16.64km	1,434.00	1,491.00	07.11.2011	28.02.2014	1,484.82	100%
RDA/RNIP/PRP2/PkgC/C7	Kadahapola - Rambawewa Road	0.0 - 18.71km	6,360.00	8,041.00	18.06.2012	17.06.2014	6,521.54	100%
	Kurunegala - Narammala - Madampe Road	0.0 - 22.36km				17.06.2014		100%
	Galagedara - Rambukkana Road	0.0 - 18.50km				23.12.2014		100%
RDA/RNIP/PRP2/PkgC/C11	Tennekumbura- Rikillagaskada- Ragala road	20.30 - 73.64 km	7,307.10	9,174.00	20.03.2012	30.04.2015	8,581.56	100%
RDA/RNIP/PRP2/PkgC/C12	Uswetakeiyawa Epamulla Pamunugama Road	0.0 - 8.05km	1,490.00	1,700.00	09.01.2012	10.09.2013	1,602.19	100%
RDA/RNIP/PRP2/PkgC/C13	Palaviya - Kalpitiya Road	14.0 - 40.60km	2,974.00	3,080.00	30.05.2012	29.05.2014	3,053.91	100%
RDA/RNIP/PRP2/PkgC/C15	Mahiyangana - Dimbulagala - Dalukkane Road	24.10 - 72.8km	5,020.00	4,225.00	06.06.2012	13.06.2014	4,234.20	100%
	Manampitiya - Aralaganwila - Maduru oya Road	0.0 -3.0km						
RDA/RNIP/PRP2/PkgC/C17	Provincial Roads in Nuwara Eliya District	length of 94.65 km	2,876.00	3,069.00	20.03.2012	16.12.2014	2,854.14	100%

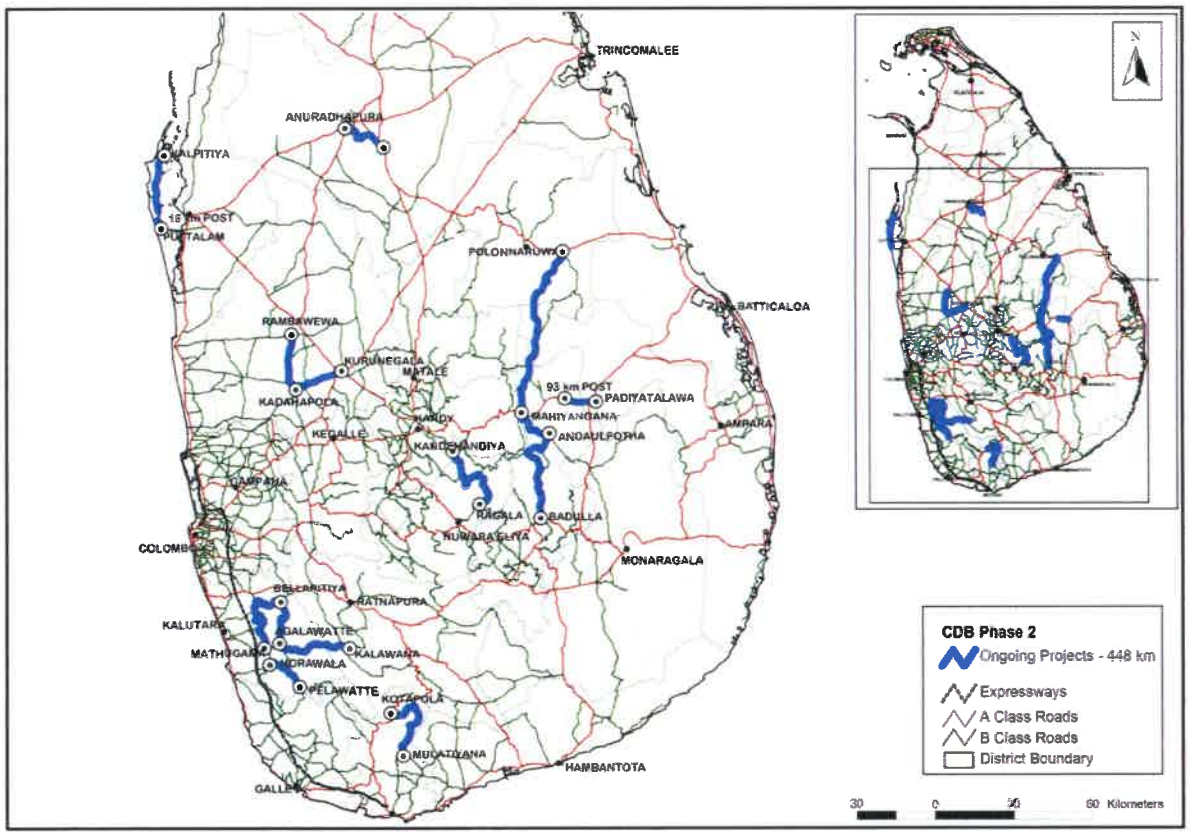
5.14 Priority Road Project – 2 (Southern)

Project details of Priority Roads Project -2 (Southern) funded by China Development Bank

Contract No.	Description of Work	Section	Original Contract Value (Rs. Mn)	Revised Contract Value (Rs. Mn)	Commencement Date	Completion Date	Expenditure upto Date (Rs. Mn)	Cumulative Physical Progress (%) (As per
RDA/RNIP/PRP2/C1A	Horawela - Pelawatte - Pitigala Road	0.0 - 17.50km	1,478.00	1,789.32	06.12.2011	19.05.2014	1,734.74	100%
RDA/RNIP/PRP2/PkgC/C4	Tiruwanaketiya - Agalawatte Road	33.45 - 67.80km	3,500.00	3,700.00	12.12.2011	15.07.2014	3,713.85	100%
	Horana - Anguruwatota - Aluthgama Road	5.0 - 32.0km	2,820.00	3,206.43	12.12.2011	10.09.2014	3,190.95	100%
	Horawela - Pelawatte - Pitigala Road	17.5 - 25.74km	1,080.00	1,051.77	12.12.2011	10.02.2014	939.19	100%
RDA/RNIP/PRP2/PkgC/C9	Construction of a flyover at Mattala airport acess road junction in Hambantota hub development		3,090.00	3,185.00	07.12.2011	25.03.2013	3,173.51	100%
	Construction of a flyover at 100 feet road and bypass road junction in Hambantota hub development		2,890.00	4,521.04	12.12.2011	07.11.2013	4,400.76	100%
RDA/RNIP/PRP2/PkgC/C21	Reconstruction/widening of Bridges on Tiruwanaketiya - Agalawatte Road	33.45 - 67.80 km	1,169.00	997.02	06.12.2011	31.10.2015	967.84	100%
RDA/RNIP/PRP2/PkgC/C24	Reconstruction/widening of Bridges on Horana - Anguruwatota - Aluthgama Road	5.0 - 32.0 km	350.00	373.12	06.12.2011	04.08.2014	369.75	100%
RDA/RNIP/PRP2/PkgC/C20	Nagoda - Kalawellawa - Bellapitiya road	27.0 - 57.0 km	3,622.87	3,894.25	20.03.2012	31.12.2014	3,829.97	100%
RDA/RNIP/PRP2/PkgC/C10B	Hungama- Middeniya road	0.0 - 30.0 km	2,046.34	2,046.34	07.04.2012	06.04.2014	2,121.46	100%
RDA/RNIP/PRP2/PkgC/C10A	Thihagoda- Kamburupitiya-Mawarala- Kotapola road	23.0 - 67.0 km	3,609.15	4,994.20	20.03.2012	19.03.2014	4,862.97	100%

China Development Bank Funded Priority Roads Project 2 (PRP-2)

Map 17: Priority Road Project – 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

Nineteen (19) Civil works contracts were undertaken in Phase – 2 and all contract were completed. These contracts were executed in two geographical regions as Priority Roads Project 2 (Southern) and Priority Roads Project 2 (Northern).

Detailed reports of PRP-2 (Southern) and PRP-2 (Northern) are given next.

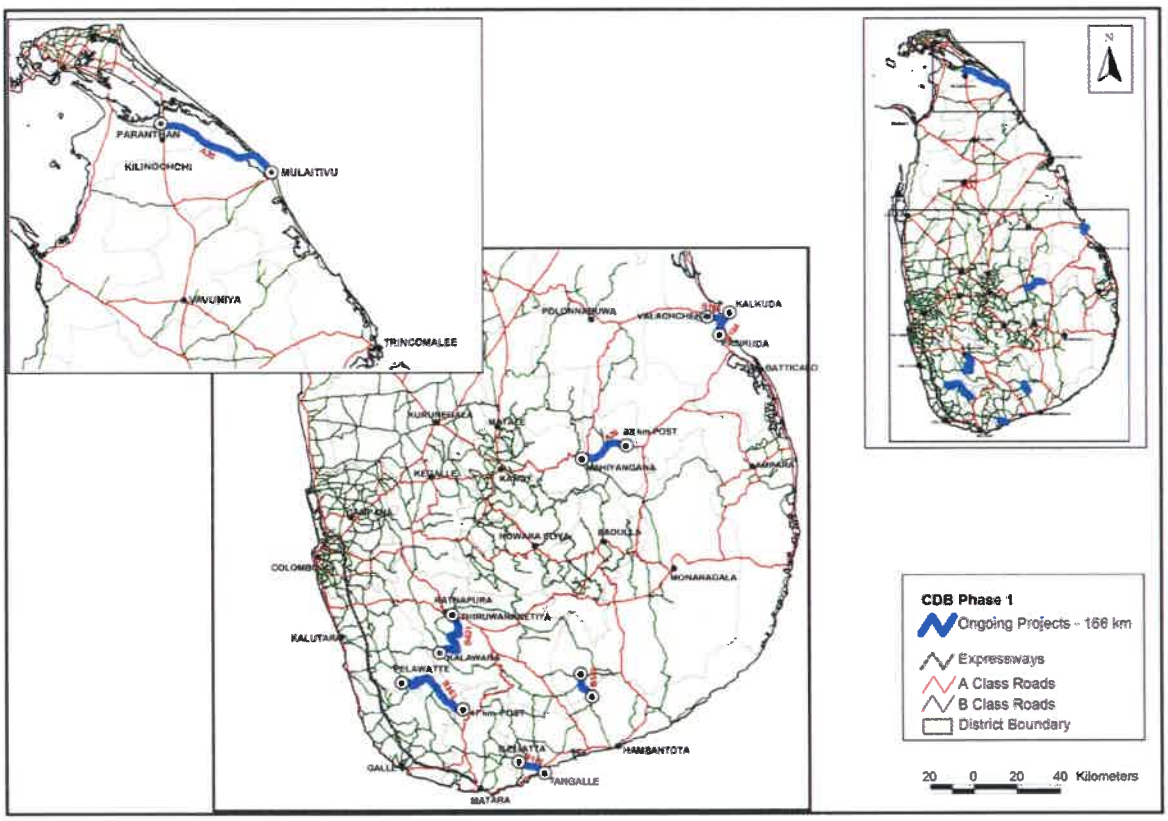
Details of the Priority Roads Project-1 (PRP-1) funded by the China Development Bank

Contract No.	Description of Work	Section	Contract Value (Rs. Mn) (Original)	Contract Value (Rs. Mn) (Revised)	Commencement Date	Completion Date	Expenditure upto Date (Rs. Mn)	Cumulative Physical Progress (%)
RDA/RNIP/PRP1 /C1A	Beliatta Tangalle Road	0.0 - 7.47 km	1350	1765	01.07.2011	30.06.2013	1.746.70	100%
	Bopale Junction Kiibbanara Udamauara Road	0.0 - 8.5 km						100%
	Construction of Fly over at Siribopura Junction		2675	3250	01.07.2011	31.10.2013	3,187.74	100%
RDA/RNIP/PRP1 /C2A	Pelawatta Kankotiyawatta Thiniyawala Morawaka Road	0.0 - 35 km 41.0 - 53.0 km	3900	-	01.07.2011	15.03.2014	3,707.30	100%
RDA/RNIP/PRP1 /C3	Thiruwanaketiya Agalawatta Road	0.0 - 33.45 km	2800	3200	01.07.2011	15.07.2014	3,115.33	100%
RDA/RNIP/PRP1 /C6A	Kandy Mahiyangana Padiyathalawa Road	73.15 - 93.65 km	1550	-	01.07.2011	30.06.2013	1,486.68	100%
RDA/RNIP/PRP1 /C8	Kalkudah Road	0.0 - 5.63 km	700	-	01.07.2011	30.06.2012	599.51	100%
	Kalkudah Valachchenai Road	0.0 - 4.42 km						
RDA/RNIP/PRP1 /C11	Paranthan Mullaitivu Road	0.0 - 30.0 km 30.0 - 52.6 km	5700	6096.30	22.06.2011	21.12.2013	6,075.14	100%

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



In pursuance of the MOU signed, CDB provided US $ 152.8 million for the implementation of Phase 1 of the Priority Roads Project.

The civil works were executed under six contracts. All Civil works are now completed. Detailed description and progress of the Project is given in the Table next.

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.

Details of Priority Road Projects, namely Priority Road Project 1 (PRP1), Priority Road Project 2 {PRP2) and Priority Road Project 3 – Phase 1 [(PRP3)-Phase-1] are given next.

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 completed.

The work in the project includes the improvement and rehabilitation of 473.60 km of road in the Northern Province. Detailed description and progress of the Project is given in the Table below.All the road improvements were completed by March 2015.

Contract No.	Description of Work	Section	Contract Value (Rs. Mn) (Original)	Contract Value (Rs. Mn) (Revised)	Commencement Date	Target Completion Date	Expenditure upto Date (Rs. Mn)	Cumulative Physical Progress (%)
RDA/NRRP/ CGF/C1A	Kandy- Jaffna Road (Galkulama- 230th km)	Galkulama- 230th km	9,592.08	9,810.00	07.02.2011	06.08.2013	9,802.96	100%
RDA/NRRP/ CGF/C1B	Kandy- Jaffna Road (230th km - Jaffna)	230 km - Jaffna	9,532.92	9,817.00	22.02.2011	21.08.2013	9,781.02	100%
RDA/NRRP/ CGF/C2	Navatkuli- Karaitivu- Mannar road	14.64 - 81.37 km	6,532.50	7,056.63	10.11.2011	09.05.2014	7,057.73	100%
RDA/NRRP/ CGF/C3	Puttalam- Marichchikade- Mannar road	0.0- 113.0 km	9,887.50	10,827.51	24.08.2012	23.02.2015	10,620.88	100%
RDA/NRRP/ CGF/C7	Jaffna- Point Pedro Jaffna- Kankesanthurai Jaffna-Palali Puttur- Meesalai	0.0-33.5km 0.0-18.5km 0.0-17.3km 0.0-13.65km	10,185.00	10,641.50	09.06.2011	08.12.2013	10,556.81	100%
RDA/NRRP/ CGF/C11A	Mullaitivu- Kokkilai- Pulmoddai Road	0.0-42.4km	5,777.45	5,958.12	14.02.2011	13.08.2013	5,958.13	100%
RDA/NRRP/ CGF/C11B	Oddusuddan- Nedunkerny Mullaitivu- Puliyankulam Road	0.0-10.8km 0.0-41.8km	5,741.30	5,943.88	15.08.2011	14.02.2014	5,943.87	100%

5.17.2.1 Introduction

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 118km of national highways consisting of 61.2km of Class 'A' roads and 56.2km of Class 'B' roads in NP and NCP to be rehabilitated. The total project cost of Additional Financing is estimated $135.5 million (including$ 20 million from NRCP) at appraisal. NRCP-AF is consisting of five national roads divided in to 9 contract packages.

5.17.2.2 Outcome of the project

The overall project impact will remain as balanced and inclusive growth in northern region. The project's immediate outcome will be improved road connectivity within northern region and with the southern region.

Project output is approximately 280km of national highways in NP and NCP consisting

5.17.2.3 Executing and Implementing Agency

The Executing Agency (EA) for the Project is Ministry of Highways Ports and Shipping. The Implementing Agency (IA) is Road Development Authority under the Ministry of Highways Ports and Shipping.

5.17.2.4 Total Estimated cost

The total cost of the national road component is US $ 133.5 million. The Asian Development Bank financed 87% from the total cost and balanced 13% is financed by the Government of Sri Lanka to cover the cost of taxes and duties. This fund allocation is directly made available to the project every year in the annual budget for Ministry of Highways Ports and Shipping.

5.17.2.5 Project Details Details of Northern Road Connectivity Project- Additional Financing (NRCP-AF) as at 31st December 2015 is given in the next table

.

Project Details : Northern Road Connectivity- Additional Financing Project (NRCP-AF) as at 31st December 2015

Name of Road and Contract No	Length (km)	Contract Value (Rs Mn)	Date of commencement	Anticipated or Date of completion	Cumulative Exp as at end of 2015 (Rs.Mn)	Progress at end of 2015
Rehabilitation / Improvement of A 029 - Vavuniya-Horowupathana Road (24+000 to 34+950 km)	10.95	990.41	28-Aug-13	28-Apr-15	888.27	100%
Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road (0+000 to 12+600 km)	12.6	725.68	28-Aug-13	8-Jul-15	531.76	100%
Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road (12+600 to 25+400 km)	12.8	721.61	28-Aug-13	25-Apr-15*	497.43	100%
Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road (0+000 to 15+500 km)	15.5	885.27	28-Aug-13	25-Apr-15*	658.48	100%
Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road (15+500 to31+345 km)	15.85	1020.29	28-Aug-13	25-Apr-15*	760.62	100%
Rehabilitation / Improvement of A 014 – Medawachchiya-Mannar Road (47+000 to 62+000 km)	15.1	1183.78	12-Dec-13	9-Aug-15	1186.8	100%
Rehabilitation / Improvement of A 014 – Medawachchiya-Mannar Road (62+000 to 76+600 km)	14.4	1102.67	12-Dec-13	9-Aug-15	870.99	100%
Rehabilitation / Improvement of AB 019 – Jaffna-Pannai-Kayts (0+000 to 10+000 km)	10	1655.17	12-Dec-13	9-Aug-15	1419.17	100%
Rehabilitation / Improvement of AB 019 – Jaffna-Pannai-Kayts (10+000 to 20+270 km)	10.28	1210.09	12-Dec-13	10-Jun-15**	888.42	100%

Note: *-EOT given due to adverse weather & quantity increase is under evaluation **-EOT due to soil scarecity &quantity variation under evaluation

Iimprovement of Vavuniyawa – Horowupathana road from 22+000 Km to 34+950km



Bridge no. 28/6

Iimprovement of Medawachchiya-Kebithigollewa road from 0+000km – 12+600km



Road at Km 8+150

Iimprovement of Medawachchiya-Kebithigollewa road from 12+600km to 25+400km



Road at Km 12+850

Iimprovement of Medawachchiya-MannarRoad From 47+000 km to62+100 km



Inlet Irrigation 67-3 culvert RHS at 65+562

Iimprovement of Jaffna-Pannai-Kayts road From 0+000km to10+000km



Roundabout at km 0+000

Iimprovement of Jaffna-Pannai-Kayts road From10+000kmto20+275km



Araly Junction at km12+090

5.17.3 Road Project Preparatory Facility (RPPF)

5.17.3.1 Introduction

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 loan will (i) enable road sector institutions to conduct preconstruction on time without waiting for funds from external agencies and (ii) ensure readiness of the follow-on project implementation. The loan will also help enhance road agencies capacity to implement projects. The loan is for national and provincial roads and expressways, including PPP project.

5.17.3.2 Outcome of the project

Feasibility studies, environmental and social assessment, resettlement plans, detailed designs and bid documents of national and provincial roads.

5.17.3.3 Executing and Implementing Agency

The Executing Agency (EA) for the Project is Ministry of Highways Ports and Shipping. The Implementing Agency (IA) is Road Development Authority under the Ministry of Highways Ports and Shipping.

5.17.3.4 Total Estimated cost

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.

5.17.3.5 Project Details

Packages	Description of works	Present Status
I	Feasibility Study (FS) & Detailed Design (DD) of 1500 km of NH	Terminated
I A	PPP Pilot project selected on annuity basis	Terminated
I B	Feasibility Study (FS) & Detailed Design (DD) of	Completed

	351.34 km of NH	
IC	Feasibility Study (FS) of 600 km of NH	Completed
V	Feasibility Study and Detailed Design of A009 Road and Roads in Jaffna Peninsula (267 km)	Completed
V A	Feasibility Study and Detailed Design of North Road Connectivity Project (170km)	Completed
V B	Review of FS and DD of Southern Link Roads (77 km)	Completed
II	Feasibility Study and Detailed design of Provincial Roads for 2400 km	Completed
III	Feasibility Study and Detailed design of National Highways for 800km	Handed over to MM&C division
IV	Feasibility Study & Detailed Engineering Design of Provincial Roads for 1500 km	Deferred
IX	Feasibility study and preliminary design of southern highway extension	Procurement completed. Now implemented under SHETC Project
X	Feasibility Study & Detailed Engineering Design Additional National and Provincial Roads	Project Completed
XII	Procurement of Individual Consultants	Completed

5.17.3.6 Activities during the Year 2015

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 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.

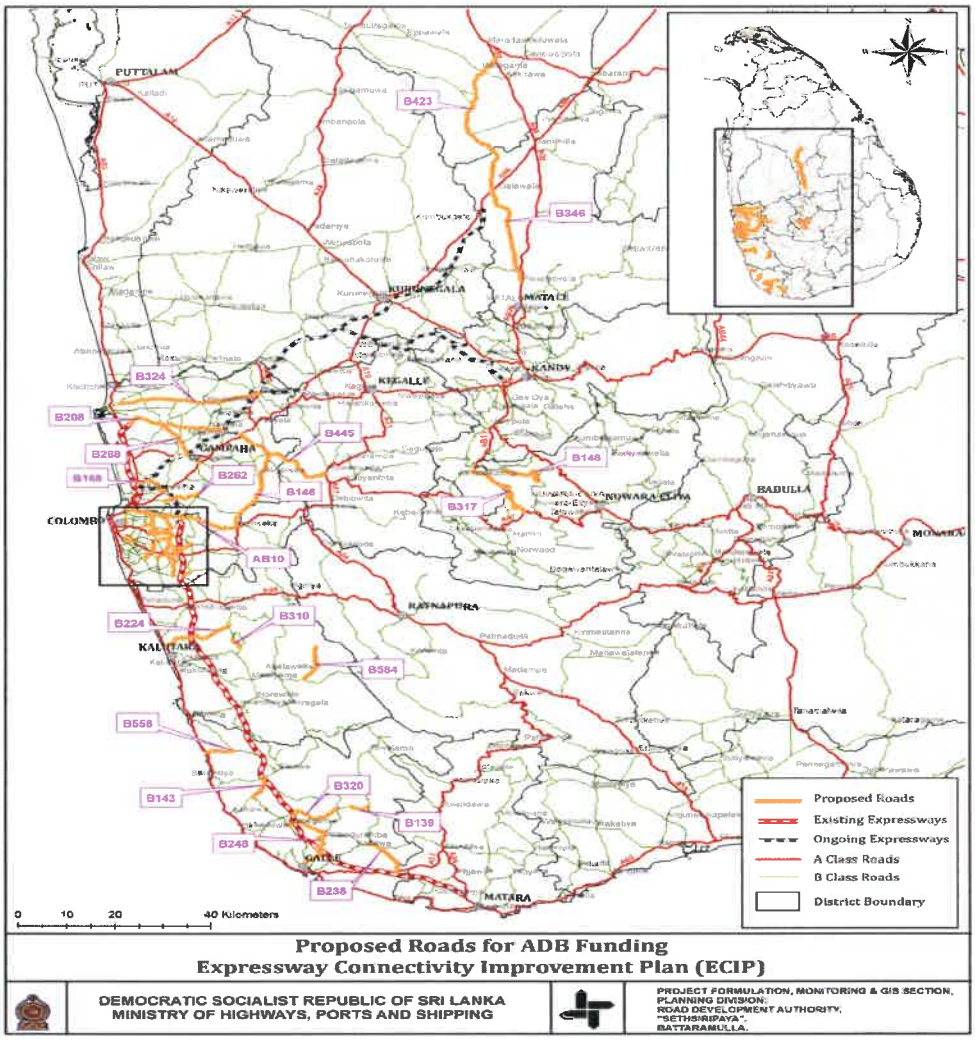
Contract Package XII - Procurement of Individual Consultants

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.

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 Map 20: Expressway connectivity Improvement Plan(ECIP)



5.17.4.1 Introduction

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

I. The low capacity of national highways linking the expressway network, particularly in the Western Province,

II. The poor condition of national highways, and

III. 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 two prongs,

(a) Improving the capacity and condition of the access routes connecting the expressway network, and

(b) 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.

5.17.4.2 Outcome of the project

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,

I. Improved capacity of 55km of key national highways linking the expressway network in south region.

II. Develop a long-term expressway connectivity improvement plan, including an implementation program and detail design of 200 km of priority projects.

III.

5.17.4.3 Executing and Implementing Agency

The Executing Agency (EA) for the Project is Ministry of Highways Ports and Shipping. The Implementing Agency (IA) is Road Development Authority under the Ministry of Highways Ports and Shipping.

5.17.4.4 Total Estimated cost

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.

5.17.4.5 Project Details

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 250km national highways and Detailed Engineering for about 200km national highways, 25 road sections have been selected from six provinces.

5.17.4.6 Activities during the Year 2015

The loan for the consultancy services is arranged under the Proposed **Southern Road Connectivity Project**. Project Management Unit of Road Development Authority, established for Road Project Preparatory Facility (RPPF) is carrying out the Project Implementation under **Expressway Connectivity Improvement Plan.** Main consultancy service is for screening 400km road length, carrying out of Feasibility Study for about 250km national highways and Detailed Engineering for about 200km national highways. Utilizing the loan balance individual consultancy services were awarded for parallel projects in different circumstances.

By the end of last quarter, five contracts for consultancy services are being handled under the ECIP project and procurement works are being implemented for another two individual consultancy services. Status of all consultancy services under the ECIP is explicated in table next.

Package	Name of the Road/Bridge	Commencement Date	Target Completion Date	Total Estimated Cost (USD Mn)	Status
01	Consultancy service for Screening, Feasibility study and Detailed Engineering Design of national highways linking the Expressway Network Consultant KCI-KECC JV associated with RDC	9-Dec-14	9-Jun-16	3.5	In progress
Individual Consultancy Services for Southern Highway Extension Towards Colombo (SHETC)					
ICS-001	Individual consultant - SHETC ICS-001 Transport Planner(International)	16-Dec-14	31-Mar-16	0.1	Consultancy Service completed (Surveys in progress)
ICS-002	Individual consultant - SHETC ICS-002 Highway Engineer (International)	16-Dec-14	31-Mar-16	0.07	Consultancy Service completed
ICS 003	Individual consultant - SHETC ICS 003 - Bridge/Structural Engineer (International)	16-Dec-14	31-Mar-16	0.073	Consultancy Service completed (Surveys in progress)
Individual Consultancy Services for Central Expressway Project (CEP)					
ICS 004	Individual consultant ICS-004 Highway Engineer (International)	01-Oct-15	30-Mar-16	0.16	In progress
ICS 005	Individual consultant ICS-005 Transport Economist (International)	-	-	0.054	TOR Revised
ICS 006	Individual consultant ICS 006 - Bridge/Structural Engineer (International)	-	-	0.18	1st Ranked consultant approved and Financial proposal submitted
Total Estimated Cost				**4.137**	

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 II

5.18.1.1Project Description :

Project proposal has been received from Mabey Bridge for 104 bridges and loan amount would be £45 million. Project Duration is 4 Years. The Contract Agreement signed with the Supplier on 26th April 2012 and the loan was effective from 16th September 2013.

Funding Agency	Contract Value
HSBC UK	Rs. 9542 Mn (£ 45 Mn)
GOSL	Rs. 2,500.0 Mn

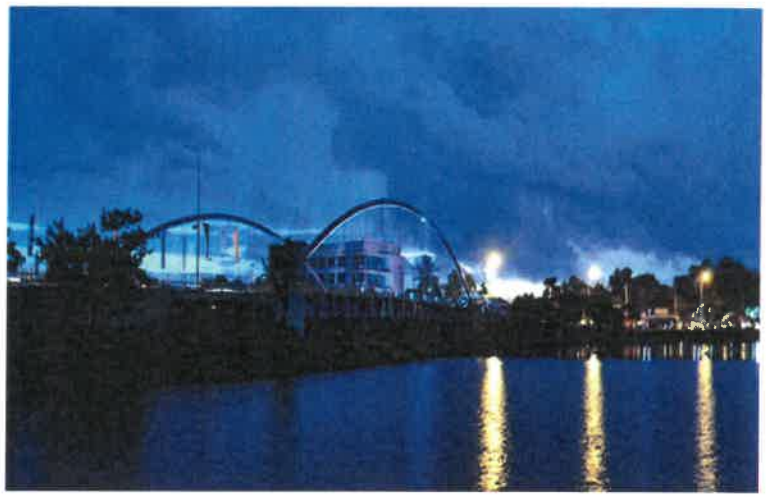
Description of Work	Funding Agency	Contract Value (Rs Mn)
Supply of Bridges	HSBC UK	(£ 35.005 Mn) Rs. 7423.0 Mn
Design & Survey	HSBC UK	(£ 2.246 Mn) Rs. 476.0 Mn
UK Technical Assistance	HSBC UK	(£ 1.449 Mn) Rs. 307.0 Mn
Local Services (Construction)	HSBC UK	(£ 6.300 Mn) Rs. 1336.0 Mn

5.18.1.2 **Source of funding** : HSBC UK & GOSL

5.18.1.3 **Project Period** : From 16 Sep 2013 To 16 Sep 2017

5.18.1.4 **Benefits** :

Construction of bridges to improve access through rural roads and reconstruction of bridges to reduce delay cost through main roads. Thereby, to reduce delay cost.



Polduwa Bridge



Bridge No.35/10 on Kandehandiya
Adikarigama Randenigala Loggaloya Road

5.18.2 Overall Progress of activities during the year 2015 - UK Steel Bridge Project - Phase II

Bridge Type	Number of Bridges					
	Permanent PMU Bridges	Permanent Non PMU Bridges	Temporary Bypass Bridges	Total up to year 2015	Total up to year 2014	During the Year 2015
BRIDGES COMMITTED	54	8	18	80*	88	
BRIDGES RECEIVED	45	8	12	65	42	23
BRIDGES DELIVERED TO SITES	31	7	12	50	27	23
BRIDGES COMPLETED	22	7	12	41	14	27
BRIDGES UNDER CONSTRUCTION	21	1	0	22	30	

*Number of bridges have been reduced to 80 bridges and contract clarification No. 005 has been signed between both parties on 30th June 2015.

5.18.2.1 Progress of Activities of UK Steel Bridge Project - Phase II Implemention directly by the Project Management Unit

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs. Mn	Commencement Date	Target Completion Date	Physical Progress at the end of year 2014	Cummulative Expenditure as at 31 December 2014 Rs. Mn	Cummulative Expenditure as at 31 December 2015 Rs. Mn	Physical Progress at the end of year 2015	Expenditure during the year 2015 Rs. Mn
1	Bridge No 7/4 on Kollupitiya Sri Jayawardanapura Road - Polduwa Bridge	70.6	2,237	10-Oct-13	10-Dec-14	100%	2,207	2,207	100%	-
2	Bridge Over Galoya Connecting Salgashandiya River Bank Road	172.4	107	25-Oct-13	24-Apr-15	30%	29	56	40%	27
3	Bridge No 39/4 On Siyambalanduwa Damana Ampara Road	21.3	27	23-Oct-13	23-Jul-14	98%	15	25	100%	10
4	Bridge No 3/3 on Wennappuwa Kirimetiyana Road	21.3	92	22-Oct-13	17-Dec-14	95%	48	71	100%	23
5	Bridge No 71/1 on Awissawella Hatton NuwaraEliya Road	9.1	23	28-Oct-13	25-Jul-14	90%	-	23	100%	23
6	Bridge No 18/6 on Palugama Boralanda Haputhale Road	21.3	88	28-Oct-13	27-Oct-14	55%	34	71	100%	37
7	Bridge No 19/8 on Palugama Boralanda Haputhale Road	21.3		28-Oct-13	27-Oct-14	25%			100%	
8	Bridge across Gin Ganga Hammaliya - Agliya-Mulkada	104.8	135	10-Feb-14	11-May-15	35%	32	79	100%	47
9	Bridge No 62/3 on Galle Deniyaya Madampe	21.3	51	13-Feb-14	13-Nov-14	10%	8	25	100%	17
10	Bridge No 62/3 on Galle Deniyaya Madampe - temporary bypass bridge	39.6				100%			100%	

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs. Mn	Commencement Date	Target Completion Date	Physical Progress at the end of year 2014	Cummulative Expenditure as at 31 December 2014 Rs. Mn	Cummulative Expenditure as at 31 December 2015 Rs. Mn	Physical Progress at the end of year 2015	Expenditure during the year 2015 Rs. Mn
11	Bridge No. 21/1 on Paranthan - Mullaithivu Road	15.2	56	17-Feb-14	15-Feb-15	87%	32	44	100%	12
12	Bridge No. 24/2 on Paranthan - Mullaithivu Road	18.3				82%			100%	
13	Bridge No. 24/2 on Paranthan - Mullaithivu Road - temporary bypass bridge	33.5				100%			100%	
14	Bridge No. 11/3 on Paranthan - Mullaithivu Road	12.2	67	11-Feb-14	11-Jan-15	85%	29	34	93%	5
15	Bridge No. 15/3 on Paranthan - Mullaithivu Road	33.5		11-Feb-14	11-Jan-15	65%			86%	
16	Bridge No. 15/3 on Paranthan - Mullaithivu Road - temporary bypass bridge	39.6				100%			100%	
17	Bridge No 25/2 on Allai Kanthale Road	45.0	97	17-Feb-14	16-Feb-15	42%	42	62	95%	20
18	Bridge No 25/2 on Allai Kanthale Road (Bypass Bridge)	39.6				100%			100%	
19	Bridge No 25/5 on Allai Kanthale Road	30.5		17-Feb-14	16-Feb-15	44%			85%	
20	Dunukewatte across Kuda Oya	15.2	33	12-Mar-14	31-Mar-15	62%	9	10	100%	1
21	Epitakanda Bridge across Kospothu Oya	27.4	40	24-Apr-14	13-Mar-15	85%	10	18	100%	8

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs. Mn	Commencement Date	Target Completion Date	Physical Progress at the end of year 2014	Cummulative Expenditure as at 31 December 2014 /Rs. Mn	Cummulative Expenditure as at 31 December 2015 Rs. Mn	Physical Progress at the end of year 2015	Expenditure during the year 2015 Rs. Mn
22	Bridge No. 4/1 on Kalleliya - Pellawela Road	12.2	19	16-May-14	13-Nov-14	95%	9	13	100%	4
23	Bridge No. 4/1 on Kalleliya - Pellawela Road - temporary bypass bridge	15.2				100%			100%	
24	12/8 Kaluaggala Labugama Road	33.5	89	14-May-14	13-May-15	10%	26	26	14%	-
25	12/8 Kaluaggala Labugama Road - temporary bypass bridge	39.6				100%			100%	
26	4/2 Kaluaggala Labugama Road	33.5	98	5-Jun-14	25-Nov-15	12%	30	76	95%	46
27	4/2 Kaluaggala Labugama Road - temporary bypass bridge	39.6				100%			100%	
28	Bridge at km 29+330 on Navathkuli - Karathivu - Mannar Road	12.2	59	1-Jul-14	28-Jan-15	85%	26	46	100%	20
29	Bridge at km 29+259 on Navathkuli - Karathivu - Mannar Road	15.2				85%			100%	
30	5/3 Samanthurae Malkampitiya Deegawapiya road	9.1	29	14-May-14	12-Nov-14	92%	16	26	100%	10
31	35/10 Kandehandiya Adikarigama Randenigala Loggaloya Road	33.5	48	8-Jul-14	7-Apr-15	37%	6	37	100%	31
32	35/10 Kandehandiya Adikarigama Randenigala Loggaloya Road - temporary bypass bridge	39.6				100%			100%	

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs. Mn	Commencement Date	Target Completion Date	Physical Progress at the end of year 2014	Cummulative Expenditure as at 31 December 2014 /Rs. Mn	Cummulative Expenditure as at 31 December 2015 Rs. Mn	Physical Progress at the end of year 2015	Expenditure during the year 2015 Rs. Mn
33	Bridge Across Maguru Ganga on Gurulubedda Addaragoda Road	51.8	50	7-Jul-14	31-Oct-15	40%	8	31	100%	23
34	Bridge Across Mahaoya on Mahaoya Pollebedda Road	79.8	42	28-Jul-14	27-Apr-15	12%	11	17	39.5%	6
35	Bridge Across Kolamunu Oya on Hunugama - Kanogama Road	39.6	45	9-Dec-14	9-Aug-15	0%	4	21	85%	17
36	Bridge Across Kalu Ganga at Ellagawa	45.7	7	9-Dec-14	8-Jan-15	95%	0	8	100%	8
37	Bridge Across Kelani River on Eswaththa Ranwala Road	148	107	10-Dec-14	8-Jun-16	0%	9	41	41%	32
38	Bridge No.2/1 on Karativu Ampara Road	63	89	2-Feb-15	1-Feb-16	0%	-	29	36%	29
39	Bridge No.2/1 on Karativu Ampara Road (Bypass Bridge)	52				0%			100%	
40	Bridge No.1/1 on Lady Macalalum Drive	9.1	84	2-Feb-15	13-Jan-16	0%	-	8	90%	8
41	Bridge No.20/1 on Ulapane - Pusswllawa Road	9.1		2-Feb-15	13-Jan-16	0%			93%	
42	Bridge No.18/2 on Blackpool- Ambewela-Pattipola-Horton Plains Road	9.1		2-Feb-15	13-Jan-16	0%			29%	
43	Bridge No.18/2 on Blackpool- Ambewela-Pattipola-Horton Plains Road(Bypass Bridge)	21.3		2-Feb-15	13-Jan-16	0%			100%	

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs. Mn	Commencement Date	Target Completion Date	Physical Progress at the end of year 2014	Cummulative Expenditure as at 31 December 2014 /Rs. Mn	Cummulative Expenditure as at 31 December 2015 Rs. Mn	Physical Progress at the end of year 2015	Expenditure during the year 2015 Rs. Mn
44	Bridge No.1/1 on Olugantota - Pinnawela - Bogawanthalawa Road	9.1	27	9-Feb-15	21-Nov-15	0%	-	10	100%	10
45	Bridge No.1/5 on Elpitiya - Avittawa - Lewwanduwa	12.2	107	2-Feb-15	1-Feb-16	0%	-	12	65%	12
46	Bridge No.24/4 on Horawala - Pelawatta - Pitigala Road	24.4				0%			20%	
47	Bridge No.24/4 on Horawala - Pelawatta - Pitigala Road (Bypass Bridge)	33				0%			100%	
48	Bridge at Kurugammodara across Kalu Ganga	83.5	175	3-Mar-15	1-Jun-16	0%	-	40	30%	40
49	Bridge No.7/13 on Karolina-Norton-Wanaraja Road	9.1	33	17-May-15	12-Nov-15	0%	-	-	25%	-
50	Bridge No. 10/2 on Otappuwa - Ihalawewa Road	36.6	31	28-Jul-15	26-Apr-16	0%	-	4	55%	4
51	Bridge No. 17/9 on Ratnapura-Palawela-Karawita Road	33.5	33	22-Jul-15	20-Jul-16	0%	-	14	25%	14
52	Bridge No. 28/8 on Katugastota-Madawala-Bamberella Road	21.3	48	11-Dec-15	9-Dec-16	0%	-	-	0%	-

5.18.2.2 Progress of Activities of UK Steel Bridge Project - Phase II Implemention by others (i.e. under other PMUs, Construction Division etc)

No	Route No	Road Name / Bridge No.	Length of Bridge (m)	Resposibility	Physical Progress by end of December 2014	Physical Progress by end of December 2015	Cummulative Expenditure as at 31 December 2015 (Rs. Mn)
1	Non RDA	Bridge across Welipenna River (Meegama - Ithapana)	130	CE Project /Kalutara	100%	100%	Supper Structure Supply only
2	Non RDA	Bridge at Galkadulla across Deduru Oya	49	CE Kurunegala	100%	100%	Supper Structure Supply only
3	Non RDA	Lankapatuna Bridge	148	CE Trincomale	65%	65%	Supper Structure Supply only
4	Non RDA	Bridge on Madampe - Thoduwawa Road	86	CE Chilaw	80%	100%	Supper structure supply only
5	Non RDA	Kadolana Doowa Bridge at Moragalla Beruwala	33	CE Kalutara	15%	100%	Supper structure supply only
6	B503	Bridge No. 3/3 on Makandura Badalgama Road	30	CE Gampaha	0%	100%	Supper structure supply only
7	A002	Digarolla Bridge	194	PD (LBFP)	0%	100%	Supper structure supply only
8	Non RDA	Thanakolawaththa Bridge acrosss Kelani river	80	CE Project / Ratnapura	0%	100%	Supper structure supply only
9	A029	Bridge No. 18/1 on Vavuniya - Horowupathana	21	PD (NRCP)	0%	100%	Supper structure supply only
10	B282	Bridge No. 1/3 on Medawachchiya - Horowupathana Road	24	PD (LBFP)	0%	0%	Supper structure supply only

5.18.3 Overall Physical progress of Activities of UK Steel Bridge Project - Phase II as at the end of year 2015

Project Name/ RDA Division	Contract No	Description of Work	Section	Funding Agency	Contract Value(Rs. Mn)	Commence ment Date	Completion Date	Expenditure upto End of December 2015 (Rs.Mn)	Physical Progress upto End of December 2015
UK Steel Bridge Project - Phase II	53M/FC 1207 (2007027/SL)			HSBC UK	9,542.00	16-Sep-13	16-Sep-17	7,821.94	84%
				GOSL	2,500.00	16-Sep-13	16-Sep-17	1,113.93	72%
					12,042.00			**8,935.87**	82%
		Loan components							
		Supply of Bridges		HSBC UK	7,423	16-Sep-13	16-Sep-16	6,451.86	87%
		Design & Survey		HSBC UK	476	16-Sep-13	16-Sep-17	104.45	85%
		UK Technical Assistance		HSBC UK	307	16-Sep-13	16-Sep-17	212.88	72%
		Local Services & Local Materials Support (Loan)		HSBC UK	1,336	16-Sep-13	16-Sep-17	1,052.75	72%
		Balance Part cost of substructure Construction by Local Contractors (GOSL) / Local Taxes and Shifting of Services (GOSL)		GOSL	2,500	16-Sep-13	16-Sep-17	1,113.93	72%
					12,042			**8,935.87**	82%

5.19 Badulla Chenkaladi Road Improvement Project

5.19.1 Introduction

The Government of Sri Lanka has proposed to rehabilitate and improve A005 Road from Badulla to Chenkaladi (almost 147 km) except 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 amounts of 60 Mn US$ and the Government of Sri Lanka is contributed US$ 20.0 Mn.

5.19.2 Outcome of the project

One of the key outcome of the project is road users can reach comfortably to the main city of Eastern Province from Central, Sabaragamuwa and Western Provinces. Other thing is by repairing damaged national road would enable marketing and trade to resume from remote areas. Specially it would help for tourists to reduce travel time and can reach Eastern beach area easily. Finally Private sector investment would be attracted to the region.

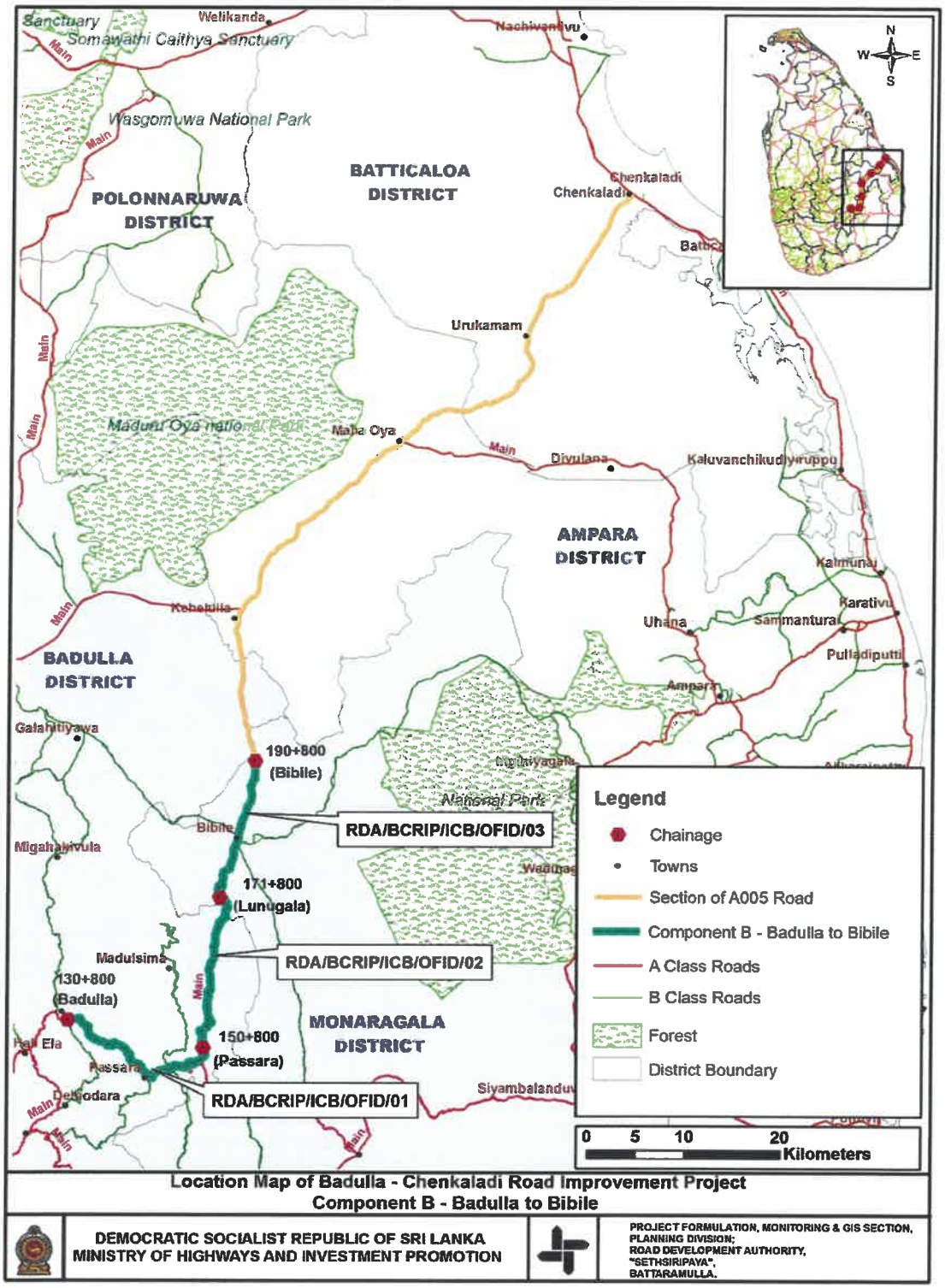
5.19.3 Executing and Implementing Agency

The Executing Agency (EA) for the Project is Ministry of National Policies and Economic Affairs). The Implementing Agency (IA)) is the Road Development Authority under the Ministry of Higher Education and Highways (MOHE&H).

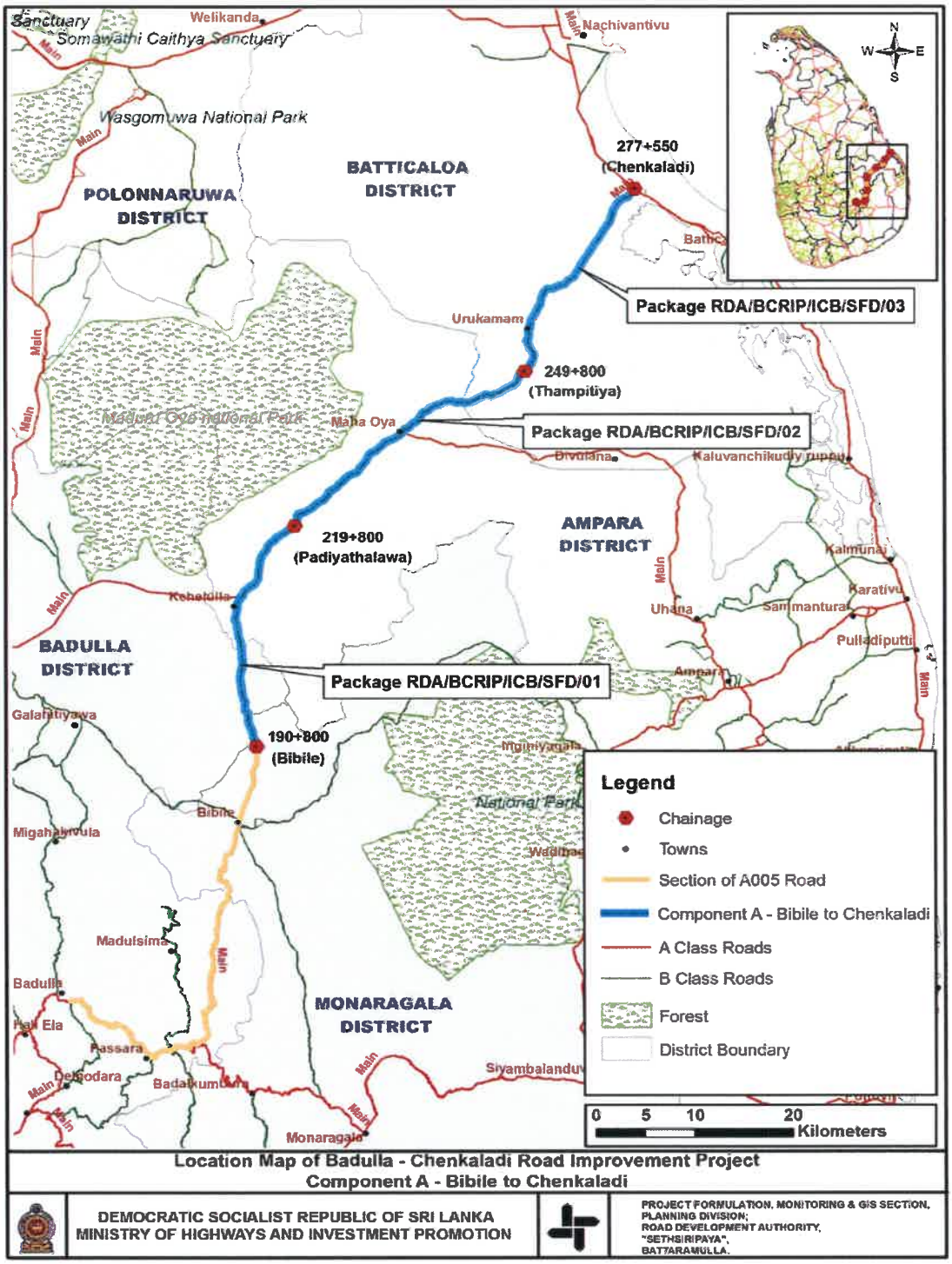
5.19.4 Total Estimated cost

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.

Map 21: Badulla-Chenkaladi Road Map (Badulla to Bibile)



Map 22: Badulla-Chenkaladi Road Map (Bibile to Chenkaladi)



5.19.5 Project Details

Road Section	Length (km)	Total Estimated Cost (US$ Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at end of 2015	Expenditure During the year 2015
Peradeniya Badulla Chenkaladi Road [A005] from 130.80km to 277.55km	147.00	140.00	PMU – August 2014 Civil Works - June 2016	December 2019	Pre-construction activities are in progress	Rs. 424.39 Mn

5.19.6 Progress of activities during the year 2015

i. Land acquisition works are in progress. 38(a) was published for Badulla, Bibile, Redeemaliyadda, Padiyathalawa, Lunugala, Mahaoya and Eravur pattu DS Divisions. Documents handed over to Land Ministry to publish 38(a) for Passara, DS Division. Surveying for PP Plan & valuation works are in progress.

ii. Civil works - Bidding documents prepared and sent for the concurrence of Saudi Fund. OFID concurrence was obtained to continue procurement activities.

iii. Consultancy - EOI documents prepared and sent for the concurrence of Saudi Fund. The evaluated draft of EOI documents, submitted by consultants is sent to the Chairman of Cabinet Appointed Consultancy Procurement Committee (CACPC) for OFID section.



Start Point - 132+800 km



At 168+000 km



At 176+700 km



End Point

5.20 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.

5.20.1 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 is a 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. Taking 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.

5.20.2 Project Details

The main civil work contract has been split into two packages.

Package I - Steel Bridge Section

Package II - Extradosed Bridge Section

Package-I: Steel Bridge Section

1) Construction of Main Line (4-Lane): Steel Box Girder Bridge (L=330m)
2) Construction of Main Line (2-Lane): Steel Box Girder Bridge (L=95m)
3) Construction of Port Access Road (4-Lane): Steel Box Girder Bridge (L=497m)
4) Construction of Interchange (I/C) and Junction.

4.1) Orugodawatta Interchange (I/C) (Steel Box Girder:259m, Earthwork:226m)

4.2) Ingurukadae I C (Steel Box Girder: 259m, Earthwork: 226m)

4.3) KelanitissaJunctions (Steel Box Girder: 663m)

5) Improvement of At-grade Road

5.1) Orugodawatte Intersection

5.2) Ingurukadee Intersection

Package II Extradosed Bridge Section

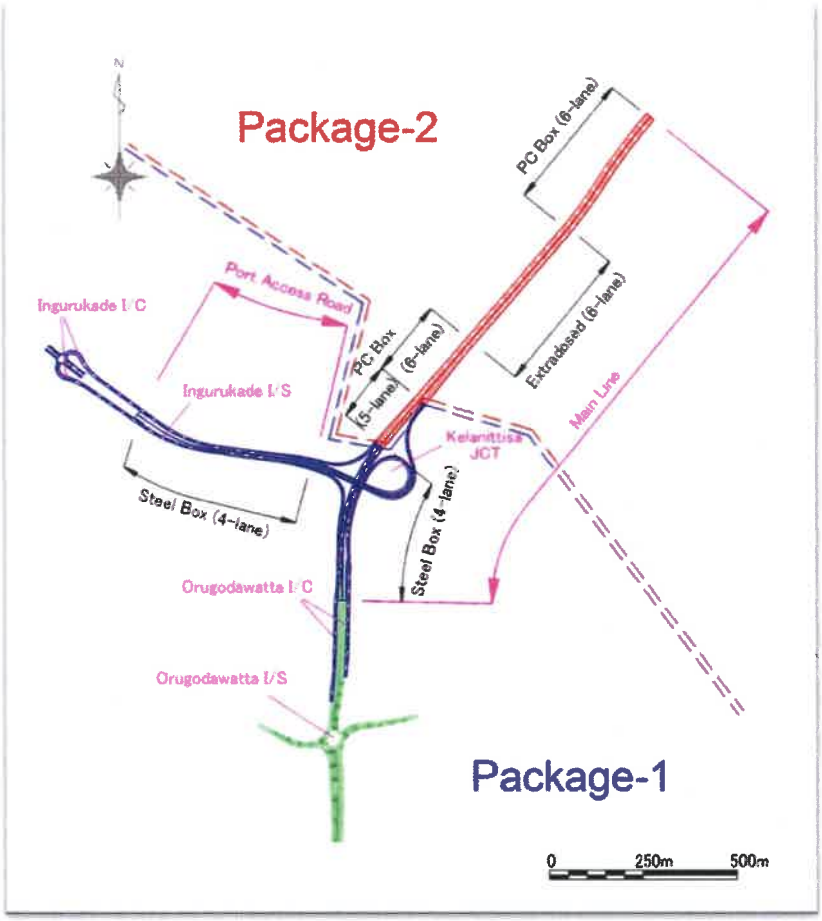
1) Construction of Main Line (L=1,185 m)

1.1) Main Bridge Line (6-Lane): Extradosed Bridge (L=380m)

1.2) Approach Bridge (6-Lane): PC Box Girder Bridge (L=460m)

1.3) Approach Bridge (5-Lane): PC Box Girder Bridge (L=165m)

A map showing the important features of the two contract packages (Package I and Package II) is given below.



5.20.3 Funding for the Project

Funds for this project are provided from JICA and GOSL. The JICA component is provided through a loan signed between JICA and GOSL (Loan No. SL-P111). A total Japan Yen 35, 026 Million is provided through the loan and out of that Japan Yen 28, 032 million is for civil works and Japan Yen 4, 072 million is for consultancy.

Loan Details :

I.	Loan Amount	:	Japan Yen 35,020 Million
II.	Date of Signing of Loan	:	28 March 2014
III.	Effective Date	:	01st July 2014
IV.	Disbursement Period	:	Up to 1st of July 2023

5.20.3.1 Funds provided through the loan are utilized for

a. Two Contract Package (Package I and Package II)
b. Cost of relocation of CEB High-Tension Power Lines
c. Relocation of the buildings occupied by the Sri Lanka Atomic Energy Board (SLAEB) and Automobile Engineering Training Institute (AETI)
d. Employment of consultants for the detailed design tender assistance and construction supervision of Package I and Package II contracts.

5.20.3.2 Funds from GOSL will be utilized for

a. Payment of compensation for Land acquired
b. Relocation of the occupants in the houses following within the acquired land.
c. Maintenance cost of the PMU including the staff salaries
d. Construction Supervision of the two buildings constructed for SLAEB and AETI.
e.

5.20.4 Work carried out during the year 2015

5.20.4.1 Description

According to the agreements reached between Government of Sri Lanka (GOSL) and Japan International Corporation Agency (JICA) the construction work of the second new Kelani Bridge is to commence in January 2017. The most of the work carried out by this Project Management Unit (PMU) in the year 2015 are the preliminary works necessary to be completed prior to the award of the main civil Work Contract.

5.20.4.2 Main work attended during the year 2015 is as follows.

1. Acquisition of land necessary for the construction of the Bridges, Interchanges and the approaches.
2. Resettlement of nearly 340 families at Salamulla housing scheme.
3. Relocation of building occupied by SLAEB and AETI.
4. Relocation of Transmission lines belonging to Ceylon Electricity Board (CEB) and other power lines of CEB and Lanka Electricity Company (LECO)
5. Detail of design and procurement of Main Civil Works Contractor. The total project is split in to two contract packages (Package I and Package II)

5.20.4.2.1 Acquisition of Land necessary for the construction of the bridges, interchanges and approaches.

An extent of 129,098 Hectares, with a total of 738 lots in Kelaniya, Kolonnawa and Colombo Divisional Secretary areas, is to be acquired as the project area for the construction works.

During the year 2015 following important activities have been completed.

- Issue of section Orders by Ministry of Lands
- Published notices under Section 2 in all three divisional sectary area.
- Receipt of Gramaniladari Reports and Section 38 (a), Gazette in respect of all the lots to be acquired.
- Preparation of condition reports by Valuation Department.
- Issue of 10 (1) Notice in Kelaniya DS area.

5.20.4.2.2 Resettlement of 340 families at Salamulla

The people living in the acquired area are to be resettled in Salamulla housing scheme. The construction work has reached 30% progress at the end of December 2015. The construction work is expected to be completed in September 2016.



Salamulla Housing Scheme

The Income Restoration Programme (IRP) of the affected parties (APs) has commenced with the engagement of a Micro-Finance-Specialist. Under this programme each family is interviewed and necessary details are obtained to finalized the assistance required from the government organizations.

A workshop on Income Restoration Programme (IRP) was conducted on 04.12.2015 with the participation of officials from Divisional Secretary's offices, Banks, Provincial Council etc... Several draft proposals were introduced to facilitate this IRP.





Discussions were held with the Provincial Director (Western) of the Department of Education to find schools for the children in the families to be shifted to Salamulla.

5.20.4.2.3 Relocation of the building occupied by the AETI

The contract was awarded to Tudawe Brother Ltd for the Contract Price of Rs.1,435 million in 2015. The construction work commence in December 2015.

5.20.4.2.4 Relocation of the buildings occupied by the SLAEB

The category of buildings to be shifted is

I. Office Complex

II. Laboratories

III. Waste Storage Facility

The above buildings have been planned to be shifted to Halbarawa,Malabe. A progress of 5.5% has been reached at the time of suspending the construction activities due to protests by the public.A decision was taken to retain the waste-storage-facility at the same premises at Orugodawatte. In order to retain this structure at the same location a Supplementary Environmental Impact Assessment (SEIA) has to be carried out. The preparation of this SEIA is entrusted to the Project Consultants.

A group of protesters have filed a case in the Human Rights Commission against the construction of the AEB buildings at Halbarawa. The first hearing was held on 28th December 2015 and the decision on this matter is pending.

5.20.4.2.5 Relocation of High Tension transmission lines of the CEB and other agencies (LECO and Sri Lanka Telecom)

CEB has invited bids for the shifting of Kelanistissa-Biyagama 220Kv and Kelanitissa-Kollonawa 132 Kv transmission lines. It is expected to award the tender in June 2016.

Majority of payments in respect of shifting utilities belonging to LECO and Sri Lanka Telecom were made during the year 2015. The progress of the shifting work has to be monitored closely.

5.20.4.2.6 Detailed Design and Procurement of Main Civil Works Contractor.

The consultant appointed for detailed design Tender Assistance and Construction Supervision (Oriental Consultants Company Ltd and Katahira Engineers International in association with consulting Engineers and Architects Associated (Pvt) Ltd, Project Management associate International (Pvt) Ltd has completed the detailed design.

The draft tender documents have been prepared by the consultants and handed over to the PMU for review. At present documents are being received by the members of the TEC and the respective Directors of the Road Development Authority.

The method of procurement agreed between the donor agency and GOSL is Two-envelope procedure without prequalification.

5.20.4 Allocation & Expenditure for the year 2015

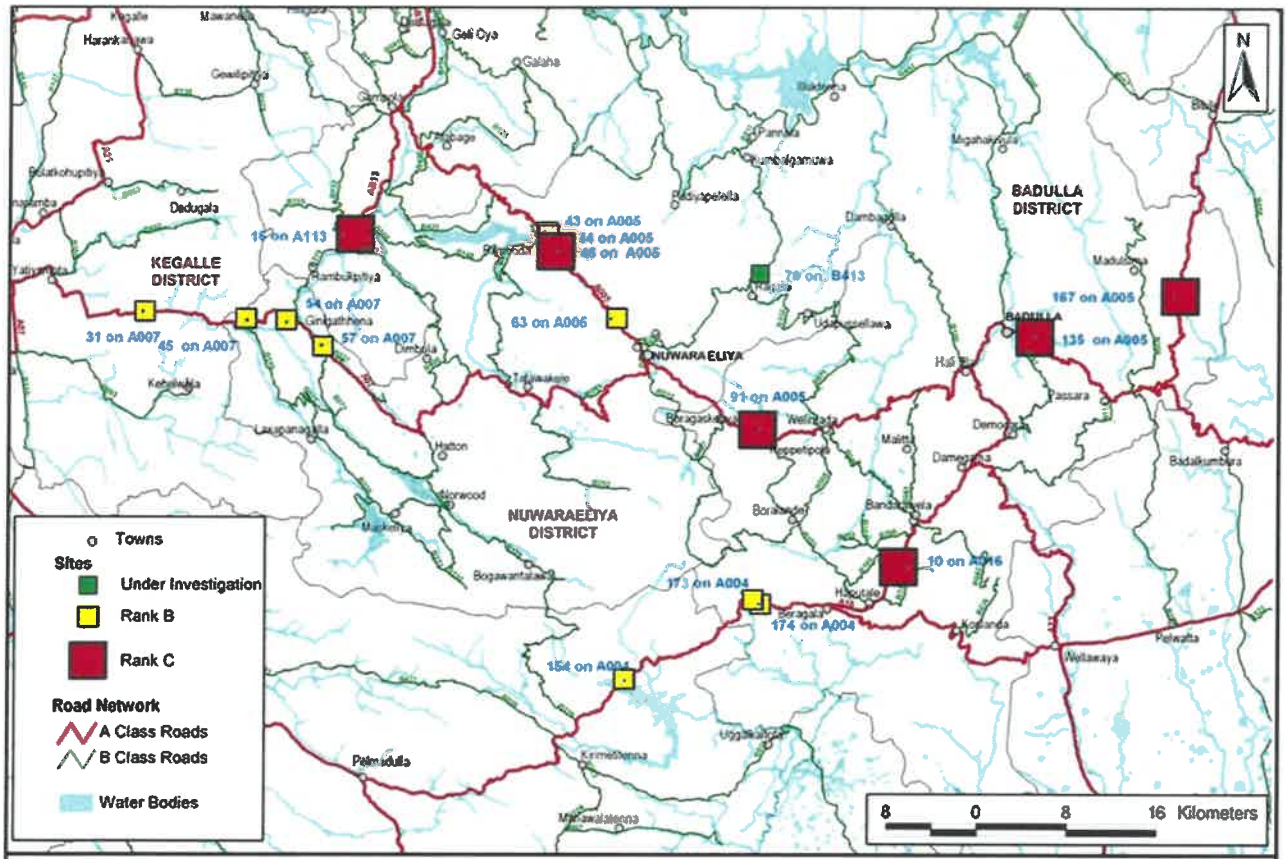
Please see the next page

Bridge Name	Length	TEC Rs Million	Date of Commencement	Anticipated Date of Completion	Progress Up to 2014	Expenditure Up to 2014	Progress as at end of 2015	Expenditure During the year 2015
New Bridge Construction Project Over the Kelani River	1) Steel Bridge Section a. Construction of Main Line 425m b. Construction of Port Access Road 497m c. Construction of Interchange Junction Ramps Length - 2089m 2) Extradosed Bridge Length 1,185m		Preliminaries 2015.01.05 Construction of Bridge 2017.01.01	Preliminaries 2016.12.31 Construction of Bridge 2019.12.31	Acquisition of land - 5% Consultancy Services for Detail Design Tender Assistance and Construction Supervision – 0% Resettlement of Affected Parties – 12% Relocation of SLAEB building Detail Design – 100% Preparation of Tender Documents and Tendering – 75% Relocation of AETI building Detail Design – 100% Preparation of Tender Documents and Tendering – 50% Shifting of CEB Power Lines Detail Design – 100% Tendering – 5%	GOSL Rs.135 Mn	Acquisition of land - 32% Consultant's Services for Detail Design – 100% Tender Assistance – 14% Construction Supervision – 0% Resettlement of Affected Parties – 30% Relocation of SLAEB building Detail Design – 100% Preparation of Tender Documents and Tendering – 100% Construction Supervision – 55% Relocation of AETI building Detail Design – 100% Preparation of Tender Documentsand Tendering – 100% Construction Supervision – 5% Shifting of CEB Power Lines Detail Design – 100% Tendering – 30%	GOSL Rs.458.93 Mn Foreign Rs.1031.00 Mn

5.21 Landslide Disaster Protection Project of the National Road Network

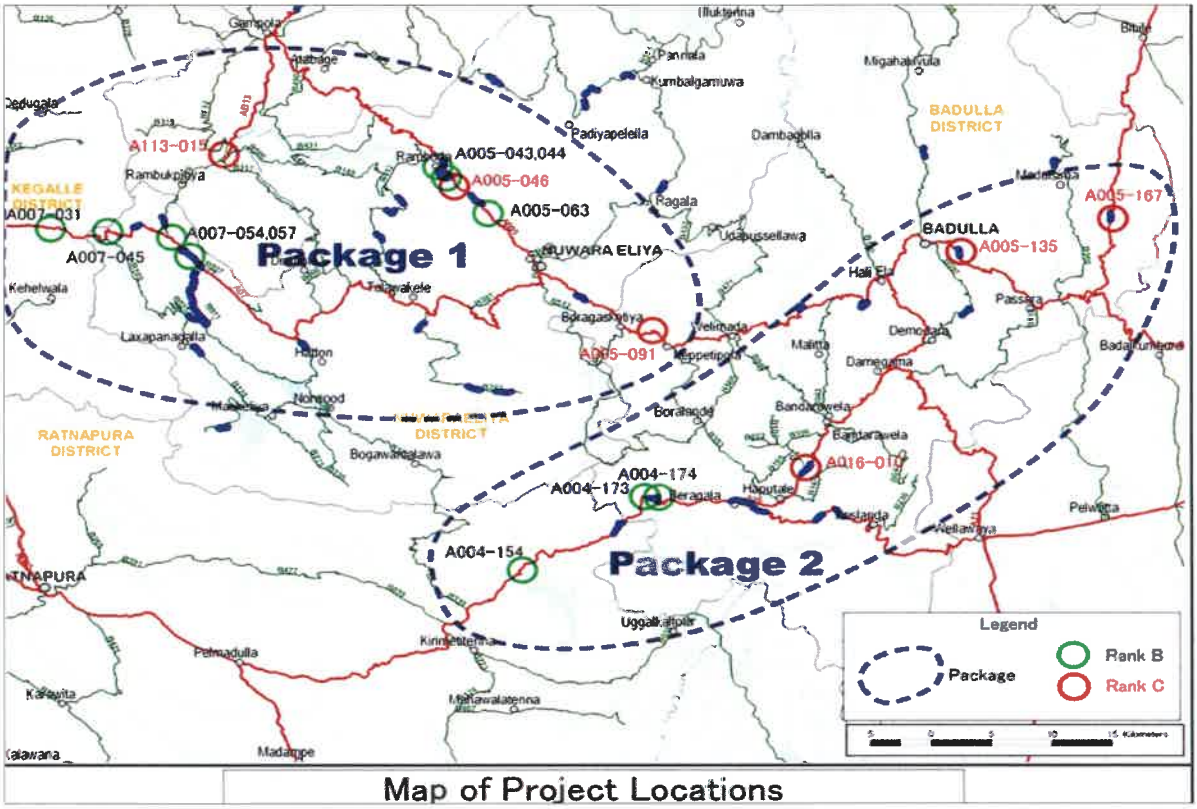
The Government of Sri Lanka has obtained a loan from Japan International Co–operation Agency (JICA) for Landslide Disaster Protection Project of the National Road Network. The objective of the project is to mitigate landslide disaster targeting for A – class & B – class national roads as basic infrastructure 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.

Map 23: Map showing Package 1 & 2 sites (Rank – C and Rank – B areas) of Landslide Disaster Protection Project of the National Road Network



Rank B and C Sites

Map 24: Map of Project locations of the Landslide Disaster Protection Project of the National Road Network



5.22.1 Description of the project

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 10 numbers of High priority areas under Package 1,and 6 numbers of areas under Package 2 to be implemented under the project. In addition to above an Early Warning System to be installed.

Landslide Disaster Protection Project is implemented under the Ministry of Higher Education & Highways in Srilanka.The project is financed by JICA for which the total cost is Rs. 14 billions.

Location	Type of Disaster	Proposed Counter Measures	TEC/ Rs.Mn	Date of Commencement	Anticipate date of Completion	Progress as at end of 2015/ %	Expenditure during the year 2015/Mn
Kandy, Badulle, N- Eliya, Kegalle, Ratnapura	1.Rock fall 2.RockSlide 3.SlopeFailure 4.Landslide	1.Rock net 2.Rock 3.Curtain wall 4.Pling work 5.Crib work with Anchors 6.Anchor works 7.Horizontal Boring 8.Drainage well construction	14,475	01-05-2014	31-03-2018	22	297

5.21.2 Components of the Project:

5.21.2.1 Package 01

Package–01, includes the Construction of appropriate Countermeasures and the Technology Transfer Training Program as described below.

5.21.5.1.1 Construction of Countermeasures

Components of construction of countermeasures are shown in the following table.

Construction of Countermeasures

Road km	Site name	Disaster type	Countermeasures
A005-043	Kotmalegama-1	Rockfall	▪ Rope net ▪ Anti-Rockfall net ▪ Rock fence
A005-044	Kotmalegama-2	Rockfall	▪ Rope net ▪ Anti-Rockfall net
A005-046	Ramboda	Rockfall	▪ Rope net ▪ Anti-Rockfall net ▪ Rock fence
A005-063	Top Pass	Slope Failure	▪ Surface Drainage ▪ Gabion work ▪ Lightweight Embankment

A005-091	Keppetipola	Slope Failure	▪ Surface drainage ▪ Grassing work ▪ Crib work ▪ Ground anchor work
A007-031	Theligama	Slope Failure	▪ Surface drainage ▪ Gabion work ▪ Lightweight embankment
A007-045	Pitawala	Rockfall	▪ Rope net ▪ Rock Bolt ▪ Crib work ▪ Anti-Rockfall
A007-054	Ginigathena	Slope Failure	▪ Surface drainage ▪ Rock Bolt ▪ Gabion work ▪ Crib work ▪ Lightweight embankment
A007-057	Diyagala	Slope Failure	▪ Surface Drainage ▪ Crib work
A113-015	Nawalapitiya	Landslide	▪ Surface drainage ▪ Horizontal Underground Drainage ▪ Drainage well ▪ Ground anchor work ▪ Lightweight embankment

5.21.2.1.2 Technology Transfer Training Program

Training of Locals, aims to train local personnel nominated by the Employer on Landslide Countermeasures. These personnel (Engineers & Foremen) will be nominated by the Employer and will be assigned to the project for a period specified in the Contract. The Contractor shall impart in the training to this personnel. The trainees will be remunerated by the Employer.

5.21.2.2 Package 02

Package – 02, include the Construction of appropriate Countermeasures as described below.

1.0 Construction of Countermeasures

Components of construction of countermeasures are shown in the following table.

Construction of Countermeasures

Road km	Site name	Disaster type	Countermeasures
A004-154	Imbulpe	Slope Failure	▪ Surface Drainage ▪ Gabion work ▪ Lightweight Embankment
A004-173	Pusella	Slope Failure	▪ Surface Drainage ▪ Ground Anchor work ▪ Crib work
A004-174	Walhaputenna	Slope Failure	▪ Surface Drainage ▪ Rock Bolt ▪ Crib work ▪ Retaining wall
A005-135	2nd Mile Post	Landslide	▪ Surface Drainage ▪ Drainage Well ▪ Horizontal Underground Drainage ▪ Earth Removal work ▪ Counterweight Embankment ▪ Crib work ▪ Retaining wall ▪ Ground Anchor work
A005-167	Lunugala	Landslide	▪ Surface drainage ▪ Drainage Well ▪ Horizontal Underground Drainage ▪ Earth Removal work ▪ Counterweight Embankment ▪ Gabion work ▪ Crib work
A016-010	Kahagalla	Landslide	▪ Surface drainage ▪ Horizontal Underground Drainage ▪ Drainage well ▪ Steel Pipe Pile work ▪ Retaining wall ▪ Counterweight Embankment

5.21.3 Outline of the Project Packages

5.21.3.1 Site Condition of Package 01

1. A005-043 Kotmalegama-1

This site features a cliff with overhang and significantly developed open cracks and gaps. The site is identified as a hazardous area of rock fall.

Some falling rocks are observed along the road and delamination cracks and evidence of detachments are visible at many locations in the cliff from the main road (A005).

2. A005-044 Kotmalegama-2

This site features cliff with overhang and significantly developed open cracks and gaps. The site is identified as a hazardous area of rock fall.

Some falling rocks are observed along the road and delamination cracks and evidence of detachments are visible at many locations in the cliff from the main road (A005).

3. A005-046 Ramboda

Escarpment with significantly developed overhang, open cracks and gaps is the feature of the site. This site is identified as a hazardous area of rock-fall.

Some fallen rocks are observed along the road and delamination cracks and evidence of detachments are visible at many locations in the cliff from the main road. Due to the height of slope and development of the cracks, the risk of rock fall is considered extremely high.

4. A005-063 Top Pass

Damage along the road shoulder of the valley side of A005 main road corresponds to the crown of slope failures. The lower slope below the road suffers from slope failures and minor landslides due to provision of water from damaged drainage system running along the slope.

The road alignment of A005 road at this location is curved. The vertical alignment is a little steep, and the road passes along the skirt of the mountain. There are some private houses and a hotel at this location.

5. A005-091 Keppettipola

Scarps and displacement developed significantly and keep developing when induced by rainfall. This site is identified as slope failure and on the road from Nuwara Eliya to Welimada (A005). The A005 road runs just beside the toe of this slope failure.

6. A007-031 Theligama

A007 road at this location is straight, and clear. The mountain side slope is plain type and does not suffer from slope failures. No mountain streams were confirmed. Small scale collapse with gully erosion develops partially on the slope.

Valley side slope is steep up to the river bed. Some gullies were observed on the slope

but, large scale collapse was not seen. A cave caused by slope failures was observed under the concrete pavement and looks unstable. In future, further caving is likely to occur and deteriorate the road shoulder.

7. A007-045 Pitawala

This site features cliff with overhang and significantly developed open cracks and gaps along with unstable boulders on the upper slope. The site is identified as a hazardous area of rock fall.

Some fallen rocks are observed along the road and delamination cracks and evidence of detachments are visible at many locations in the cliff from the main road (A007).

8. A007-054 Ginigathena

Two slope failures were seen on the cut slope on the mountain side. A valley side slope is steep slope but a numbers of cracks were observed with some subsidence of the road shoulder.

9. A007-057 Diyagala

Several small slope failures and one old large-scale slope failure were seen on the cut slope on the mountain side.

10. A113-015 Nawalapitiya

The landslide exhibits tension cracks and subsidence on pavement of the A113 road along with bulges, deformation, displacement, and subsidence of the retaining wall of the upcountry main railway line from Colombo to Badulla. A part of railway line was abandoned due to the landslide movement in the past. A head scarp is confirmed behind the houses owned by Sri Lanka Railway Department (SLRD). Old landslide area is likely to extend upward beyond the head scarp.

The upcountry main railway line, along with the partially abandoned railway track, and a concrete paved motorable access road are stretching across the upper to middle part of the landslide. The main road from Kandy to Nawalapitiya (A113) runs across the landslide at its middle, just below the main railway line.

Geo-morphologically, the main landslide body from the scarp to the middle part, where the main road is crossing, is generally gentle but it becomes steeper in its lower part, which is up to the concave knick line just above the river bank of the

Mahaweli River. It shall be noted the river bank of the Mahaweri River is not included in the landslide.

The upper part beyond the A113 main road belongs to Sri Lanka Railway Department (SLRD) and lower part belongs to the Road Development Authority (RDA).

5.21.3.2 Site Condition of Package 02

1. A004-154 Imbulpe

Tension and open cracks were identified at the road shoulder of the filling part. The Colombo – Badulla (A004) main road runs at that crown of the landslide. Gabion walls were already constructed at the toe of the embankment to prevent further failures within the road embankment.

2. A004-173 Pusella

This site features steep cliff of weathered rock on upper side and dip slope structure on lower side and identified as a slope failure. Another notable feature of the site is a pylon of high tension cables. Even though tension cracks were not observed behind the cliff during the geological field survey, this slope has potential threats to the road and the pylon of high tension once the slope again collapses. The Colombo-Badulla (A004) main road runs just below the slope failure.

3. A004-174 Walhaputenna

In all sections of the target area, a cut slope is seen at the mountain side of the road. On the steep cut slope, severe gully erosion, open cracks due to densely developed foliation and loosening by cutting, and accumulated debris derived from shallow slope failures at the shoulder were clearly observed from the Colombo-Badulla (A004) main road. The site is classified as slope failure and three slope failures were identified. On the valley side slope, a retaining wall was found tilted.

4. A005-135 2nd Mile Post

Widely displaced by lateral and vertical movement, this landslide site exhibits a lot of tension cracks, displacements of the surface, scarps, colluvium debris and wet lands which are clearly visible at site.

The Peradeniya-Badulla-Chenkaladi (A005) road and a highly populated area are

located adjacent to the toe of the landslide. Geo-morphologically, the main landslide body extends from 775m MSL to 845m MSL. The major scarp exits in the middle of landslide body with the vertical displacement of approximately 10m high. The lower slope of the major scarp shows gentle but disturbed terrain with scattered wet lands which occasionally emerges in rainy seasons.The adjacent areas above the A005 road are dominantly use by plantation.

5. A005-167 Lunugala

The site shows a clear main scarp, tension cracks, displaced blocks and debris deposited at the middle and toe of the landslide. The Peradeniya- Badulla- Chenkaladi (A005) road lies just beside the toe of the landslide. Below the toe of the landslide, a stream oriented to the south-eastern direction flows along the A-005 road. Geo-morphologically, the main landslide body extends from 740m MSL to 800m MSL with the steep main scarp. The lower slope of the main scarp shows gentle but disturbed terrain with scattered springs at and around the toe.

6. A016-010 Kahagalla

Although the site does not have explicit indication of landslide features such as head and major scarps, displaced blocks debris deposition at the middle and toe. The site shows significant numbers of tension cracks identified throughout the landslide area including the road pavement of A016 road. The Beragala - Hali-Ela road (A-016) runs over the toe of the landslide and stretches towards the North-Eastern direction in a form of winding road. The main landslide body extends about 650 m long and consists of gentle but disturbed slopes with a couple of step forming scarps. The toe of landslide involves the A016 road and thus makes A-016 road very fragile against the landslide movement. As a fact, in rainy seasons, the section of A016 road often suffers from displacements and subsidence caused by the landslide. In addition, just adjacent to the toe of the landslide, some community buildings and infrastructures exist including streams and drainage channels flowing along the toe or the sides of the landslide.





135+000 km on A005 Road





15+000 km on AB013 Road



Beragala – Haliela Road (A016) -010 km
(Kahagalle Landslide)



168+000 km on A005 Road



Community Awareness Program in Badulla



Community Awareness Program in Lunugala



13th Workshop for Detail Design



Installation of Monitoring Equipment



Installation of Monitoring Equipment



Drilling Investigation, Shifting machines at A016-010

5.22 Integrated Road Investment Program (i-ROAD) Project Management Unit

5.22.1 Brief description of the Project

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 selected Rural and National Roads in Southern, Sabaragamuwa, Central, North Central, North Western and Western Provinces have been included under the Project. 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

During the year 2015, loans for Tranche 1 and Tranche 2 amounting to USD 100 Mn. and USD 107 Mn. respectively became effective

5.22.2 Progress of activities during the year 2015 in terms of Physical Output

5.22.2.1 Civil works contracts - Rural Roads

In relation to the civil works for the Rural Roads following contracts were awarded and works commenced during the year.

i) Southern Province

District	*Contract Package No.*	*Package Details*	Contract Amount without VAT (Rs.Mn.)
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	1,458.06
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	1,483.13
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	1,733.44
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	2,315.35
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	1,803.30
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	1,207.60
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	1,583.60
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	1,210.33
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	1,052.14
		Total	13846.95

ii) Sabaragamuwa Province

District	*Contract Package No.*	*Package Details*	*Contract Amount without VAT (Rs.Mn.)*
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	1,972.53
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	2,022.05
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	2,384.00
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	2,021.00
		Total	8,399.58

Procurement for the following two contract packages in Kegalle District was completed but the approval of the Cabinet of Ministers is yet to be obtained for awarding of contracts.

District	*Contract Package No.*	*Package Details*	*Contract Amount without VAT (Rs.Mn.)*
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	1,816.99
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	1,632.46
		Total	3,449.45

iii) Central Province

District	*Contract Package No.*	*Package Details*	*Contract Amount without VAT (Rs.Mn.)*
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	1,756.28
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	1,923.67
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	2,096.87
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	1,622.37
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	1,248.83
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	1,407.72
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	2,297.89
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	1,241.72
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	2,069.69
		Total	15,665.04

iv) North Western Province

District	*Contract Package No.*	*Package Details*	*Type of Bidding*
Kurunegala (KU1)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU1)	Rehabilitation/Improvements of 85 Km of Rural Roads in the Kurunegala District-Contract 1 including Performance Based maintenance for three years	NCB
Kurunegala (KU2)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU2)	Rehabilitation/Improvements of 100 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 99 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 97 Km of Rural Roads in the Kurunegala District-Contract 4 including Performance Based maintenance for three years	
Kurunegala (KU5)	RDA/ADB/iROAD/(NW)/ICB/CP-RR(KU5)	Rehabilitation/Improvements of 104 Km of Rural Roads in the Kurunegala District-Contract 5 including Performance Based maintenance for three years	
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 73 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	

v) North Central Province

District	Contract Package No.	Package	Type of bidding
Anuradhapura (AP1)	RDA/ADB/iROAD/(NC)/ICB/CP-RR(AP1)	Rehabilitation/Improvements of 83 Km of Rural Roads in the Anuradhapura District-Contract 1 including Performance Based maintenance for three years	NCB
Anuradhapura (AP2)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(AP2)	Rehabilitation/Improvements of 77 Km of Rural Roads in the Anuradhapura District-Contract 2 including Performance Based maintenance for three years	
Anuradhapura (AP3)	RDA/ADB/iROAD/(NC)/ICB/CP-RR(AP3)	Rehabilitation/Improvements of 84 Km of Rural Roads in the Anuradhapura District-Contract 3 including Performance Based maintenance for three years	
Anuradhapura (AP4)	RDA/ADB/iROAD/(NC)/ICB/CP-RR(AP4)	Rehabilitation/Improvements of 88 Km of Rural Roads in the Anuradhapura District-Contract 4 including Performance Based maintenance for three years	NCB
Polonnaruwa (PO1)	RDA/ADB/iROAD/(NC)/NCB/CP-RR(PO1)	Rehabilitation/Improvements of 49 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	

vi) Western Province / Kalutara District

District	*Contract Package No.*	*Package*	*Type of bidding*
Kalutara (KL1)	RDA/ADB/iROAD/(WP)/NCB/CP-RR(KL1)	Rehabilitation/Improvements of 94 Km of Rural Roads in the Kalutara District-Contract 1 including Performance Based maintenance for three years	NCB
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 94 Km of Rural Roads in the Kalutara District-Contract 3including Performance Based maintenance for three years	

5.22.2.2 Civil work Contracts –National Roads

The contracts packaged for civil works of the national roads to be improved/ rehabilitated and maintained over a period of 7 years under Road Management Contract (RMC) concept remained the same as follows.

Package	District	Type of activity	Route No.	Road Name	Length Programmed		
					for Improvement / Reconstruction (km)	for Periodic Maintenance (km)	for Routine Maintenance (km)
Package 1	Galle	Reconstruct	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**
Package	**District**	**Type of**	**Route**	**Road Name**	**Length Programmed**		

		activity	No.		for Improvement / Reconstruction	for Periodic Maintenance (km)	for Routine Maintenance (km)
Package 2	Matara	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
Package2-Sub Total					**23.76**	**21.34**	**52.94**
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**
Total					**172.40**	**45.79**	**230.90**

The survey and preliminary Engineering activities for these roads were completed during the year 2015.

However procurement for these contracts was not taken up as programmed since the management of the RDA has given consideration to the seven year contract period of these Road Management Contracts. The RDA intends to adopt a shorter contract period and a methodology based on a policy decision.

5.22.2.2 Consulting Services for Project Implementation

Project Implementation Consultancy (PIC) services for civil works for rural roads were procured as follows.

Project Implementation Consultancy	Province	Consultants	Consultancy Contract Amount (Rs. Mn.)
PIC - 1	Southern	MGC-ECL Joint Venture	472.21
PIC - 2	NWP/NCP	Pyunghwa – RDC Joint Venture	596.50
PIC - 3	CP/Sab. Pro./ WP	Egis- CEAA Joint Venture	821.55
Total			1,890.26

5.22.2.2.1 Progress of the i-ROAD project as at the end of 2015:

Road/Bridge Name	Length (Km)	TEC (Rs. Mn.)	Date of Commencement	Progress as at end of 2015	Expenditure during 2015 (Rs. Mn.)
Southern Province Rural Roads	582	13,846.95	18.05.2015	11.5%	4001.41
Sabaragamuwa Province Rural Roads	330	8,399.58	16.12.2015	Contractor Mobilizing	839.95
Central Province Rural Roads	598	15,665.04	17.12.2015	Contractor Mobilizing	1566.50

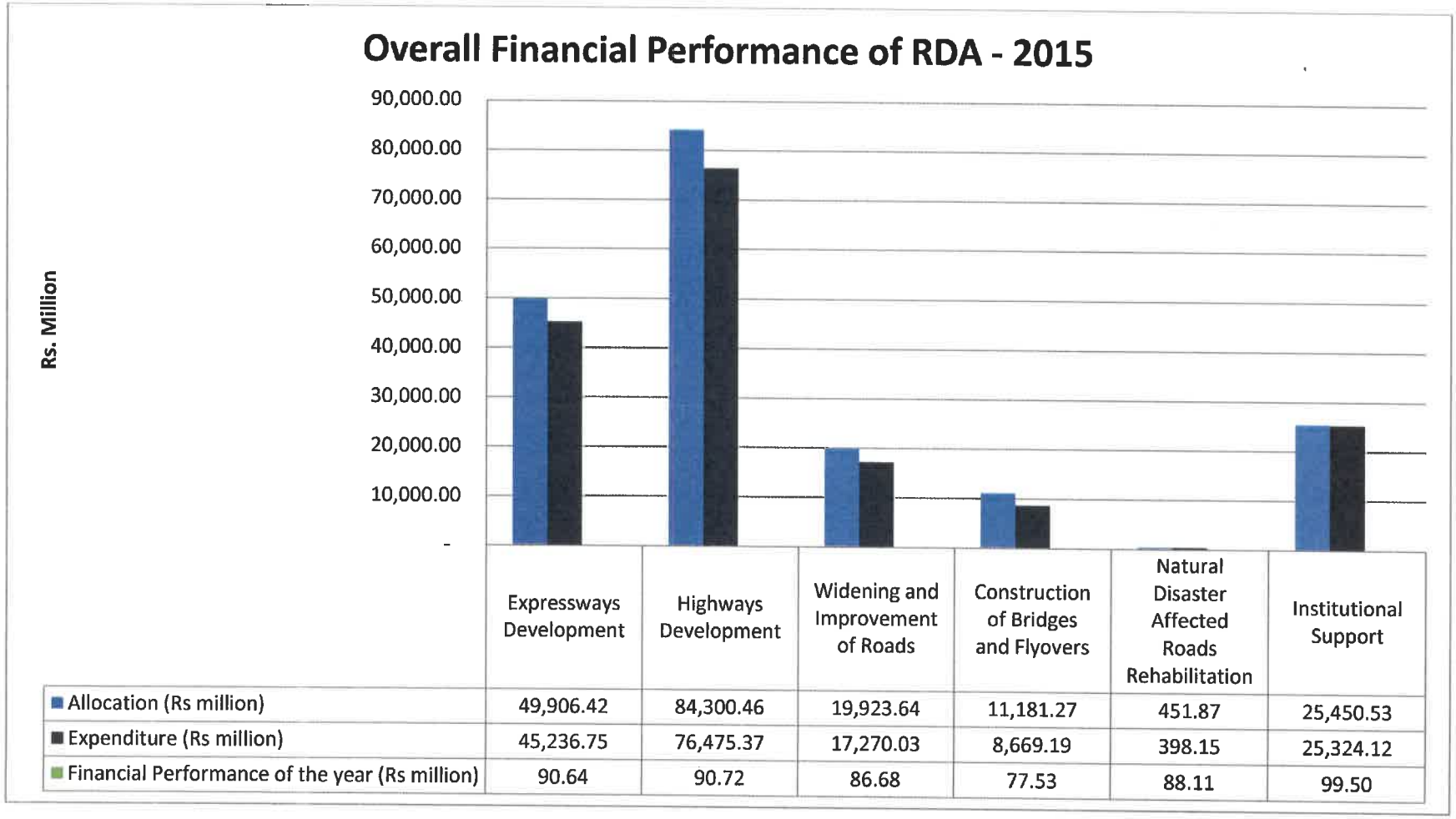
Chapter 6 – Overall Financial Performance of RDA

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 2015 is Rs 191,214.20 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 2015

Activity	*Allocation (Rs million)*	*Expenditure (Rs million)*	*Financial Performance of the year (%)*
Expressways Development	49,906.42	45,236.75	90.64
Highways Development	84,300.46	76,475.37	90.72
Widening and Improvement of Roads	19,923.64	17,270.03	86.68
Construction of Bridges and Flyovers	11,181.27	8,669.19	77.53
Natural Disaster Affected Roads Rehabilitation	451.87	398.15	88.11
Institutional Support	25,450.53	25,324.12	99.50
Total	**191,214.20**	**173,373.62**	**90.67**

Figure 25: Overall Finance Performance of RDA



	Expressways Development	Highways Development	Widening and Improvement of Roads	Construction of Bridges and Flyovers	Natural Disaster Affected Roads Rehabilitation	Institutional Support
Allocation (Rs million)	49,906.42	84,300.46	19,923.64	11,181.27	451.87	25,450.53
Expenditure (Rs million)	45,236.75	76,475.37	17,270.03	8,669.19	398.15	25,324.12
Financial Performance of the year (Rs million)	90.64	90.72	86.68	77.53	88.11	99.50

Chapter 7 – Achievement of Goals and Objectives

The details of notable achievements of RDA during the year 2015 can be shown as follows.

Table 114: Achievement of Goals and Objectives during the year 2015

Goals and Objectives	*Achievements*
Achieve an adequate National Highway Network	272.09 km length of roads were sand sealed
	Urgent maintenance work on 12,210 km of A & B class roads, 169.85km Expressways and 4,456 bridges were attended
Achieve an acceptable level of mobility in National Highway Network	Improvement of 83 weak brides were completed with local funds
	28 new steel bridges constructed under UK Steel Bridge Phase II project; 12 Bridges completedunder French funded Bridge project; some more bridges completed under various other projects
	116 Nos widening and improvement projects completed with local funds and 342 projects were in progress
	Rehabilitation of 1,001.17 kms completed and 616.53 kms are in progress.
Provide a high mobility Expressway Network	Outer Circular Highway from Kaduwela to Kadawatha(8.9 km) was completed
	Feasibility study of the combined trace of Central Expressway and the proposed Ruwanpura Expressway were reviewed.
Reduce road user cost	Nawala Bridge on Narahenpita-Nawala road was reconstructed with 4-lane capacity
	Construction of Kotagala Tunnel and Nanuoya underpass was completed
Improve road safety	Traffic signs and road markings were designed for 9 numbers of intersections, 10.24 kms road length and one bridge (Nawala Bridge) . Traffic signs and road marking designs were reviewed fo 751.44km of roads.
	Installation of Variable Message Sign boards (VMS), Traffic Counters (TC) & Rain Gauges (RG) from Kothalawala to Godagama in the Outer Circular

Goals and Objectives	*Achievements*
	Highway and Southern Expressway ,Traffic Information boards were installed at the service areas of the Southern Expressway.
	7 Nos of Hazardous locations in the National Road Network were investigated and Safety designs prepared. 3 accdent prone locations were identified and safety analysis carried out.
Ensure protection to the Environment	22 Environmental sector related works were attended
	10 social sector related works were attended
Promote organizational development	30 in – house training programmes were held for 1083 personnel
	448 personnel were provided with training at outside organizations
	28 officers were provided with overseas training
	33 officers were provided with the opportunity to follow long term courses at local universities or/ institutions.
Ensure efficient utilization of assets and investments	Traffic Study was carried out for Southern Road connectivity project.
	136 audit reports were completed
	There was 90.67% total expenditure against total allocation
Assist in development of the local road construction industry	Increased volume of road works provided more opportunities to local contractors and they were encouraged to enhance their capacity

Annex – I

Details of the Overall Financial Performance During 2015

Description	Allocation for the year (Rs.)	Expenditure for the year (Rs.)
Expressways Development		
Southern Transport Development Project (STDP)	4,600,000,000.00	4,594,425,769.54
Colombo - Katunayake Expressway (GOSL - China)	58,000,000.00	57,710,000.00
Outer Circular Highway (OCH)	20,633,000,000.00	18,836,690,714.79
Central Expressway	75,600,000.00	75,600,000.00
Extension of Southern Expressway (From Matara to Hambanthota) (GOSL - China)	21,176,980,000.00	21,016,852,500.46
Project for the Development of Intelligent Transport Systems in Expressways in Sri Lanka (GOSL - JICA)	554,000,000.00	337,104,060.11
Rectification of Slope Failure Project on Southern Expressway (GOSL-JICA)	101,000,000.00	59,558,445.91
Colombo - Ratnapura - Pelmadulla Expressway (Ruwanpura Expressway)	258,820,000.00	258,810,259.02
Construction of Roads and Flyover In Hambantota Hub Development Project - (GOSL-China Exim Bank)	2,449,020,000.00	-
Sub Total 1	***49,906,420,000.00***	***45,236,751,749.83***
Highways Development		
Maintenance of Roads and Bridges (Road Maintenance Trust Fund - RMTF)	5,000,000,000.00	4,259,800,000.00
National Highways Sector Project (NHSP) - (GOSL - ADB)	964,496,000.00	964,391,977.85
Baseline Road - Phase III	96,566,300.00	96,566,299.00
Padeniya - Anuradhapura Road (GOSL - EDCF)	31,307,000.00	31,306,647.40
Road Sector Assistance Project-II (RSAP-II) - (GOSL - World Bank)	4,418,060,000.00	4,143,512,340.09
Road Network Development for Hambantota International Hub Development	430,980,000.00	430,973,485.95
Rehabilitation of Hatton Nuwara Eliya Road (GOSL - EDCF)	2,840,000,000.00	2,465,516,786.24
Improvement of National Road Network in Northern Province (GOSL - China)	5,167,900,000.00	4,961,141,576.77
Northern Road Connectivity Project - (GOSL-ABD)	1,368,400,000.00	1,367,661,635.60
Improvement of Traffic Management and Road Safety	50,000,000.00	10,022,852.13
Traffic Management in Greater Colombo Area		

	50,000,000.00	4,421,625.15
Rehabilitation of Peradeniya - Badulla Road from Badulla To Chenkalady (GOSL - Saudi)	414,400,000.00	414,349,000.00
Rehabilitation & Improvement of Priority Roads Projects I (GOSL- China Dev. Bank)	1,851,900,000.00	1,851,479,035.52
Rehabilitation & Improvement of Priority Roads Projects II (GOSL-China Dev. Bank)	14,653,440,000.00	14,604,325,266.35
National Highway Sector Project (NHSP) Supplementary Loan - (GOSL - ADB)	4,606,246,000.00	4,590,902,228.31
Road Network Development Project (GOSL- SFD) - Loan No 9/574	3,877,393,000.00	3,001,863,310.03
Northern Road Connectivity Project -Supplementary Loan (GOSL - ADB)	2,787,449,000.00	2,783,947,705.10
Road Network Development Project (GOSL- OFID) Loan No 1452P	1,560,000,000.00	1,448,083,209.76
Colombo District Road Development (GOSL-OFID) Loan No 1511 PB	1,479,000,000.00	1,219,118,619.11
Technical Assistance for Southern Highways Investment Programme - Western Province (GOSL - ADB)	24,600,000.00	14,503,076.31
Rehabilitation & Improvement of Priority Roads Project III –Extension (GOSL – China Dev. Bank)	20,151,600,000.00	20,150,901,131.05
Western Province National Highways Project (GOSL - OFID)	15,967,000.00	-
Rehabilitation of Peradeniya - Badulla Road from Badulla To Chenkalady (GOSL - OFID)	10,000,000.00	10,000,000.00
Expressway Connectivity Improvement Plan Project (GOSL - ADB)	206,000,000.00	205,468,297.08
Southern Road Connectivity Project (GOSL - ADB)	1,110,858,000.00	918,531,145.09
Integrated Road Investment Programme - (I Road) (GOSL - ADB)	11,108,400,000.00	6,503,777,585.35
Rehabilitation and Improvement of Priority Road Project 3 - Phase II (GOSL China Dev. Bank)	25,500,000.00	22,805,180.40
Sub Total 2	***84,300,462,300.00***	***76,475,370,015.64***
Widening and Improvement of Roads		
Colombo District	763,400,000.00	763,399,695.92
Gampaha District	946,000,000.00	945,979,506.21
Kalutara District	695,800,000.00	695,753,403.22
Kandy District	524,490,000.00	524,489,883.72
Matale District	105,900,000.00	105,884,195.67
Nuwara Eliya District	56,800,000.00	56,772,767.03
Matara District	1,137,000,000.00	1,136,928,941.06

Galle District	309,900,000.00	277,353,546.53
Hambanthota District	1,886,800,000.00	1,886,786,405.03
Jaffna District	96,400,000.00	96,392,188.43
Kilinochchi District	61,300,000.00	61,289,559.11
Mannar District	-	-
Vavuniya District	110,500,000.00	110,408,233.85
Mullativu District	626,500,000.00	626,434,711.11
Batticaloa District	157,500,000.00	157,370,518.17
Ampara District	331,350,000.00	331,345,919.40
Trincomalee District	105,200,000.00	105,076,650.75
Kurunegala District	463,400,000.00	463,216,863.96
Puttalam District	196,800,000.00	196,646,587.20
Anuradhapura District	709,300,000.00	709,106,736.57
Polonnaruwa District	352,000,000.00	351,960,546.59
Badulla District	300,000,000.00	196,398,901.30
Monaragala District	221,300,000.00	221,263,784.32
Kegalle District	397,300,000.00	397,220,732.00
Ratnapura District	413,200,000.00	413,063,912.55
Tax Component	1,039,500,000.00	1,039,455,810.30
National Savings Bank (NSB) Funded Projects	7,916,000,000.00	5,400,033,123.26
Sub Total 3	***19,923,640,000.00***	***17,270,033,123.26***
Construction of Bridges and Flyovers		
Reconstruction of 10 Bridges (GOSL - Kuwait Fund)	61,783,000.00	61,317,943.22
Reconstruction of Damaged / Weak Bridges on National Highways	221,830,000.00	221,823,362.89
Construction of Manmunai Bridge across Batticaloa Lagoon - (GOSL - JICA)	444,000.00	443,423.91
Construction of Rural Bridges using old Bridge Components	550,000,000.00	550,000,000.00
Regional Bridge Project Phase II - (GOSL - UK)	2,572,400,000.00	2,354,122,854.23

Reconstruction of 25 Bridges on National Highways (GOSL - Kuwait)	359,000,000.00	66,831,166.14
Reconstruction of 46 Bridges and Widening and Reconstruction of Bridges on National Road Network (GOSL-French)	1,774,000,000.00	1,768,005,325.40
Major Bridges Construction Project of National Road Network (GOSL - JICA)	3,055,117,700.00	2,153,691,567.16
Construction of Kochchikade Bridge on Peliyagoda-Puttalam Road (GOSL-Austria)	340,000,000.00	-
Second New Kelani Bridge Construction Project (GOSL - JICA)	2,187,000,000.00	1,492,034,595.49
Establishment of Bridge Maintenance System (BMS) and Bridge Assessment Unit (BAU) in the Road Development Authority (GOSL - JICA)	24,200,000.00	660,000.00
Thattuthurai Causeway & Road Network Development Project (Thattuthurai Bridge) (GOSL Saudi Fund)	35,500,000.00	264,719.27
Sub Total 4	***11,181,274,700.00***	***8,669,194,957.71***
Natural Disaster Affected Roads Rehabilitation		
Pro-Poor Eastern Infrastructure Development (GOSL - Japan)	1,872,000.00	1,871,654.57
Landslide Disaster Protection Project of National Road Network (GOSL- JICA)	450,000,000.00	396,276,024.12
Sub Total 5	***451,872,000.00***	***398,147,678.69***
Institutional Support		
Maintenance Cost of RDA	6,000,000,000.00	6,000,000,000.00
Acquisition and Improvement of Capital Assets (Furniture and Office Equipment)	10,000,000.00	10,000,000.00
Acquisition and Improvement of Capital Assets (Plant, Machinery and Equipment)	100,000,000.00	12,998,842.40
Rehabilitation & Improvement of Capital Assets	10,000,000.00	7,086,915.86
Human Resources Development	10,000,000.00	2,135,654.82
Road Project Preparatory Facility (Including Provincial Roads) - (GOSL - ADB)	101,151,000.00	100,264,780.80
Surveys Investigations and Feasibility Studies	100,000,000.00	73,185,353.01
Land Acquisition for Completed and Ongoing Projects	7,088,000,000.00	7,087,074,239.59
Government Guaranteed Local Bank Funded Road Rehabilitation Project - Interest & Loan Repayment	12,031,380,000.00	12,031,379,069.07
Sub Total 6	***25,450,531,000.00***	***25,324,124,855.55***
Grand Total	***191,214,200,000.00***	***173,373,622,380.68***

MINISTRY OF HIGHER EDUCATION & HIGHWAYS

ROAD DEVELOPMENT AUTHORITY



FINANCIAL STATEMENT

2015

ROAD DEVELOPMENT AUTHORITY

FINANCIAL STATEMENT 2015

	PAGE
Statement of Financial Possition as at 31st December 2015	1
Statement of Financial Performance for the year ended 31st December 2015	2
Statement of Cash Flow for the year ended 31st December 2015	3
Statement of Changes in Equity for the year ended 31st December2015	4
Accounting Policies	5 - 7
General Notes	8 - 10
Notes to the Financial Possition as at 31st December 2015 with Comparative Figures	11 - 18
Notes to the Financial Performance for the year ended 31st December 2015 with Comparative Figures	19 -22
Statement of Liable Income for Income Tax	23

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2015

	NOTE	2015 (Rs.)	2014 (Rs.)
ASSETS			
CURRENT ASSETS			
Cash & Cash Equivalents	1	4,712,553,448.18	2,329,676,737.00
Debtors	2	7,706,807,563.15	8,623,772,190.68
Inventories	3	731,742,998.63	751,832,151.92
Pre-Payments		7,073,854.38	9,926,144.13
Deposits & Advances	4	3,969,604,552.97	4,383,572,364.39
Mobilization Advance	4 A	7,359,588,230.79	7,488,466,705.69
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd		-	67,817,325.13
Current Account Maganaguma Road Construction & Equipment Co (Pvt) Ltd	5	618,380,361.60	1,541,822,580.38
Other Current Assets	6	335,062,170.06	360,111,450.28
TOTAL CURRENT ASSETS		25,440,813,179.76	25,556,997,649.60
NON CURRENT ASSETS			
Equity Investments	7	10,052,000.00	9,932,000.00
Other Investments	8	72,025,340.21	69,706,652.80
Property Plant & Equipment	9	180,607,131,365.47	187,393,020,405.52
Work in Progress	10	420,753,468.60	215,346,856.45
Intangeble Assets	11	847,610.17	1,188,594.81
Deferred Expenses of Local Bank Loans Funded Projects	12	104,003,997,106.26	72,022,039,455.51
Deferred Expenses Others	13	8,089,773,295.65	13,494,624,731.66
Mobilization Advance		40,365,842.11	7,144,703,989.78
TOTAL NON CURRENT ASSETS		293,244,946,028.47	280,350,562,686.53
TOTAL ASSETS		**318,685,759,208.23**	**305,907,560,336.13**
LIABILITIES			
CURRENT LIABILITIES			
Clients & Other Deposits	14	2,065,782,705.52	1,870,563,994.73
Retention Money Payable	15	4,858,982,805.20	4,405,339,648.23
Payables to Contractors	16	2,101,701,230.49	4,926,016,280.44
Interest & Capital Repayments Local Bank Loans	16A	7,805,578,422.59	5,376,971,211.07
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd	17	12,724,798.83	-
Current Account Maganeguma Consultancy & Project Management Services Co(Pvt)Ltd	18	45,887,895.06	181,119,914.63
Accrued Expenses & Taxes Payable	19	1,186,106,405.34	1,115,974,823.16
Creditors & Others	20	414,024,604.37	816,580,918.50
Loans from Local Bank for Widenning & Improvement Projects	21.1	7,805,578,422.59	4,147,234,770.70
TOTAL CURRENT LIABILITIES		26,296,367,289.99	22,839,801,561.46
NON CURRENT LIABILITIES			
Loans from Local Bank for Widenning & Improvement Projects	21.2	119,112,930,606.66	103,157,079,247.89
Loans from Local Bank for Colombo Katunayake Expressway Project		5,743,852,917.57	2,785,262,077.50
Loans from Local Bank for Outer Circular Highway Phase III Project		297,016,765.81	182,265,942.09
Recoveries for Motor Bicycle Transferred to Employee		6,906,333.50	7,943,143.30
Employee Benefits		2,488,118,700.20	2,240,825,592.42
Retention Money Payable		3,331,018,090.62	4,060,661,255.31
		130,979,843,414.36	112,434,037,258.51
TOTAL LIABILITIES		**157,276,210,704.35**	**135,273,838,819.97**
NET ASSETS		**161,409,548,503.88**	**170,633,721,516.16**
NET ASSETS / EQUITY			
Paid Up Capital (Government Contribution)		1,000,000.00	1,000,000.00
Capital & Reserves			
Available for Sale Financial Reserve		7,852,000.00	7,732,000.00
Asset Revaluation Reserve Account		2,593,476.98	2,593,476.98
Government Grant Expressways		170,083,732,224.28	180,134,562,464.40
Government Grant Projects & Others		4,054,052,139.78	4,063,917,171.54
Accumulated (Deficit)		(12,739,681,337.16)	(13,576,083,596.76)
NET ASSETS / EQUITY		**161,409,548,503.88**	**170,633,721,516.16**

These Financial Staements have been prepared in compliance with Sri Lanka Public Sector Accounting Standards (SLPSAS).The Board of Directors is responsible for the preparation and presentation of these Financial Statements.

.....	.....	.....
N. Sooriyaarachchi	M.R.K.L.Gunarathna	H.Kannangara
Chairman	Director General	Director Finance

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2015

	Note	2015 (Rs.)	2014 (Rs.)
Revenue			
Voted Funds Received for Maintenance Works	22	23,488,184,185.68	20,449,420,260.10
Voted Funds Received for JICA Project	22.1	-	983,220,944.06
Voted Funds Received for Local Bank Interst & Capital Repayment	23	12,031,412,189.62	3,732,657,606.00
Voted Funds Received for Overheads		6,000,000,000.00	5,500,000,000.00
Surplus from Client's Work	24	57,717,090.29	176,485,361.13
		41,577,313,465.59	30,841,784,171.29
Other Revenue			
Net Income from Expressways	25	4,172,602,371.76	3,156,442,925.06
Net Income from Fees for Services	26	179,093,878.41	189,173,642.79
Hire Charges & Rent	27	277,426,161.42	304,012,312.10
Interest	28	231,174,946.65	116,571,975.70
Overhead Recoveries	29	33,104,700.18	33,305,353.56
Net Income from Casting Yard	30	403,458.95	1,658,468.78
Net Income from Inter Locking Concrete Blocks	31	133,301.79	210,582.82
Others	32	93,977,666.96	140,036,138.71
Discount Received		183,808,357.58	
Deferred Income Transferred	33	6,139,509,350.04	5,599,272,792.77
		11,311,234,193.74	9,540,684,192.29
Total Revenue		**52,888,547,659.33**	**40,382,468,363.58**
Expenditure			
Development & Maintenance Expenditure	34.1	21,743,451,026.33	22,753,524,736.25
Development & Maintenance Expenditure JICA	34.2	-	1,117,336,054.79
Deferred Expenses Transferred		3,569,868,130.08	953,348,841.03
Personal Emoluments	35	7,776,834,666.42	6,975,120,369.38
Supplies & Consumables Used	36	50,894,104.76	68,101,204.06
Other Administartive Expenses	37	723,517,181.26	977,445,175.02
Depreciation & Amortization Expenses	38	6,394,933,180.64	5,718,231,993.59
Finance Costs	39	10,954,122,217.24	6,782,037,684.99
		51,213,620,506.73	**45,345,146,059.11**
Surplus/(Deficit) for the period before Income Tax		1,674,927,152.60	(4,962,677,695.53)
Income Tax Expenses	40	838,524,893.00	601,094,090.00
Surplus/(Deficit) for the period after Income Tax		836,402,259.60	(5,563,771,785.53)
Accumulated Deficit Brought Forward	41	(13,576,083,596.76)	(8,012,311,811.23)
Balance Carried Forward		(12,739,681,337.16)	(13,576,083,596.76)

N. Sooriyaarchchi
Chairman

M.P.K.L.Gunarathna
Director General

H.Kannangara
Director Finance

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2015

	2015	2014
Operating Deficit before Income Tax as per Financial Statements	1,674,927,153	(4,962,677,696)
Adjustments		
Deferred Revenue Transferred	(6,139,509,350)	(5,599,272,793)
Depreciation	6,394,933,181	5,718,231,994
Employee Benefits	376,004,712	591,576,468
ESC Written off	-	25,672,268
Deposits / Creditors Written Back	(572,219)	(114,284,933)
Deferred Expenses Transferred	3,569,868,130	953,348,841
Provision for Impairrment of Mobilization advance	13,035,891	-
Provision for Unservisable Items Writtenoff	-	1,900
Profit on Disposal of Property Plant & Equipment	(13,453,510)	(17,249,530)
Operating Profit before Working Capital Changes	**5,875,233,987**	**(3,404,653,481)**
Working Capital Changes		
Gratuity paid	(128,711,604)	(93,745,338)
Income Tax Paid	(771,116,206)	(163,958,018)
Decrease/ (Increase) in Inventories	20,089,153	(160,166,695)
Decrease/ (Increase) in Debtors	916,964,628	(5,933,263,711)
(Increase) in Other Investments	(2,318,687)	(2,173,451)
Decrease/ (Increase) in Deposits and Advances	416,820,101	(3,990,301,200)
Decrease/ (Increase) in Mobilization Advances	7,220,180,732	(1,926,758,220)
Decrease/ (Increase) in Other Current Assets	25,049,280	(22,891,211)
(Increase) in Deferred Expenses of Local Bank Loans	(35,551,825,781)	(46,454,133,954)
Decrease/ (Increase) in Deferred Expenses of Others	5,404,851,436	(13,494,624,731)
Decrease in amount Receivable to JICA Project	-	65,200,128
Increase/ (Decrease) in Current Account M.N.E.P Co (Pvt) Ltd	80,542,124	(133,715,805)
Decrease/ (Increase) in Current Account M.N.R.C & E. Co (Pvt) Ltd	923,442,219	(521,936,457)
(Decrease) in Current Account M.N.C.P.M.S. Co (Pvt) Ltd	(135,232,020)	(105,969,420)
Increase in Client & Other Deposits	195,790,930	489,956,561
(Decrease) / Increase in Retention Money Payables	(276,000,008)	3,012,001,889
(Decrease) in Payable to Contractor	(2,824,315,050)	(1,373,464,709)
Increase in Interest & Capital Repayments Local Bank Loans	2,428,607,212	3,161,779,849
Increase in Accrued Expenditure	2,722,895	41,760,533
(Decrease) in Creditors & Others	(402,556,314)	(1,446,569,210)
Net Cash Generated from Operating Activities	**(22,457,014,960)**	**(69,052,973,171)**
Investing Activities		
Property Plant & Equipment Purchased out of RDA Funds	(619,124,018)	(46,365,473)
Property Plant & Equipment Purchased under Domestic Fund	(59,657,768)	(129,326,127)
Spares included in Machinery transferred to Expenditure	36,521,045	-
Property Plant & Equipment Transferred from Projects	(484,481,204)	(584,463,311)
Property Plant & Equipment Transferred Project - Buildings	(92,395,287)	(2,474,405,418)
Property Plant & Equipment Transferred Project - Expressways	1,625,529,587	(56,906,130,268)
Sale Proceeds of Property Plant & Equipment RDA	13,469,447	17,262,331
Increase in Work In Progress Buildings	(90,655,788)	(29,671,933)
Increase in Work In Progress Expressways	(114,750,824)	(182,265,942)
Net Cash Utilized in Investing Activities	**214,455,191**	**(60,335,366,141)**
Financing Activities		
Increase in Deferred Revenue - Domestic Fund	59,657,768	129,326,127
Increase in Deferred Revenue - Project	458,245,501	575,417,995
Decrease in Deferred Revenue - Expressways	(4,584,120,427)	54,120,868,190
Increase in Deferred Revenue - Buildings	92,395,287	2,474,393,003
Increase in Deferred Revenue - Lands	-	5,500,000
Increase in Differed Revenue - Other Projects	37,524,500	10,822,500
Decrease in recovery of Motor Bicycle Transferred to Employees	(1,036,810)	(578,861)
Increase in Local Banks Loans disbursed	23,184,063,141	74,529,640,879
Repayment of Local Baank Loans	(3,569,868,130)	(953,348,840)
Increase in Loan from Local Banks for PMUU	3,073,341,664	2,967,528,020
Net Cash provided by Financing Activities	**18,750,202,494**	**133,859,569,013**
Net Increase in Cash & Cash Equivalents	2,382,876,711	1,066,576,224
Cash & Cash Equivalents at the Beginning of the Year	2,329,676,737	1,263,100,513
Cash & Cash Equivalents at the End of the Year	**4,712,553,448**	**2,329,676,737**

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31 DECEMBER 2015

	Paid Up Capital	Revaluation Reserve	Available-for-Sale Reserve	Government Grants Expressways	Government Grants Projects & Others	Retained Earnings	Total
Balance as at 01st January 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**
Surplus for the Year						836,402,259.60	**836,402,259.60**
Increase in Reserve during the Year				1,568,139,102.61	647,823,056.64		**2,215,962,159.25**
Adjustments during the Year				(6,152,259,529.97)			**(6,152,259,529.97)**
Deferred Expenses Transferred				(5,466,709,812.76)	(657,688,088.40)		**(6,124,397,901.16)**
Increase in Fair Value of Financial Reserve			120,000.00				**120,000.00**
Balance as at 31st December 2015	**1,000,000.00**	**2,593,476.98**	**7,852,000.00**	**170,083,732,224.28**	**4,054,052,139.78**	**(12,739,681,337.16)**	**161,409,548,503.88**

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 Financial period of Road Development Authority is covered from 01st January to 31st December.

1.4 Registered Office

Registered Office of the Authority is at No 216, Dencil Kobbakaduwa Mawatha, Koswatta ,Battaramulla

1.5 Date of Authorization for Issue

The financial statements of the Authority for the year ended 31 December 2015 were authorized for issue in accordance with a resolution of the Board of Directors dated 29.02.2016

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

Financial Statements for the year 2015 have been prepared in accordance with Sri Lanka Public Sector Accounting Standards.(SLPSAS)

2.2 Equity Investment

Investments have been shown in the account at fair value.

2.3 Property Plant & Equipment – Basis of Valuation

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

2.4 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.

2.5 Buildings

Buildings includes the cost of Head Office Building (Maganeguma Mahamedura),for the sum of Rs 2,478,478,439.65 which was handed over to RDA capitalized in RDA accounts in 2014 .The cost of Thelangapatha Building which was constrcted by Colombo Katunayake Expressway Project was handed over to RDA during the year 2014 is also incuded in the Financial Statements of RDA The cost of these Buildings has been extracted from the Financial Statement of the above projects

2.6 Government Grants

i Assets purchased out of Govt. Grants received and assets received from Projects have been accounted in accordance with IPSAS 22.

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.

2.7 Expenditure

Except the expressways expenditure incurred on construction of Bridges, Roads etc. have been shown as Development Expenditure in the statement of Financial Performance.

2.8 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 & Asphalt Plants were 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 gross amounts computed 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 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

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.

Asphalt supply by the asphalt plants are being charged to Development & Maintenance expenses on full cost basis.

8 Production of Inter Locking Concrete Blocks

Production of Inter Locking Concrete Blocks were started at each provincial ofices during the year 2010 with funds and machinery received from Ministry of Road Development. Grants received for the purchase of 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 IPSAS 22

1 **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 01/01/2015 Rs	Total Loan Granted As At 31/12/2015 Rs
Commercial Bank Head Office Branch	7,209,815,346.22	7,209,815,346.22
Bank of Ceylon Metropolitan & Corporate Branches	36,664,949,864.22	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	55,371,446,419.12	55,371,446,419.12
Development Finance Corporation of Ceylon Bank - Head Office Branch	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	**151,776,782,226.59**	**151,776,782,226.59**

Summary of Local Bank Loans as at 31/12/2015

Bank	Loan Balance As At 01/01/2015 Rs	Loan Utilized During the Year Rs	Repayment of Capital During the year Rs	Loan Balance As At 31/12/2015 Rs
Commercial Bank Head Office Branch	4,419,638,090.68	1,496,737,071.82	360,934,432.74	5,555,440,729.76
Bank of Ceylon Metropolitan & Corporate Branches	23,525,258,779.48	6,606,300,247.49	1,469,336,505.00	28,662,222,521.97
Peoples Bank Corporate Branch	12,799,588,721.26	561,877,252.85	1,219,669,370.97	12,141,796,603.14
National Savings Bank Head Office Branch	49,268,963,075.25	5,076,277,762.62	338,772,347.84	54,006,468,490.03
Development Finance Corporation of Ceylon Bank - Head Office Br	900,501,426.65	308,975,018.12	44,917,490.00	1,164,558,954.77
Hatton National Bank Head Office Branch	12,176,235,085.28	7,365,303,638.94	136,237,983.53	19,405,300,740.69
National Development Bank Head Office Branch	4,214,128,839.99	1,768,592,148.90	-	5,982,720,988.89
Total	**107,304,314,018.59**	**23,184,063,140.74**	**3,569,868,130.08**	**126,918,509,029.25**

1.1 Utilization of Loans

Management of RDA has decided to obtain an advance amount of Rs 28 Bn during the year 2014 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.

	Balance as at 31/12/2014 Rs	Settlement during the year 2015 Rs	Balance as at 31/12/2015 Rs
Deposit with Ministry of Highways	3,740,000,000.00		3,740,000,000.00
Road Development Authority	18,119,889,572.76	5,400,000,000.00	12,719,889,572.76
Project Management Units	6,140,110,427.24		6,140,110,427.24
	28,000,000,000.00	**5,400,000,000.00**	**22,600,000,000.00**

Treasuary has already released Rs 5.4 Bn to settle NSB funded Bills outstandings during the year 2015.

2 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 Detail summary of the above loans are given below ;

PMU	Approved Loan Amount	Loan Balance as at 01-01-2015	Utilization of Loans During the Year	Loan Balance as at 31-12-2015
CKE	US $ 44,717,825.54	US $ 21,359,371.76	US $ 22,203,315.46	US $ 43,562,687.22
	Equivalent	Equivalent	Equivalent	Equivalent
Peoples Bank Coporate Branch	Rs.5,896,716,064.83	Rs.2,785,262,077.50	Rs.2,958,590,840.07	Rs.5,743,852,917.57
OCH III	1,810,000,000.00	Rs 182,265,942.09	Rs 114,750,823.31	Rs 297,016,765.81
Bank of Ceylon Corporate Branch				

3 Contingent Liabilities

There is a contingent liability amounting to Rs: 354,454,124.16 as at 31.12.2015 in respect of court cases filed by employees and outside parties against the RDA.

ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES

4 The capital is paid up as follows :

1982	Rs.	250,000/=
1983	Rs.	750,000/=
Total		Rs.1,000,000/=

5 Amount of Rs. 7,037,391.03 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.The legal opinion as to whether this interest is to be released to Road Maintenance Contractors has not been reached as at the date of the Financial Position.

6 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 31.12.2015

Note 09 **Property Plant & Equipment**

DESCRIPTION	COST					DEPRECIATION					NET VALUE	
	OPENING BALANCE AS AT 01.01.2015	DISPOSALS	ADDITIONS	ADJUSTMENTS	BALANCE AS AT 31.12.2015	OPENING BALANCE AS AT 01.01.2015	DISPOSALS	CHARGES FOR THE YEAR	ADJUSTMENTS	BALANCE AS AT 31.12.2015	BALANCE AS AT 31.12.2015	BALANCE AS AT 31.12.2014
LAND	154,477,966.30		-		154,477,966.30	-				-	154,477,966.30	154,477,966.30
LEASE LAND	130,259,075.00				130,259,075.00	18,236,268.00		2,605,181.00		20,841,449.00	109,417,626.00	112,022,807.00
BUILDINGS	2,787,614,215.66		600,185,347.94	(22,330,628.00)	3,365,468,935.60	228,179,635.23		90,396,921.28		318,576,556.51	3,046,892,379.09	2,559,434,580.43
EXPRESSWAYS	194,873,352,446.52		1,673,500,134.41	(3,193,668,689.90)	193,353,183,891.03	11,953,527,904.62		5,623,489,396.07		17,577,017,300.69	175,776,166,590.34	182,919,824,541.90
FURNITURE & OFFICE EQUIPMENT	181,616,113.57	(665,389.57)	19,847,039.37	14,968,948.00	215,766,711.37	116,545,146.23	(649,527.43)	26,177,718.13	(21,375.00)	142,051,961.93	73,714,749.44	65,070,967.34
COMPUTERS	146,355,580.03	(1,439,008.16)	10,921,758.96		155,838,330.83	118,990,715.87	(1,438,974.17)	16,790,001.19		134,341,742.89	21,496,587.94	27,364,864.16
ELECTRIC & ELECTRICAL FITTINGS	37,689,308.06	(81,252.54)	4,965,500.00		42,573,555.52	26,432,780.75	(81,248.54)	5,297,195.65		31,648,727.86	10,924,827.66	11,256,527.30
MOTOR VEHICLES	2,693,748,726.59		486,176,778.61	38,215,460.58	3,218,140,965.78	1,466,625,468.39		499,314,665.75		1,965,940,134.14	1,252,200,831.64	1,227,123,258.20
PLANT MACHINERY & EQUIPMENT	5,109,705,322.49	(785,175.00)	13,616,981.52	(74,736,505.80)	5,047,800,623.21	4,555,823,713.05	(785,168.99)	72,278,125.85		4,627,316,669.91	420,483,953.30	553,881,609.44
DRAWING & SURVEY EQUIPMENT	18,640,726.67	(25,500.00)			18,615,226.67	18,425,099.30	(25,496.00)	153,000.50		18,552,603.80	62,622.87	215,627.37
TOOLS & EQUIPMENT	76,196,481.36		1,368,750.00		77,565,231.36	50,812,463.29		8,532,412.90		59,344,876.19	18,220,355.17	25,384,018.07
COMMUNICATION OUTLAY	15,054,261.69	(18,850.00)	3,567,639.40	142,500.00	18,755,551.09	11,512,045.86	(18,849.00)	1,324,823.42	21,375.00	12,839,395.28	5,916,155.81	3,552,215.83
REFERENCE BOOKS	2,397,520.17				2,397,520.17	2,396,867.17				2,396,867.17	653.00	653.00
BAILY BRIDGES & PARTS	222,741,867.04				222,741,867.04	219,348,221.34		848,160.68		220,197,382.02	2,544,485.02	3,392,645.70
BRIDGE EQUIPMENT	172,813,357.13				172,813,357.13	172,813,353.13				172,813,353.13	4.00	4.00
PUSH BICYCLE	278,535.00				278,535.00	260,083.83		2,070.00		262,153.83	16,381.17	18,451.17
MOTOR BICYCLES	71,878,886.35	(2,132,449.87)	3,030,000.00		72,776,436.48	51,410,864.31	(2,132,423.87)	10,628,991.07		59,907,431.51	12,869,004.97	20,468,022.04
R & D EQUIPMENT	95,059,130.48		22,008,450.00		117,067,580.48	93,298,242.00		11,208,543.28		104,506,785.28	12,560,795.20	1,760,888.48
FERRY BOATS	19,188,000.00				19,188,000.00	19,187,988.96				19,187,988.96	11.04	11.04
TRAINNING EQUIPEMT	6,676,479.12				6,676,479.12	6,676,455.11				6,676,455.11	24.01	24.01
LAB EQUIPMENTS	12,121,521.34				12,121,521.34	10,700,075.33		513,276.11		11,213,351.44	908,169.90	1,421,446.01
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	2,651,606.25		952,480.75		3,604,087.00	223,553.00	1,176,033.75
MOTOR LAUNCH	104,776,995.17				104,776,995.17	59,052,445.63		20,955,399.03		80,007,844.66	24,769,150.51	45,724,549.54
OFFICE CONTAINERS	14,455,000.00		6,939,628.00		21,394,628.00	5,814,833.34		3,123,833.33		8,938,666.67	12,455,961.33	8,640,166.66
TOTAL	207,015,171,155.74	(5,147,625.14)	2,846,128,008.21	(3,237,408,915.12)	206,618,742,623.69	19,272,959,276.99	(5,131,688.00)	6,394,592,195.99	-	25,662,419,784.98	180,956,322,838.71	187,742,211,878.74

22433	Provision for Impairment of Assets	349,191,473.21	349,191,473.21
		180,607,131,365.47	187,393,020,405.52

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2015 (Rs.)	2014 (Rs.)
	Note 01 Cash & cash Equivalents		
139101	B/C Corp.Branch_ General	8,366,367.13	9,709,341.00
139102	B/C Corp.Branch_ Client	15,422,531.85	5,943,177.69
139103	B/C Corp.Branch_ Ministry	7,869,606.38	21,740,540.39
139104	B/C Corp.Branch_ Treasuary	3,918,218.85	4,914,198.53
139105	B/C Corp.Branch_ Recurrent	58,296,065.35	119,956.19
139106	B/C Corp.Branch_ Road Wide. & Improvement	-	126,713,301.33
139108	B/C Corp.Branch_ Medical Insurance	302,005.43	2,131,117.85
139110	B/C Corp.Branch_ Hordings	3,103,189.78	2,827,082.92
139111	B/C Corp.Branch_ Loan	4,313,570.48	79,316.65
139115	People's Bank Corporate Branch	97,595.83	97,595.83
139117	B/C Corporate Branch - Road Maintenance Trust Fund	5,942,587.12	9,016,054.88
139118	B/C Corporate Branch - Finance Medical Insurance	2,618.47	27,696.16
139119	Peoples Bank Corporate Branch - Collection CKE	1,886,455.55	4,634,867.13
139120	B/C Corporate Branch - Asphalt	70,645,348.18	66,248,287.11
1392	Cash at Bank _ Region	31,554,958.39	94,090,174.91
1393A	Cash in Hand EMU	12,217,000.00	8,991,000.00
1393B	Cash in Hand EMU CKE	2,750,000.00	-
1394	Cash in Transit_ Region	177,105,836.63	32,695,677.11
1394A	Cash in Transit -Projects	2,862,215.79	2,955,782.38
1394AA	Cash in Transit -R & D	-	1,363,700.23
1394C	Cash in Transit -RBCU	3,377,150.83	4,359,417.11
1394D	Cash in Transit -EMU	47,562.61	-
1394E	Cash in Transit -Western Project	969,637.53	4,303,312.60
1396	Petty Cash Imprests	5,911.00	844.00
171	Fuel Imprest	97,015.00	1,414,295.00
1342	Treasury Bill (Repurchase) agreement	4,301,400,000.00	1,925,300,000.00
		4,712,553,448.18	2,329,676,737.00
	Note 02 Debtors:		
133032	Debtors for Hire Charges Others	-	823,344.54
13304201	Interest Receivable on Treasury Bills	33,721,936.00	2,401,069.94
133044	Rent Receivable	3,989,730.79	3,451,944.92
13305	RMC-Debtors for Stocks	168,830.54	168,830.54
13306103	Ministry of Finance	75,535.38	150,829.76
13306107	Ministry of Policy Planning	57,603.55	171,556.62
13306116	Ministry of Local Government & Provincial Council	389,618.10	564,812.08
13306117	Ministry of Irrigation & Water Resource	285,417.78	794,903.63
13306118	Ministry of Culture & Arts	232,282.62	188,555.51
13306119	Ministry of Agriculture	202,024.06	-
13306120	Ministry of Corporative & Internal Trade	355,342.89	355,342.89
13306121	Ministry of Wildlife Resources Conservation	457,583.18	457,583.18
13306124	Ministry of Public Enterprise Development	362,613.58	-
133071	Overhead Control A/C ADB	128,039.25	142,553.53
133071	Overhead Control A/C MFAP	287,357.25	-
133071	Overhead Control A/C JAP	53,307.19	69,348.73
133071	Overhead Control A/C STDP	-	601,145,346.53
133071	Overhead Control A/C SHEP	118,393.21	2,291.76
133071	Overhead Control A/C MINISTRY	2,470,447.08	-
133071	Overhead Control A/C OCH	107,426.37	93,995.20
133071	Overhead Control A/C World Bank Project	47,589.83	256,344.45
133071	Overhead Control A/C CKE	-	90,894.96
133071	Overhead Control NHS Project	29,166.08	40,028,497.09
133071	Overhead Control Steel Bridge Project	414,149.43	494,183.28
133071	Overhead Control - N R C P	23,513.94	26,199.94

		2015 (Rs.)	2014 (Rs.)
133071	Overhead Control - C A R E	61,857.39	58,653.51
133071	Overhead Control - OCH 11	177,198.24	114,836.59
133071	Overhead Control - OCH 111	25,844.99	18,879.92
133071	Overhead Control - Lands Slide Disaster	6,286.41	58,755.40
133071	Overhead Control - New Kelani Bridge	839,817.18	10,112,046.69
133071	Overhead Control - Southern Highway Investment Programme	-	224,903.69
133071	Overhead Control - Northern Expressway	50,487.01	25,943.02
133071	Overhead Control - I Road Project	5,098,845.17	7,035,320.49
133071	Overhead Control - C A R E 11	8,394,819.82	4,087,578.16
133072	Overhead Reimbursement Salaries- PMUU	41,953,015.16	83,713,917.02
133074	Special Loan /Advance for PMUU	6,087,244,361.56	6,087,244,361.56
133081	Debtors for Clients' H/O	1,980,782.42	2,168,642.91
133082	Debtors for Clients' R/O Others	210,794,947.13	152,881,148.19
133082	Debtors for Clients' R/O EDM	1,022,202,170.67	1,221,935,825.01
133083	Amount Receivable Others	-	15,523,488.25
133091	Other Debtors C.P.C.	64,665,000.00	-
133091A	Other Debtors C.P.C.- PRDA	-	2,175,404.00
133093	Debtors for Land Relocation	5,375,072.72	6,347,275.72
133121	Commisioner General of Inland Revenue W.H.T - Interest	-	948.90
13313	Commissioner of Election	90,060.00	-
133151	Debtors Casting Yard **(Note 2.1)**	-	780,325.00
13316	Unpaid VAT	214,037,920.18	377,554,338.57
13317	Debtors Asphalt Plant **(Note 2.2)**	-	-
		7,706,976,394.15	8,623,941,021.68
22432	Provision for Non Moving Debtors	168,831.00	168,831.00
		7,706,807,563.15	8,623,772,190.68

Note 2.1 Debtors Casting Yard

133151/2	Debtors Casting Yard	1,455,453.00	4,617,342.00
	Less		
224192	Creditors Control Casting Yard	1,455,453.00	3,837,017.00
		-	780,325.00

Note 2.2 Debtors Asphalt Plant

133172	Debtors Asphalt Plant Internal	69,671,564.40	2,356,507,114.20
		69,671,564.40	2,356,507,114.20
	Less		
22420	Creditors Control Asphalt Plant	69,671,564.40	2,356,507,114.20
		-	-

Note 03 Inventories as at 31 December 2015

13100	Assets stock	24,004.69	74,004.69
13101	OECF Spare Parts Control A/C	29,820,700.46	29,820,700.46
131012	Stationery	23,908,563.83	24,324,385.60
131013/A	Inventory Stock	251,747.90	214,609.03
131014	Empty Articles	2,411,547.61	2,943,759.60
131015	Spares	33,500,205.70	33,209,339.72
1310116	Others	122,125,058.09	124,981,035.67
1310117	Direct Materials	369,273,717.96	374,349,616.63
1310118	Construction Material Rural Bridge	10,177,648.55	8,594,216.42
1310119	Tools	9,085,170.80	3,981,410.64
13101601	Uniform Materials	2,155,759.48	1,180,790.73
13101602	Shoes & Sandals	7,132,613.26	1,291,408.45
131017	Tyres	7,310,839.28	3,764,138.53

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2015 (Rs.)	2014 (Rs.)
131019	Material Stock - Casting Yard	6,313,060.79	4,728,746.10
131020	Lubricant Stock	1,672,495.68	1,827,398.10
131021	Material Stock - Asphalt Plant	130,374,912.05	153,077,764.26
1310201/2D	Finished Products/WIP Inter Locking Concrete Blocks	-	8,192,805.29
131201	Finished Products/ Goods Casting Yard	8,344,429.50	7,415,499.00
		763,882,475.63	783,971,628.92
22431	Provision for Non Moving Inventory	32,139,477.00	32,139,477.00
		731,742,998.63	751,832,151.92

Note 04 Deposits & Advances:

1350111	Purchase Advance- Overhead	6,371,607.70	8,238,584.39
1350112	Purchase Advance- Stroes	367,920.00	3,315.00
13501151	Purchase & Other Advance- Rural Bridge Division	56,029.00	390,467.52
1350116	Purchase Advance-Asphalt Plant	17,808,684.13	176,951,499.72
1350117	Purchase Advance-Maintenance	45,166,779.33	16,604,508.82
1350118	Purchase Advance- E O M U	510,057.25	5,274,840.17
1350119	Purchase Advance- RMTF	675,550.00	-
135012	Purchase Advance Regions	982,002.53	691,572.57
135013	Purchase Advance -Casting Yard	-	2,000.00
13502112	Contract Advance- Payment Unit Head Office	213,865.71	213,865.71
13502115	Contract Advance- Project Unit	379,500.00	5,727,580.00
1350212	Contract Advance-Projects NHDA	15,818,224.00	15,818,224.00
1350212	Contract Advance-Projects CKE	-	20,678,372.55
135022	Contract Advance-Region	19,595,807.43	21,434,103.25
135022A	Contract Advance - CE's Office Regions	-	239,952.48
135023	Contract Advance Client Region	-	16,379,516.40
135024	Contract Advance RWI Region	1,883,584.54	-
13504	Royality Advance	2,000,000.00	2,000,000.00
1350511	Survey Advance	9,735,655.32	8,032,183.86
13506	Mobilization Advance **(Note 04 A)**	7,399,954,072.90	14,633,170,695.57
13506G	On Account Payments Client Regional Offices	502,092.66	502,092.66
13507	Advance on LC Margin	30,196.91	-
13508	Advance on Rent	540,000.00	540,000.00
13509	RMCC`s Deposit kept in Investments with Bank	80,000.00	80,000.00
1351011	Deposits Fuel Head Office	-	1,000,000.00
135102	Deposits- Services	15,743,739.00	7,555,680.00
135103	Deposits- Rent-RDA	16,764,552.78	25,604,755.18
135105	Deposit Others Regional	320,000.00	320,000.00
135106	Deposits Asphalt Plant	104,100.00	204,100.00
135107	Deposits Royality Asphalt Plant	3,252,000.00	3,000,000.00
135108	Deposits with Ministry of Highways	3,740,000,000.00	3,740,000,000.00
13512	On A/C Payments - Projects	70,330,670.95	282,293,098.29
13517	On A/C Payments Payment Unit	14,646,011.43	25,030,238.57
		11,383,832,703.57	19,017,981,246.71
22435	Provision for Impairment of Mobilization Advance	14,274,077.70	1,238,186.85
		11,369,558,625.87	19,016,743,059.86

Note 04 A Mobilization Advance

13506012	Mobilization Advance - Road Widening & Improvement Project	274,988,968.11	484,530,725.64
13506013	Mobilization Advance - Commercial Bank Funded Project	61,628,980.81	314,088,478.08
13506014	Mobilization Advance - Local Bank Loans Consultancy CECB	14,058,123.25	-
1350606	Mobilization Advance - Habour Development	-	8,040,897.95
1350607	Mobilization Advance - Dayata Kirula	2,065,406,716.91	2,283,665,436.39

		2015 (Rs.)	2014 (Rs.)
13506102	Mobilization Advance - Bank of Ceylon Funded Project	512,577,025.36	1,611,461,781.36
13506102A	Mobilization Advance - National Savings Bank Funded Project	3,161,537,671.01	6,107,166,147.06
13506102B	Mobilization Advance - Hatton National Bank Funded Project	981,124,406.32	2,848,026,725.07
13506102C	Mobilization Advance - DFCC Bank Funded Project	-	37,605,348.01
13506102D	Mobilization Advance - National Development Bank Funded Project	222,185,075.06	768,883,911.04
13506A	Mobilization Advance - Regions	38,253,196.29	48,847,396.86
13506C	Mobilization Advance - Clients - Regions	17,397,836.95	23,397,836.95
13506E	Mobilization Advance - R B C U	9,972,134.09	15,250,762.26
13506F	Mobilization Advance - Payment Unit	40,823,938.74	82,205,248.90
		7,399,954,072.90	14,633,170,695.57

Note 05 Current Account - Maganaguma Road Construction & Equipment Co (Pvt) Ltd

	Receivable from Maganaguma Road Construction & Equipment Co (Pvt) Ltd		
14204	Debtors for Assets & Consumables transferred	63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery	357,253,259.45	542,034,226.49
14208	Other Debtors	-	7,536,164.64
14209	Mobilization Advance	175,942,870.11	922,312,938.80
220A2022	On Account Payments for Premix Supply	21,907,687.17	46,470,814.31
		618,380,361.60	1,581,630,689.11
	Payable to Maganaguma Road Construction & Equipment Co (Pvt) Ltd		
220A2012	Work Bills Payable	-	2,377,387.79
220A2022	Payables for Premix Supply	-	427,191.92
220A2032	Payables (Projects) for Premix Supply	-	37,003,529.02
		-	39,808,108.73
	Net Recivable from Maganaguma Road Construction & Equipment Co (Pvt)	618,380,361.60	1,541,822,580.38

Note 06 Other Current Assets:

1361	Staff Loans	323,749,504.73	340,902,408.52
136201	Salary Advance	303,750.00	1,899,325.84
136204	Festival Advances	2,709,090.00	10,530,310.13
136207	Book Advance	1,501,160.71	525,447.78
136209	Regional Staff Advances	2,077,850.00	719,950.00
136211	Three Months Flood Relief Advance	104,283.40	118,833.40
1364	Staff Debtors H/O	1,169,803.33	1,968,446.72
1365	Shortages of Consumable Stock	3,446,727.89	3,446,727.89
		335,062,170.06	360,111,450.28

Note 07 Investments in Equity (at cost):

11B1	Housing & Development Finance Corporation (Note 07 .1)	8,052,000.00	7,932,000.00
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
		10,052,000.00	9,932,000.00

Note 07.1

Number of shares	120,000.00	120,000
Market Value per Share (Rs)	67.10	66.10
	8,052,000.00	7,932,000.00

Note 8 Other Investments:

1344	State Mortgage & Investment Bank	72,025,340.21	69,706,652.80
		72,025,340.21	69,706,652.80

		2015 (Rs.)	2014 (Rs.)
	Note 10 Work In Progress		
11033	Work In Progress Buildings	123,736,702.79	33,080,914.36
11034	Work In Progress Expressways	297,016,765.81	182,265,942.09
		420,753,468.60	215,346,856.45
	Note 11 Intangeble Assets		
11A1	Computer Software Cost	3,409,846.41	3,409,846.41
11A2	Computer Software Amortization	2,562,236.24	2,221,251.60
		847,610.17	1,188,594.81
	Note 12 Deferred Expenses of Local Bank Loans funded Projects		
184A	Commercial Bank	4,864,471,072.51	3,532,169,948.83
184B	Peoples Bank	12,262,894,106.85	13,036,903,710.63
184C	Bank of Ceylon	28,966,331,270.63	23,387,308,308.57
184D	National Savings Bank	30,389,995,592.85	16,535,764,689.93
184E	Hatton National Bank	19,688,927,479.49	10,350,365,764.57
184F	Development Finance Corporation of Ceylon Bank	1,986,680,847.04	1,734,604,898.78
184G	National Development Bank	5,844,696,736.89	3,444,922,134.20
		104,003,997,106.26	72,022,039,455.51
	Note 13 Deferred Expenses Other Projects		
181	Deferred Expenses Ministry	784,003,789.26	784,003,789.26
182	Deferred Expenses Trust Fund	1,956,723,549.64	1,961,574,985.64
183	Deferred Expenses Road Widening & Improvement	5,349,045,956.75	10,749,045,956.76
		8,089,773,295.65	13,494,624,731.66
	Note 14 Client & Other Deposits		
221CD	Client Deposits	900,582,969.46	853,629,596.71
221SD	Security Deposits	2,278,159.31	2,303,159.31
221RD	Refundable Deposits	294,198,341.63	259,532,641.49
221DDF	Deposits - Baseline Road Displaced Families	5,041,360.00	4,711,360.00
221DLD	Deposits - Liquidation Damages	863,015,641.34	749,583,003.44
221PSD	Performance Security Deposits	666,233.78	804,233.78
		2,065,782,705.52	1,870,563,994.73
	Note 15 Retention Money Payable		
221 RM	Retention Money	8,190,000,895.82	8,466,000,903.54
		8,190,000,895.82	8,466,000,903.54
	Note 16 Payable to Contractors		
2221	Project Contractors RWI & Others	1,378,298,407.85	3,725,056,363.77
2222	Other Contractors	723,402,822.64	1,200,959,916.67
		2,101,701,230.49	4,926,016,280.44
	Note 16 A Interest & Capital Repayments Local Bank Loans		
2221	Interest & Capital Repayments Local Bank Loans	7,805,578,422.59	5,376,971,211.07
		7,805,578,422.59	5,376,971,211.07
	Note 17 Current Account Maganeguma Emulsion Production Company (Pvt) Ltd		
	Receivable from Maganeguma Emulsion Company		
14106	Hire of Plant & Machinery	970,185.33	14,683,885.80
220A1022	On Account Payments for Emulsion Supply	-	43,043,600.08
220A1032	On Account Payments Projects for Emulsion Supply	-	27,117,617.26
		970,185.33	84,845,103.14

		2015 (Rs.)	2014 (Rs.)
	Payable to Maganeguma Emulsion Company		
220A1022	Payables for Emulsion Supply	13,694,984.16	17,027,778.01
		13,694,984.16	17,027,778.01
	Net Payable to Maganeguma Emulsion Company	12,724,798.83	(67,817,325.13)

Note 18 Current Account Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd

	Receivable from Maganeguma Consultancy & Project Management Company		
14306	Hire of Plant & Machinery	519,988.15	1,261,759.10
		519,988.15	1,261,759.10
	Payable to Maganeguma Consultancy & Project Management Company		
220A3012	Work Bills	10,923,082.64	11,542,517.11
220A3022	Payables for Cold Mix Supply	35,484,800.57	169,229,764.04
220A3032	Payables (Projects) for Cold Mix Supply	-	1,609,392.58
		46,407,883.21	182,381,673.73
	Net Payable to Maganeguma Consultancy & Project Management Company	45,887,895.06	181,119,914.63

Note 19 Accrued Expenses

223301	Commissioner General of Inland Revenue Income Tax	504,544,759.14	437,136,072.05
223302	Commissioner General of Inland Revenue V.A.T	61,523,988.00	34,052,773.29
223303	Commissioner of Inland Revenue E.S.C	-	17,956,729.00
223304	Commissioner General of Inland Revenue Payee	3,398,813.69	7,119,796.50
223307	Deffered Output Tax	39,270,795.12	64,453,562.93
2233510	Commissioner General of Inland Revenue Stamp Duty	468,675.00	592,695.00
2233511	Commissioner General of Inland Revenue C.I.G.F.L	214,833.61	19,475,141.38
2233512	Commissioner General of Inland Revenue - NBT	14,558,473.00	12,473,649.00
2231	Administration Overhead	84,779,632.26	63,438,879.80
2234	Employees' Provident Fund 8%	67,588,580.13	59,194,100.91
2235	Employees' Provident Fund 12%	102,802,243.26	90,242,954.78
2236	Employers' Trust Fund 3%	25,562,443.50	22,281,395.24
22371	Unpaid Salaries	-	23,886.64
22374	Incentive Bonus	4,000,000.00	52,812,634.40
22375	Medical Leave Encashment Payable	270,542,319.63	229,821,925.24
22410	Audit Fees	6,850,849.00	4,898,627.00
		1,186,106,405.34	1,115,974,823.16

Note 20 Creditors & Others

223201/02	Creditors for Materiel Supplies	150,095,721.21	518,254,026.98
223203A	Creditors for Other Supply Asphalt Plant	69,671,564.41	49,593,275.01
223204	Creditors for Materiel Supplies Inter Locking	-	209,208.31
22401	Other Sundry Recoveries from Staff	7,414,475.37	14,488,314.97
22403	Salary Control Account	79,014.28	148,140.00
2240702	Advance Received on Rent	5,007,666.99	6,619,315.28
2240704	Other Creditors Project	-	23,653,110.24
2240705	Other Creditors CPC	-	46,456,013.28
2240707	Suspense in Interest RMC Deposits	7,037,391.03	7,038,516.03
2240708	Employee Deduction for Welfare Fund	1,521,036.59	1,521,036.59
22408	Other Amounts Payable	5,190,359.74	1,947,918.37
22412	Self Medical Insurance Scheme	103,601,191.57	85,660,353.47
22413	Creditors for Direct Labour works	2,974,465.86	3,863,416.54
22418	Suppliers' Control Account	2,177,767.77	529,559.60
22421	Creditors Control Inter Locking Concrete Blocks	2,047,743.88	2,047,743.88

		2015 (Rs.)	2014 (Rs.)
2240709	Interest in Suspense Lease Land	(411,216,759.00)	(415,928,613.00)
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 - S T D P	20,454.55	235,580.03
133071	Overhead Control - C D B	1,841,034.12	
		414,024,604.37	816,580,918.50

Note 21.1 Loans from Local Banks for Widening & Improvement Projects - Current Liability

221U01	Commercial Bank	413,988,288.39	360,836,000.00
221U02	Bank of Ceylon	2,143,273,115.17	1,792,666,000.00
221U03	Peoples Bank	1,349,557,354.42	1,215,489,270.70
221U04	National Savings Bank	2,652,054,988.67	392,772,500.00
221U05	Hatton National Bank	929,211,398.81	306,043,000.00
221U06	Development of Finance Corporation of Ceylon Bank	68,227,055.12	79,428,000.00
221U07	National Development Bank	249,266,222.01	-
		7,805,578,422.59	4,147,234,770.70

Note 21.2 Loans from Local Banks for Widening & Improvement Projects - Non Current Liability

221U01	Commercial Bank	5,141,452,441.37	4,058,802,090.68
221U02	Bank of Ceylon	26,518,949,406.80	21,732,592,779.48
221U03	Peoples Bank	10,792,239,248.72	11,584,099,450.56
221U04	National Savings Bank	51,354,413,501.36	48,876,190,575.25
221U05	Hatton National Bank	18,476,089,341.88	11,870,192,085.28
221U06	Development of Finance Corporation of Ceylon Bank	1,096,331,899.65	821,073,426.65
221U07	National Development Bank	5,733,454,766.88	4,214,128,839.99
		119,112,930,606.66	103,157,079,247.89
		126,918,509,029.25	107,304,314,018.59

		2015 (Rs.)	2014 (Rs.)
	Note 22 Voted Funds Received for Maintenance Works		
4012	Ministry Fund	1,426,200,677.64	1,319,422,812.70
4013	Trust Fund	3,638,600,000.00	3,725,430,000.00
4013A	Co - Finance Fund	1,153,383,508.04	850,140,263.00
4014	RWI Fund	11,870,000,000.00	14,554,427,184.40
4014	RWI Fund - NSB Outstanding	5,400,000,000.00	-
		23,488,184,185.68	20,449,420,260.10
	Note 22.1 Funds Received for JICA project		
4015/A	JICA Foreign & Local	-	983,220,944.06
		-	983,220,944.06
	Note 23 Voted Funds Received Local Bank Capital & Interset Payment		
4014B	Funds Received for Local Bank Interst	9,562,032,585.96	2,779,308,764.97
4014C	Funds Received for Local Bank Capital Repayment	2,469,379,603.66	953,348,841.03
		12,031,412,189.62	3,732,657,606.00
	Note 24 Client Works		
412	Value of Work Done Clients	482,901,754.05	1,737,971,795.46
62	Development Expenditure - Client	425,184,663.76	1,561,486,434.33
	Surplus from Clients Works	57,717,090.29	176,485,361.13
	Note 25 Net Income from Expresways		
	Note 25.1 Income from Southern Expresway		
4901	User Fees	2,196,476,965.69	1,639,546,413.38
4902	Road Damages Expressway	46,857,932.08	33,355,890.59
4903	Towing Income	8,513,513.43	6,734,374.94
		2,251,848,411.20	1,679,636,678.91
614131	Expenses	428,623,298.96	339,459,803.25
		1,823,225,112.24	1,340,176,875.66
	Note 25.2 Income from Colombo Katunayake Expresway		
4901B	User Fees	1,893,472,654.07	1,684,760,294.58
4901B1	User Fees-ETC	61,057,972.98	-
4902B	Road Damages Expressway	5,229,014.47	6,373,370.56
4903B	Towing Income	1,747,747.45	2,171,875.10
4904B	ETC Tag Income	66,666.65	-
		1,961,574,055.62	1,693,305,540.24
614131B	Expenses	205,850,998.30	158,507,421.58
		1,755,723,057.32	1,534,798,118.66
	Note 25.3 Income from Outer Circular Expresway		
4901	User Fees	615,730,303.68	282,756,000.09
4902	Road Damages Expressway	1,925,335.13	835,519.65
4903	Towing Income	477,477.13	165,178.50
		618,133,115.94	283,756,698.24
61413A	Expenses	24,478,913.74	2,288,767.50
		593,654,202.20	281,467,930.74
	Net Income from Expressways	4,172,602,371.76	3,156,442,925.06
	Note 26 Fees for Services		
4301	Fees for Soil Test	77,560,234.72	122,463,174.74
4302	Consultancy Fees	116,955.39	-
4303	Charges for Supervision	59,126,283.62	62,422,777.14
4305	Road Reinstatement Fees	42,290,404.68	19,674.79
4308	Design Fees	-	4,268,016.12
		179,093,878.41	189,173,642.79
	Note 26.1		
4301	Fees for Soil Test	77,560,234.72	122,485,630.74
5119	Testing Expenses	-	(22,456.00)
		77,560,234.72	122,463,174.74

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2015

		2015 (Rs.)	2014 (Rs.)
	Note 26.2		
4303	Supervision Charges	73,471,087.52	140,682,547.68
5119A	Supervision Expenses	-	(31,943,196.67)
6912	Overhead's for Supervision	(14,335,563.64)	(46,314,737.87)
6912A	Disallowed Input Tax on Supervision Expenses	(9,240.26)	(1,836.00)
		59,126,283.62	62,422,777.14
	Note 26.3		
4308	Design Fees	-	4,288,016.12
5118	Design Fees Expenditure	-	(20,000.00)
		-	4,268,016.12
	Note 26.4		
4305	Road Reinstatement Fees	64,357,428.77	61,654,313.08
6922	Client Overhead Below 100,000	(22,039,693.91)	(61,619,481.68)
6922A	Client Overhead Disallowed Tax Below 100,000	(27,330.18)	(15,156.61)
		42,290,404.68	19,674.79
	Note 27 Hire Charges & Rent		
45011	Hire of Plant & Machinery	33,002,028.79	61,706,817.77
45013	Hire Chargs Others	899,593.20	8,394,768.17
4503	Rental on Hoardings	47,421,051.61	40,548,150.29
4504	Rent Quarters	10,288,410.50	8,846,440.89
4505	Circuit Bungalow	1,710,845.89	1,572,744.47
4506	Lease Rent- Land	2,490,977.19	1,926,105.23
4509	Lottery outlet Charges	255,256.33	317,436.43
4510	Lease Rent - Gantries	29,918,792.50	37,413,265.31
4512	Rental TV Cable Network	146,129,119.03	138,292,738.99
4513	Rental Telephone Booth	-	971,412.61
4514	Rental on Subway	3,289,875.49	2,206,321.92
4515	Banner Charges	2,020,210.89	1,816,110.02
		277,426,161.42	304,012,312.10
	Note 28 Interest		
44012	Interest on Temporary Surplus Money	214,499,845.01	100,433,831.58
44014	Interest on Others	2,371,810.82	2,200,538.72
4402	Interest on Staff Loans	14,303,290.82	13,937,605.40
		231,174,946.65	116,571,975.70
	Note 29 Overhead Recoveries		
421	Overhead Recoveries F A Projects	33,104,700.18	33,305,353.56
		33,104,700.18	33,305,353.56
	Note 30 Income from Casting Yard		
4A	Sales	2,389,901.82	9,950,812.64
	Less		
70	Cost of Sales	(1,986,442.87)	(8,292,343.86)
		403,458.95	1,658,468.78
	Note 31 Income from Inter Locking Concrete Blocks		
4D	Sales	799,810.73	1,263,496.89
	Less		
72D	Cost of Sales	(666,508.94)	(1,052,914.07)
		133,301.79	210,582.82
	Note 32 Other Income		
4801	Sale of Document	1,529,090.61	1,780,691.83
4802	Sale of Condemned Articles	2,949,819.64	160,210.75
4803	Non Refundable Tender Deposit	3,685,254.73	8,957,068.73
4806	Recovery for Damages	14,618,795.65	9,995,595.34
4808	Profit on Disposal of Assets **(Note 32 A)**	13,453,510.21	17,249,530.23
4810	Surcharges & Fines	846,830.50	836,502.44
4811	Sale of Empty Tar Barrels	16,724.47	311,131.96
4812	Miscellaneous Income	607,805.38	974,274.11

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2015

		2015 (Rs.)	2014 (Rs.)
4813	Liquidated Damages	22,023,350.68	129,814.58
4814	Deposits Written Back	572,219.03	-
4816	Creditors Written Back	-	114,284,932.92
4818	Licence Fee for Building Limit	4,684,398.93	3,756,365.42
4820	Recovery of Performance Bond	253,488.68	343,157.08
4821	Recovery of Overhead for Client RDM (Note 32 B)	28,736,378.45	(18,743,136.68)
		93,977,666.96	140,036,138.71
	Note 32 A Profit on Disposal of Assets		
	Sale Proceeds	13,469,447.35	17,262,331.21
	Written Down Value	(15,937.14)	(12,800.98)
		13,453,510.21	17,249,530.23
	Note 32 B Recovery of Overhead for Client RDM		
4821	Recovery of Overhead for Client RDM	45,415,371.88	15,471,693.37
	Less		
6932	Client Overhead Maganeguma Regional Office	(16,654,315.60)	(34,165,160.76)
6932A	Client Overhead Disallowed Regional Office	(24,677.83)	(49,669.29)
		28,736,378.45	(18,743,136.68)
	Note 33 Deferred Income Transferred		
4021	Deferred Income Transferred Domestic Fund	64,962,561.37	47,339,561.54
4021A	Deferred Income Transferred Capital Grant	-	6,923,041.57
4022	Deferred Income Transferred Projects	6,039,630,463.52	5,509,996,530.59
4024	Deferred Income Transferred Local Organization	27,290,000.00	26,707,708.33
4025	Deferred Income Transferred Interlocking	257,997.47	1,604,262.39
4026	Deferred Income Transferred Internal Funds	7,368,327.68	6,701,688.35
		6,139,509,350.04	5,599,272,792.77
	Note 34 Development & Maintenance Expenditure		
61	Development Expenditure Ministry	2,238,961,039.27	6,521,252,522.59
65	Development Expenditure Trust	2,800,566,923.36	3,232,262,538.61
63	Development Expenditure Road Widening & Improvement	10,181,958,411.20	11,172,705,633.98
63	Development Expenditure RWI - NSB Outstanding	5,400,000,000.00	-
637	Development Expenditure Maldives Project	-	208,181,068.02
654	Development Expenditure Co - Finance Fund	1,121,964,652.50	1,619,122,973.05
		21,743,451,026.33	22,753,524,736.25
	Note 34.1 Development & Maintenance Expenditure JICA		
634	Development Expenditure JICA Project	-	1,117,336,054.79
		-	1,117,336,054.79
	Note 35 Personal Emoluments		
5101 & 81	Salaries & Wages	5,887,029,298.17	5,001,860,175.55
5102 & 82,83	EPF & ETF	907,903,701.30	788,142,900.37
51023 & 85	Gratuity	376,004,711.61	591,576,468.04
51025	Compensation	2,948,245.33	406,768.48
51032 & 84	Overtime & Holiday Pay	201,627,587.61	329,499,788.09
5104&5,86&7	Incentive Bonus & Medical leave encashment	401,321,122.40	263,634,268.84
		7,776,834,666.42	6,975,120,369.38
	Note 35A Detail of Personal Emoulments of Direct Labour		
81	Salaries & Wages	2,121,563,075.92	1,883,987,346.39
82 & 83	EPF & ETF	314,649,939.65	296,195,134.21
84	Overtime	68,368,915.15	102,017,362.39
85	Gratuity	202,900,640.16	232,188,669.74
86 & 87	Bonus	74,406,139.37	55,633,889.37
		2,781,888,710.25	2,570,022,402.10
	Note 36 Supplies & Consumables Used		
512	Stationery & Office Requisite	50,894,104.76	68,101,204.06
		50,894,104.76	68,101,204.06

NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2015

		2015 (Rs.)	2014 (Rs.)
	Note 37 Other Administartive Expenses		
51052	Medical Insurance	8,414,088.05	12,211,617.51
5106	Traveling & Transport	108,903,426.64	134,687,734.87
5107	Human Resource Development	7,435,681.75	19,047,165.56
511	Fees & Other Allowances	6,288,971.93	18,580,510.14
515	Communication	29,269,968.18	30,687,690.53
516	Rent , Rates & Taxes	124,364,361.93	139,371,076.69
51701	Utilities & Others	82,423,435.70	106,571,002.70
513	Fuel & Lubricant	82,673,444.15	118,101,392.49
514	License Insurance Vehicles	25,017,402.41	17,342,420.16
5185	Repairs & Maintenance of Passenger Vehicles	75,682,729.68	91,013,825.21
5181-88	Repairs & Maintenance Others	22,944,975.28	36,702,609.57
519	Audit Fees	1,758,759.00	703,111.76
521	Bank Charges	2,785,156.41	2,674,477.26
5232	Disallowed VAT	23,911,668.66	134,589,899.94
5235	Stamp Fees	-	22,650.00
5237	ESC Written-off	-	25,672,268.00
5238	Nation Building Tax	108,606,240.00	88,491,327.00
5266	Impairment of Mobilization Advance	13,035,890.85	-
5241	Ceremonial Charges	-	788,644.43
5268	Unservisable Items WrittenOff	-	1,900.00
5272	Surcharges & Fines	980.64	183,851.20
		723,517,181.26	977,445,175.02
	Note 38 Depreciation & Amortization Expenses		
53	Depreciation	768,497,618.93	629,894,352.83
54	Amotrization	5,626,435,561.71	5,088,337,640.76
		6,394,933,180.64	5,718,231,993.59
	Note 39 Finance Costs		
5224	Interest on Lease Land	4,711,854.00	4,392,909.00
638	Interest on Local Bank Loans	10,949,410,363.24	6,777,644,775.99
		10,954,122,217.24	6,782,037,684.99
	Note 40 Income Tax Expenses		
55	Income Tax & S R L Note (40 A)	838,524,893.00	601,094,090.00
		838,524,893.00	601,094,090.00
	Note 40 A		
	Current Tax Expenses	838,529,078.00	639,180,200.00
	Less		
	Reversal of Over Provision in Y/A 2014/2015	(4,185.00)	(43,313,824.00)
	Add		
	Reversal of Under Provision in Y/A 2013/2014	-	5,227,714.00
		838,524,893.00	601,094,090.00
	Current Tax Liability for the year 2015/2016	838,529,078.00	639,180,200.00
	Less		
	Self Assessment Tax Paid	(466,218,580.34)	(170,320,195.00)
	Setoff against Tax Credit		
	Nortional Tax Credit	(21,449,984.50)	(73,202,065.00)
	Economic Service Charges	-	(69,039,403.00)
	WHT on Interest Current Year	(53,123.41)	(27,087.00)
	Refund due on account of WHT on Interest Previous Years	-	(2,475,571.00)
	Balance Tax to be paid for the year 2015/2016 ,2014/15	350,807,389.75	324,115,879.00
	Note 41 Accumulated (Deficit)		
3522	Accumulated (Deficit) brought forward	(13,576,083,596.76)	(8,012,311,811.23)
		(13,576,083,596.76)	(8,012,311,811.23)

ROAD DEVELOPMENT AUTHORITY

YEAR OF ASSESSMENT 2015/2016

COMPUTATION OF ADJUSTED PROFIT FROM LIABLE BUSINESS INCOME

		Rs.
Income from Clients' Work		
Value of Workdone	482,901,754	
Less Direct Expenses	(425,184,664)	
Gross Profit from Clients' Work		57,717,090
Gross Profit from Fees for Servises		179,093,878
Hiring Income & Rent		277,426,162
Overhead Recoveries		33,104,700
Surplus from Carsting Yard		403,459
Income from Inter locking Concreate blocks		133,302
Other Income	93,977,667	
Less		
Creditors written back Tax Exempt activities	(572,219)	
Recovery of Overhead client RDM Tax exempt Activities	(28,736,378)	
Profit on Assets disposed which used for Tax Exempt Activities	(13,453,510)	
		51,215,560
Expressway Income		
STDP	2,251,848,411	
CKE	1,961,574,056	
OCH	618,133,116	
	4,831,555,583	
Less Direct Expenses		
Expenditure	(658,953,211)	
EMU Overheads Exceeds the Treasury Grants	(233,460,128)	
		3,939,142,243
Total Liable business Income		4,538,236,394
less NBT		(108,606,240)
Net Business Income Liable for Tax		4,429,630,154
Less Depreciation Allowance		(20,521,280)
Adjusted Business Profit From Liable Business Income		**4,409,108,874**

විගණකාධිපති දෙපාර්තමේන්තුව
கணக்காய்வாளர் தலைமை அதிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT

මගේ අංකය
எனது இல.
My No. RCT/B/RDA/01/15/01

මඟේ අංකය
உமது இல.
Your No.

දිනය
திகதி
Date 18 April 2017

CHAIRMAN'S OFFICE
20
R.D.A. 29

FINANCE DIVISION
24 APR 2017
Road Development Authority
"Maga Neguma Mahamedura"
Battaramulla.

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 2015 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971.

The English version of the above mentioned report together with the audited financial statements is sent herewith.

H.M. GaminiWijesinghe
Auditor General

Copies to: - 1. Secretary, Ministry of Higher Education and Highways
2. Secretary, Ministry of Finance

D(F)/DG
7.n.a.pe
22/4/17

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 +94-11-2887223 oaggov@sltnet.lk www.auditorgeneral.gov.lk

විගණකාධිපති දෙපාර්තමේන්තුව
கணக்காய்வாளர் தலைமை அதிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT

මගේ අංකය எனது இல. My No. RCT/B/RDA/01/15/01 මගේ අංකය உமது இல. Your No. දිනය திகதி Date 19 April 2017

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 2015 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 2015 comprising the statement of financial position as at 31 December 2015 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.

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

අංක 306/72, පොල්දුව පාර, බත්තරමුල්ල, ශ්‍රී ලංකාව. - இல. 306/72, பொல்துவ வீதி, பத்தரமுல்லை, இலங்கை. - No. 306/72, Polduwa Road, Battaramulla, Sri Lanka
+94-11-2887028-34 +94-11-2887223 oaggov@sltnet.lk www.auditorgeneral.gov.lk

financial statements in order to design audit procedures that are appropriate in the 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 my audit opinion.

1.4 Basis 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 2015 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 Preparation of Consolidated Financial Statements

The audited financial statements of the Maganaguma Construction and Equipment Company (Pvt) Limited, Maganaguma Consultancy and Project Management Services Company (Pvt) Limited, Emulsion Production Company (Pvt) Limited and Expressway Transport Company (Pvt) Limited which are fully owned Subsidiaries of the RDA had not been taken in preparation of the financial statements for the year under review.

As well, even though transactions worth Rs.1.9 billion had been performed with the above Subsidiaries by the RDA during the year under review, the details of those transactions and outstanding balances had not been disclosed in the financial statements according to the SLPSAS.

2.2.2 Comply with Sri Lanka Public Sector Accounting Standards (SLPSAS)

The following observations were made.

(a) SLPSAS 1- Presentation of Financial Statements;

(i) Although transactions and events should be identified at the time of occurrence and reported for the relevant period, the payments aggregating Rs.104,004 million made during the year under review on interim payment certificates related to Local Bank Funded Road Rehabilitation Projects had been accounted for as deferred expenses. Further, interim payment certificates valued at Rs. 255.42 million submitted by the contractors which were not settled as at 31 December 2015 had not been brought to accounts. As a result, payable balances as at the end of the year under review had been understated by this amount.

(ii) The receivables expected to be realized or a liability to be settled during the period of 12 months after the reporting date should be classified as current assets or liability. Accordingly, mobilization advances that should be recovered from the bills presented by the contractors during the year 2016 are required to be identified and stated as current assets. However, mobilization advances granted during the year under review to the Provincial Offices and Payment Units of the Authority aggregating Rs. 59,598,529 had been treated as current assets without considering the settlement period of mobilization advances. Whilst mobilization advances granted in preceding years to respective Divisions aggregating Rs.12,237,389 had been stated as non - current assets in the financial statements of the year under review.

(iii) Without being identified the due dates for settlements, retention money amounting to Rs. 4,858,982,805 and Rs. 3,331,018,091 had been classified as current and non - current liabilities respectively.

(b) SLPSAS 3 – Accounting Policies, Changes in Accounting Estimates and Errors

The amount paid to contractors for the construction of roads under the Local Bank Funded Project had been treated as deferred expenses and accounted under non-current assets. The repayments of the capital portion of the loan for the year under review had been credited to the deferred expenses and accounted as current year expenses. This accounting procedure had not been disclosed in the financial statements.

(c) SLPSAS 7 – Property, Plant and Equipment

(i) The residual value and the useful life time of an asset shall be reviewed at least at each annual reporting date. However, no action had been taken to

review useful life time of the fully depreciated assets purchased at a cost Rs.972 million which are still in use.

(ii) As a practice, the assets of the Authority are not depreciated from the date of purchase to the date of disposal. It was observed that the assets of the Authority were depreciated from the month following the month of acquisition and depreciated for the entire month of disposal. A disclosure in this regard had not been made in the financial statements.

2.2.3 Accounting Deficiencies

The following observations were made.

(a) Fixed assets valued at Rs. 507 million procured during the period 2013 - 2015 by the Local Bank Funded Road Development Projects, had not been brought to the accounts of the Authority. Therefore, the value of fixed assets shown in the financial statements for the year under review had been understated by similar amount and the depreciation thereon had been understated by Rs.219.51 million.

(b) The ownership of the motor vehicles valued at Rs.69,800,000 procured by 05 foreign funded projects for roads rehabilitation and improvements had been transferred to the Authority during the year under review. However, the value of those motor vehicles had not been brought to accounts.

(c) (i) Even though sale proceeds of Rs.11,981,954 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 the accounts since the date of acquisition by the Authority.

(ii) Provision for depreciation on buildings valued at Rs. 15,050,000 had not been made for the year 2015. Accordingly, provision for depreciation for the year 2015 had been understated by Rs.752,500.

2.2.4 Un - explained Differences

The following unexplained differences were observed in audit.

(a) Bank Loans aggregating Rs.120,935,788,038 shown in the financial statements as at 31 December 2015 under 46 current accounts maintained by the Authority had not agreed with the balances aggregating Rs.116,537,540,890 confirmed by the respective banks.

(b) According to the financial statements of the Southern Transport Development Project, the cost of the Southern Expressway was amounted to Rs. 114,166 million.

However, the corresponding value of the Expressway shown in the financial statements of the Authority was Rs.114,071 million.

(c) A difference of Rs. 635,840,889 was observed between the balances receivable from/ payable to the Subsidiaries and the confirmations presented relating to the receivables / payables by the respective Subsidiaries.

2.2.5 Accounts Receivable and Payable

It was observed that the Authority had not taken fruitful action to recover the dues from government organizations as well as private parties. In addition, the Authority had not taken action to settle the balances including payables to the outside parties. The instances observed in this regard are given below.

(a) Accounts Receivable

	Description	Amount	Details of Clients	Unrecovered Period/ Years
		Rs.		
(i)	Debtors	7,368,162,377	16 debtor accounts	Since 2012 to 2014 and 1987 to 2014
(ii)	Service and rent advances	7,405,680	08 Government institutions and persons	2001 - 2014
(iii)	Rent advances	6,494,948	18 deposits	2008 - 2014
(iv)	Contract advances	27,402,432	28 contractors	2005- 2014 and over 08 years
(v)	Other advances	3,740,000,000	Ministry of Highways and Investment Promotion	2014 to 2015
(vi)	On account advances	11,478,909	Maganeguma Road Constructions and Equipment Company (pvt) Ltd.	2013 to 2015
		71,100,621	05 contractors	2013 to 2015
(vii)	Mobilization Advances	2,000,000,000	Provincial Road Development Authority	2014 to2015
		1,119,966,845	34 contractors	2001 to 2015
(viii)	Purchase Advances	33,631,574	92 suppliers	2011 to 2015 and over 05 years
(ix)	Rent Receivables	1,781,623	02 shop owners at Borella Underpass	5 to 8 years

		1,109,689	05 shop owners at Kandy Underpass	3 to 4 years
(x)	Salaries and other allowances unrecovered	62,004,844	260 RDA staff members	One year
		62,757,658	94 RDA staff members	Two years
		1,718, 292	Staff released to 07 Ministries	2013 to 2015
(xi)	Staff loans unrecovered	3,104,786	50 retired employees of RDA	1 to 12 years

(b) Accounts Payable

	Description	Amount	Details of Clients	Unsettled Period
		Rs.		
(i)	Client Deposits	494,608,295	200 client works	1 to 7 years
		227,865,985	119 clients	2010 to 2014
(ii)	Security Deposits	2,278,159	111 contractors	More than 29 years
(iii)	Retention Money Payables	973,394,696	1073 contracts	3 to 10 years and over 10 years
(iv)	Payable to projects and other contractors			
	- On incomplete bills	205,861,302	28 contracts	Less than 1 year
	- On variations not approved	135,099,370	27 contracts	
(v)	Payable to contractors	328,923,378	06 contractors	Less than 01 year
(vi)	Liquidated damages not transferred to income	676,846,546	450 contracts	2010 to 2015

2.2.6 Lack of Evidence for Audit

Inventory items such as tools, direct materials, indirect materials, spare parts, stationeries, printing items aggregating Rs. 552,044,028 could not be satisfactorily verified in audit due to non-availability of evidence such as detailed schedules comprising total units, unit prices and total values.

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 of the Democratic Socialist Republic of Sri Lanka.	
	(i) Financial Regulation 373 and Office Circular No. 336 of 21 October 2015	Petty cash imprests and fuel imprests aggregating Rs.31,651,973 granted to 02 Sub-offices and 03 Divisions of the Authority had not been settled at the end of the year under review.
	(ii) Financial Regulation 396	The Authority had not taken timely action to cancel 67 cheques valued at 3,903,709 issued but not realized over 06 month's period.
(b)	Public Enterprises Circular No. PED/12 of 02 June 2003	
	(i) Section 9:4	260 staff members of the Authority had been released to the Ministry of Higher Education and Highways during the year under review in contrary to the provisions in the Circular.
	(ii) Section 9:3:1 (viii)	The succession plan had not been prepared by the Authority in order to fill the vacancies in managerial positions

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 surplus of Rs.1,674.93 million as against the pre-tax deficit of Rs.4,962.68 million for the preceding year, thus indicating an increase of Rs.6,637.61 million in the financial results for the year under review. Increase of total revenue by Rs.12,506 million during the year under review had mainly attributed to the improvement in the financial results. However, the operational expenditure of the Authority had also been increased by Rs.5,868.47 million during the year under review. In the

meantime, interest on loans for widening and improvements had been increased with the commencement of the Local Bank Funded Projects.

3.2 Value Addition of the Authority

According to the information provided, the value addition of the Authority for the year under review amounted to Rs.21,307 million and as compared with the preceding year this was increased by 45 per cent. However, this improvement was mainly due to the government contributions and increase of expressway income by Rs.1,016 million (earning from government investments) and there was no self-value addition of the Authority. On the other hand, according to the information made available, there was no improvement in the main activities of the Authority such as widening and development of roads and construction of new roads etc. as compared with the preceding year though the government contributions and supports had significantly enhanced during the year under review.

3.3 Analytical Financial Review

Certain significant balances shown in the statement of financial position as at 31 December 2015 as compared with the previous year are given below.

	As at 31 December	
Details	**2015**	**2014**
	Rs. Mn.	**Rs. Mn.**
Net Current Assets	(855.55)	2,717
Net Assets	161,409	170,633
Accumulated Deficit	(12,740)	(13,576)

Even though the accumulated deficit of the Authority for the year under review was decreased to Rs.12,740 million from Rs. 13,576 million in the preceding year, the net current assets and net assets were decreased by Rs. 3,572.55 million or 131 per cent and Rs. 9,224 million or 05 per cent respectively.

4. Operating Review

4.1 Performance

4.1.1 Maintenance Works of National Roads and Bridges.

The following observations are made in this regard.

(i) Even though a sum of Rs. 4,994.78 million had been provided for the maintenance activities of national roads, only a sum of Rs. 1,996.81 million or 39.97 per cent had been utilized out of the total allocation.

(ii) Road maintenance activities conducted under 23 projects and implemented by 06 Executive Engineer's Offices were expected to be completed as at 31 December 2015 at a cost of Rs.161.37 million. However, those activities had not been completed during the year under review and the actual cost incurred up to 31 December 2015 was only Rs.27.91 million.

(iii) The utilization of the allocation for periodic maintenance, drainage and structure improvement, maintenance of signal light systems, street lights, road sign and marking, minor road safety improvements and emergency maintenance /disaster works was less than 50 per cent. As a result, maintenance of the national road network up to the standard condition was affected in view of under-utilization of allocated funds.

4.1.2 Performance of Engineering Services and Bridge Design Division

The following observations are made.

(i) Although a Work Plan for this Division had been prepared for the year 2015, actions had not been taken to obtain required approval for such Plan.

(ii) It had been expected to design 69 bridges during the year under review. However, according to the progress report of the year under review, only 39 bridges had been designed.

(iii) The bridges at access road to the Defense Head Quarters and the bridge over Dehiwala canal on marine drive extension had been designed by the Bridge Design Section of the Authority, though such works were not come under the purview of the Authority.

4.2 Contract Administration

4.2.1 Road Rehabilitation and Improvement

The following matters were observed on road widening and improvement works implemented during the year under review.

(a) Widening and Improvement of Roads

(i) Two hundred and fifty nine road improvement works were expected to be completed at an estimated cost of Rs.25,103 million. However, overall physical progress of those activities as at 31 December 2015 had been less than 50 per cent. Out of those road improvement works, 206 works were non – RDA works and estimated and actual cost thereon amounted to Rs.17,928 million and Rs. 913 million respectively. Fifty three projects with less than 50 per cent of physical progress belonged to the Road Development Authority. The contract value and the amount spent thereof amounted to Rs.7,175 million Rs.581 million respectively.

(ii) There were another 84 Projects to be completed during the year under review and estimated cost of those projects amounted to Rs.4,902 million and no works whatsoever had been done. However, a sum of Rs.2.50 million had been spent on one of those projects. Out of those 84 projects, 54 projects were Non-RDA projects and the contract value of them amounted to Rs.2,465 million.

(b) Local Bank Funded Projects (LBFP)

The Authority had been authorized by the Cabinet of Ministers to obtain loans amounting to Rs. 152 billion from local banks in order to rehabilitate 64 priority roads with a length of 1433.85 kilometers, island wide. Accordingly, the Authority had offered contracts valued at Rs.152 billion to rehabilitate those 64 roads.

The Authority had obtained loans aggregating Rs.131,441 million from 07 local banks during the period of 2012– 2015. Out of that, a sum of Rs.4,523 million had been settled during the years 2014 and 2015. Accordingly, it was observed that the payable portion of the loan amounted to Rs.126,918 million as at 31 December 2015. The details of loans received and the outstanding portion of the loans as at the end of the year under review are shown below.

Name of the Bank	Loans received from Banks for the year				Total	Capital Repayment during the year		Total	Balance as at 31 December 2015
	2012	2013	2014	2015		2014	2015		
	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million	Rs. million
Commercial Bank	1,266	634	2,647	1,497	6,044	128	361	489	5,555
Bank of Ceylon	3,703	9,637	10,402	6,606	30,348	218	1,469	1,687	28,661
People's Bank	3,369	5,234	4,806	562	13,971	607	1,220	1,827	12,144
National Saving Bank	384	4,953	43,931	5,076	54,344	-	339	339	54,005
Development Finance Corporation	209	724	* (32)	309	1,210	-	45	45	1,165
Hatton National Bank	-	3,614	8,562	7,365	19,541	-	136	136	19,405
National Development Bank	-	-	4,214	1,769	5,983	-	-	-	5,983
Total	**8,932**	**24,796**	**74,530**	**23,184**	**131,441**	**953**	**3,570**	**4,523**	**126,918**

*Erroneously credited in 2013 and corrected in 2014

The following matters were observed 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 Government Procurement Guidelines. Instead the contractors themselves had furnished the contract proposals for 54 roads. According to the proposals submitted, estimated total costs for 54 roads amounted to Rs.162 billion whilst Cabinet Appointed Technical Evaluation Committee (CATEC) had recommended awarding these contracts for Rs.146.5 billion. However, Cabinet Appointed Procurement Committee had increased the CATEC recommended contract value up to Rs.155.79 billion without giving any reasons to such price escalation.

(ii) The proposals for contractors had not been properly evaluated by the Technical Evaluation Committee (TEC). Further the Engineer's estimates had not been prepared for each road including items of works, quantities and the rates to support the evaluation. Therefore, the contractors' proposals had been evaluated by the CATEC by using highway standard rates (HSR). However, the rates proposed by the contractors in the bills of quantity (BOQ) were very much higher as compared with the Engineers rates and the rates were varied from contractor to contractor.

(iii) It was revealed that some part of the roads which had been asphalt overlaid by the Road Development Authority in the early part of 2012 had again been included for rehabilitation under LBFP.

(iv) The Local Bank Funded Projects had received a sum of Rs.55,392.2 million to construct 28 roads out of the total loan. Out of this a sum of Rs.28,000 million had been spent on other activities of the RDA which had no connection with the Project activities and a sum of Rs.21,238.98 million had been paid as advances and for works done. As a result, the balance of loan available was Rs.6,153.34 million. However, the amount payable from the loan obtained for the rest of the work to be done was Rs.34,153.34 million. Accordingly, it was observed in audit that there was a possibility for financial crisis that may occur in near future while making payments for the rest of the road works to be done and would adversely affect to the construction works.

(v) It was further observed that a sum of Rs.161.05 million incurred to construction of President House at Embilipitiya and 17 other roads with extend of 9.21 Km by using the bank loan amounting to Rs.2,172 million received from the NSB for the construction of Pelmadulla –Embilipitiya - Nonagama Road were not related to the scope of the Project

(vi) At the audit test check carried out relating to 08 roads, it was revealed that savings amounting to Rs.3,333 million had been made through reducing

some works such as length and width of roads, concrete drains, culverts, side walls and construction on the road surface and this savings had been utilized to other construction activities without considering the scheduled scope of the original Project. Details of other activities are shown below.

Activity	Amount Spent
	Rs. million
Constructions of 59 roads extraneous to the approved Road Rehabilitation Projects	943.54
Construction of Bridges on other roads extraneous to Projects	65.86
Construction of Dawson Bungalow at Kegalle, construction of Provincial Director's Office and other roads	1,370.23
Construction of 07 other extraneous roads	953.47
Total	**3,333.10**

(c) **Construction of Bridge on Norwood Up-court Road**

The following observations are made.

(i) The Construction works of Bridge No. 9/12 on Norwood Up-court Road had been awarded to a contractor at a cost of Rs. 3,456,682. Due to the widening of bridge from 4 meters to 7 meters the contract value had been increased to Rs.8,162,377 and approval the for extra works had not been obtained. After obtaining a sum of Rs. 3,425,378 for the construction works, the contractor had abandoned the constructions of the bridge.

(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 using hand rails although 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 30June 2016.

(d) Construction of Wijebahukanda Bridge

(i) The above contract had been awarded at a cost of Rs. 23.90 million, less than 25.31 per cent of engineer's estimate of Rs.30.83 million, without following requirements in Paragraph 7.9.11 of the Government Procurement Guidelines. Even though the construction works scheduled to be completed before 09 January 2012, the construction works had not been completed on December 2014 even after leaps of extended period by 4 months. However, liquidated damages had not been charged for delayed period and the contract value had also been increased by a sum of Rs. 11,992,423 or 50 per cent due to additional works.

(ii) Although the bridge had been constructed, the finishing works at the road such as construction of way side swing walls, hand rails, wearing course on the surface of the bridge and the back filling between the bridge and the entrances had not been constructed in order to ensure safety of the users of the bridge.

4.2.2 Re-construction of Trincomalee Outer Circle Road

Eight bridges had been constructed by incurring a sum of Rs.3,495 million on the Outer Circular Road in Trincomalee which connects Batticaloa – ThirikondaiAru – Trincomalee (A-15) and Ambepussa – Kurunegala – Trincomalee (A-6) beyond the town under the Steel Bridges Project of United Kingdom during 2009 and 2010. However, the constructions of the roads connecting the bridges had not been completed due to lack of funds even after elapsed 5 years as at 31 May 2016.

4.2.3 Construction of Circuit Bungalow at Katharagama

The following observations are made.

(i) Even though the construction of Circuit Bungalow at Katharagama commenced by a private Company in the year 2004, the construction activities had been abandoned without being completed. Thereafter, construction works had been re-commenced through direct labour basis. Subsequently, construction of the ground floor of the Circuit Bungalow had been assigned on 28 September 2010 to a contractor for Rs.12,352,242 and a sum of Rs.11,771,448 had been paid to the contractor for construction works carried out. According to the agreement entered into with the contractor, the works should have been completed before 07 June 2011. But the works had not been completed even by 31 December 2015.

(ii) Even though there were considerable deficiencies in the works done by the contractor in the ground floor, the construction of the first floor too had been

assigned to said contractor for Rs.7,922,316 on 24 December 2014 despite such deficiencies.

(iii) Action had not been taken even by 31 May 2016 to complete the construction works in order to make use of the building.

4.4 Fruitless Transactions

The following observations are made in this regard.

(i) According to the lease agreement entered in to with the Urban Development Authority (UDA) on 20 August 2008, lease rental of Rs. 6 million per year to be paid by the RDA for a land at Denzil Kobbekaduwa Road. However, according to the decision of the Cabinet of Ministers of its meeting held on 19 November 2009 the monthly rental had been revised as Rs.1000. Action had not been taken to revise the lease agreement as enable to reduce the annual lease payment as determined by the Cabinet of Ministers.

(ii) Even though the Head Office Building constructed by a Foreign Funded Project had been handed over to the Authority on 21 November 2014, the Head Office had not been shifted to the new building until April 2015. As such rent amounting to Rs.49.4 million had been paid to the Urban Development Authority from December 2014 to April 2015.

(iii) The construction works of 169 road Projects with estimated cost amounting to Rs.14,857.52 million commenced in the years from 2011 to 2015 had been suspended due to construction of those roads not coming under the purview of the Authority and lack of funds. The expenditure incurred on therein up to 31 December 2015 amounted to Rs. 2,213.87 million. Another 73 roads widening and improvement projects with estimated cost of Rs. 7,293.38 million have been restarted within the year 2015 yet not completed. The total cost incurred up to 31 December 2015 was Rs. 1,689.63 million.

4.5 Assets Management

The following observations are made in this connection.

(a) Unutilized and slow moving stock of spares valued at Rs.32,139,477 had been remained in the stores since the year 2012 without being utilized.

(b) Obsolete inventory items such as uniforms, shoes and sandals, tires and material stock-asphalt plant valued at Rs. 4,746,349 had been remained in the stores since the year 2008 without being considered to dispose those items.

4.6 Transactions of Contentious Nature

Certain transactions executed by the Authority with its Associated Companies were contentions. The details of such transactions are given below.

(a) Amounts Receivable from Maganeguma Companies

(i) Vehicle rent receivable to the Authority on hiring of vehicles to Maganeguma Road Construction & Equipment Company (pvt) Ltd. should be recovered by the Authority without delay in terms of the agreement entered into with respective Company on 10 February 2012. However, action had not been taken to recover the rental amounting to Rs.333,200,550 for the period from 2010 to 2014 even as at 31 December 2015.

(ii) Action had not been taken to recover the grants amounting to Rs.63,276,545 which had been given during the years 2004-2007 to the Maganeguma Road Construction & Equipment Company (pvt) Ltd. for purchase of assets, consumables and spares.

(b) Action had not been taken to make the payments or setoff against the receivables from the Maganeguma Consultancy and Project Management Services Company (pvt) Ltd. relating to recover of wages amounting to Rs.10,923,083 since year 2012 and, for supply of cold mix amounting to Rs.5,685,164 during the year 2014.

(c) Disapproved Variation Orders and Work Orders

(i) According to the Circular No: 2011-01 dated 28 March 2011 of the Director General/Acting Chairman of the Road Development Authority, the approval of the Director General should be obtained to issue the variation orders and to order for extra and additional works. However, such approvals had not been obtained as at 31 December 2015 for the following additional works.

	Value of Unfurnished variation Orders for Approval	Amount of Variation Orders to be Submitted for Approval	Total
	Rs. million	Rs. million	Rs. million
variation orders issued within the contracted Value	987.4	272.8	1,260.2
variation orders issued exceeding the contracted Value	384.7	42.3	427.0
Total	**1,372.1**	**315.1**	**1,687.2**

(ii) According to the Circular No. 2013-1 dated 19 March 2013 of the Road Development Authority, prior approval has to be obtained from the Director General of RDA before issuing work orders to Maganeguma Road Construction & Equipment Company (Pvt) Ltd. However, it was observed that the prior approval had not been obtained for the following work orders issued to that company.

	Value of Work Orders	Amount paid up to July 2015
	Rs. million	Rs. million
Work orders issued 2013 onwards	17,093.4	2,898.7
Work orders issued up to 2013	587.8	197.2
Total	17,681.2	3,095.9

(iii) Further, the value of work orders issued to Maganeguma Road Construction & Equipment Company (Pvt) Ltd. without prior approval and the variation orders issued without the required approval for the contracts for widening and improvement of roads was amounted to Rs.19,368.4 million and the amount paid out of that as at 31 December 2015 was Rs.3,281.9 million. Accordingly, value of accrued bills as at 31 December 2015 after calculating the value of works done had not been included in the financial statements of the Authority and action had not been taken even to make a disclosure in this regard in the financial statements.

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 2015, it was revealed that there were 710 vacancies in 12 posts and 1080 excesses in 08 other posts.

(ii) Six vacancies in the senior managerial level, 144 vacancies in technical services and 28 vacancies in clerical and ailed services were observed in audit. This situation had been adversely affected to the performance of the Authority.

(iii) It was observed that the Bridge Design Section of the Authority runs with the shortage of qualified persons for key posts. Accordingly, 07 key managerial posts had remained vacant as at 31 December 2015.

(b) Resources of the Authority made available to other Institutions

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 260 its staff to the Ministry of Higher Education and Highways and subsequently these employees had been reattached to the RDA during the year under review.

(c) Performance of the Procurement Section

(i) The Procurement Section had been established with the objective of carrying out the procurement activities of the Authority in proper and efficient manner. However, due to poor control over the activities of this Section, it had not performed as expected manner.

(ii) Even though the approved cadre of the Section was 36, the actual cadre was 15. Further, key posts such as Chief Engineer, 3 other Engineers and Technical Officer were vacant since the year 2014.

(iii) Procurement of stationery amounting to Rs.31.32 million had only been carried out by this Section during the year under review. Other procurements had been carried out by respective Sections without obtaining the service of Procurement Section.

5. Accountability and Good Governance

5.1 Corporate Plan

The following observations are made.

(a) According to Section 5.1.3 of the Circular No. PED/12 of 02 June 2003 on the Public Enterprises Guidelines on Good Governance, the updated Corporate Plan should be furnished to the Auditor General 15 days before the commencement of each financial year. Nevertheless, the Corporate Plan for the period 2014 to 2018 had been presented only on 01 January 2015 after a delay of 12 months.

Further, action had not been taken for timely review of the Corporate Plan. The Corporate Plan for the years 2015 to 2019 had been approved by the Board of Directors and presented to the Auditor General on 04 January 2016 after a delay of 12 months and the Corporate Plan for the years 2016 to 2020 approved by the Board of Directors had been presented on 29 February 2016 after a delay of 02 months.

(b) According to the above Circular, requirements of human resources for each Division should be included to the Corporate Plan. However, details of requirement of human resources had not been included to the Plan after evaluating the real requirements.

5.2 Action Plan

The progress report that had been prepared in accordance with the Action Plan for the financial year 2015 had not been presented to the Board of Directors. Further, the procedure to present the annual progress report for the review of the Board of Director had not been followed by the Authority.

5.3 Budgetary Control

The budget for the year 2015 had been revised in 2 occasions and the approval for finally revised Budget had been obtained on 21 December 2015 and significant variances were observed even between the revised budgets and actual income and expenditure of the Authority due to lack of sound and effective budgeting system. As such it was observed that the Budget had not been made use as an effective instrument of management control.

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.

	Control Area	Audit Observations
(a)	Accounting	i. Disclose of accounting policies, classification of liabilities (current and non-current) and accounting the accrued expenditure.
		ii. Disclosure of transactions with related parties (transaction with Maganeguma Companies and Expressway Transport Company)
		iii. Accounting treatments with regard to the assets transferred and disposed, and preparation of detailed schedules for ledger accounts
(b)	Contract Administration	i. Effective utilization of funds for the intended purposes, evaluation of financial proposals, obtaining prior approval for work orders, completion of construction works as scheduled.
		ii. Utilization of funds for the intended purposes.
(c)	Inventory Control	Disposal of obsolete inventory items
(d)	Assets Management	Utilization of lands

H.M. Gamini Wijesinghe
Auditor General

RDA/DF/434/2015

21/09/2016

Auditor General,
Auditor General's Department,
No 306/72, Polduwa Road,
Battaramulla.

Comments on the Report of the Auditor General on the Financial Statement of the Road Development Authority for the year ended 31st December 2015 in terms of section 14 (2) (c) of the Finance Act No. 38 of 1971

This refers to your letter No RT/D/RDA/01/15/01 on the above subject.

Herewith we have enclosed our comments point by point, on the observations made in your report.

N. R. Sooriyaarchchi
CHAIRMAN
ROAD DEVELOPMENT AUTHORITY

CC ; Superintendent of Audit
Government Audit Branch
Sethsiripaya
Battaramulla.

Comments on the Report of the Auditor General on the Financial Statement of the Road Development Authority for the year ended 31st December 2015 in terms of section 14 (2) (c) of the Finance Act No. 38 of 1971

Para No	Audit Report	Answer
2.2 2.2.1	**Comments on Financial Statements** **Sri Lanka Public Sector accounting Standards(SLPSAS)**	
a	The following observations were made.	
i	**SLPSAS 1- Presentation of Financial Statements;** Although transactions and events should be identified at the time of occurrence and reported for the relevant period, the payments made during the year under review for the interim payment certificates relevant to the Local Bank Funded Road Rehabilitation Project amounting to Rs.104,004 million had only been accounted as deferred expenses whilst interim payment certificates amounting to Rs. 333.62 million submitted by the contractors which were not yet paid, had not been accounted. (RCT/B/RDA/2015/PA/AQ - 37 29 April 2016)	I **IPC NO 25 Rs. 89.6 Mn** This bill has been received by the Construction Division at the end of January 2016. Finance Division has already completed 2015 accounting treatments in this respect when the IPC is received. II **IPC NO 11 Rs.10.1 Mn** This bill was already settled in the financial year 2015 and accounted the same in the year 2015. III **IPC NO 19 Rs. 131 Mn** The sum of Rs. 68.1 Mn out of Rs. 131 Mn has already been accounted in the year 2015 and balance settlement is taken in the year 2016. IV **IPC NO 25 Rs. 49.3 Mn** This bill has been received by the Construction Division at the end of January 2016. Finance Division has already completed 2015 accounting treatments in this respect when the IPC is received.
ii	If an asset is expected to be realized or a liability is due to be settled during 12 months after the reporting date, it should	Since the mobilization advances are deducted from the bills at the time of payment and it is difficult to

	be classified as current. Accordingly, mobilization advances that should be deducted from the bills presented by the contractors during the year 2016 have to be identified and stated as current assets. However, advances granted in 2015 to provincial offices and payment unit amounting to Rs. 59,598,529 had been stated under current assets whilst advances granted in 2014 and preceding years to those units amounting to Rs. 12,237,389 had been stated under noncurrent assets in the financial statements of the year under review. (RCT/B/RDA/2015/PO/AQ - 44 - 16 May 2016)	project the year in which these settlements were going to be made. Hence, this has been classified as non-current assets.
iii	Adequate information had not been presented in the schedules for the classification of retention money amounting to Rs. 4,858,982,805 and Rs. 3,331,018,091 as current and noncurrent liabilities respectively. (RCT/B/RDA/2015/NA/AQ - 53 - 13 June 2016)	Adequate information would be provided in future.
b	**SLPSAS - 3** The amount paid to contractors for the construction of roads under the Local Bank Funded Project had been treated as deferred expenses and accounted under noncurrent assets. The repayment of the capital portion of the loan for the year had been credited to the deferred expenses and accounted as current year expenses. This accounting principle had not been disclosed in the financial statements. (RCT/B/RDA/2015/PA/AQ - 37 29 April 2016)	Our Accounting treatment for the Local Bank Funding operation has been in line with SLPSAS -3. However, if it is required to disclose this practice in a separate note action will be taken to disclose the same.
c	**SLPSAS - 6** Annual lease rent amounting to Rs. 6 million for the leased lands obtained from the Urban Development Authority for the construction of the new head office of the authority had been reduced to Rs.1000 by	Action has been taken to amend the lease agreement and signing of the lease agreement is at the final stage. Required adjustments in accordance with the amended lease agreement

	a cabinet decision in the year 2009. But action had not been taken to amend the lease agreement accordingly and as a result, lease rent payable and annual interest cost amounting to Rs. 466,561,476 and Rs.4,711,854 respectively had been stated in the financial statements of 2015. A disclosure had not been made regarding the effect on financial statements after the amendment of the lease agreement. (RCT/B/RDA/2015/NL/AQ - 28 - 05 April 2016)	would be taken in to consideration in the financial statement of 2016.
d i	**SLPSAS 7 - Property, Plant and Equipment;** The fully depreciated fixed assets of Rs.972,518,740 continued to be used by the Authority had not been revalued in terms of provisions in the Standard. (RCT/B/RDA/2015/NL/AQ - 42 - 11 May 2016)	Valuation Department has been informed about the fully depreciated fixed assets and action would be taken to revalue those assets during the year 2016.
ii	The assets of the authority are not depreciated from the date of purchase to the date of disposal by the authority. It was observed that the assets of the authority were depreciated from the month following the month of acquisition and depreciated for the entire month of disposal. A disclosure in this regard had not been made in the financial statements. (RCT/B/RDA/2015/NL/AQ - 42 - 11 May 2016)	We have complied with SLPSAS 07 and deprecation policy is also disclosed therein and action would be taken to add the required information to the depreciation policy.
2.2.2 a	**Accounting Deficiencies** **The following observations were made.** Fixed assets valued at Rs. 507,576,409 purchased during the period 2013 - 2015 by the road projects relevant to the Local Bank Funded Project, had not been brought to the accounts of the authority. Accordingly, financial statements for the year under review had been affected as follows. (i) Fixed assets had been understated by Rs.507.58 million.	Local Bank Funded Project has been instructed to comply with the requirement and necessary action would be taken to incorporate in the financial statement of 2016.

	(ii) Cumulative depreciation had been understated by Rs.219.51 million. (iii) The annual depreciation cost had been understated by Rs.66.56 million. (iv) Cumulative loss had been understated by Rs.219.51 million due to failure to account cumulative depreciation for the period 2013 - 2015. (v) Purchasing cost of fixed assets had been included into deferred expenses (Local Bank Funded Project) (Note 12) in the Statement of Financial Position resulting overstating deferred expenses by Rs.507.58 million. (RCT/B/RDA/2015/NL/AQ - 51 - 13 June 2016)	
b	Bills amounting to Rs.333.62 million relevant to Local Bank Funded Project which had not been settled by the year end, had not been accounted and as a result, accrued expenses and deferred expenses had been understated by Rs.333.62 million each. (RCT/B/RDA/2015/PA/AQ - 37 29 April 2016)	The sum of Rs. 78 Mn out Rs. 333.62 Mn was accounted in 2015 and balance amount would be accounted in the year 2016.
c	Discount amounting to Rs. 1,637,301 deducted when making payments to contractors had not been accounted. Therefore, discounts received and development and maintenance expenditure had been understated by Rs. 1,637,301 each in the financial statements. (RCT/B/RDA/2015/NA/AQ - 41 - 11 May 2016)	Total discount amount received was accounted as other income in 2015 and the same was not set off against development and maintenance expenditure.
d	Even though motor vehicles valued at Rs.69,800,000 belonging to 05 foreign funded projects of Road Rehabilitation and Improvements had been transferred to the authority in the year under review, the value of such vehicles had not been	At the time of the finalization of accounts, this information has not been received by us. Hence, we were not in a position to incorporate the required accounting adjustments. And this has been

	brought to accounts. (RCT/B/RDA/2015/NL/AQ - 42 - 11 May 2016)	accounted in financial statement of 2016.
e i	Even though sale proceeds of Rs.11,981,954 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 the accounts since the date of acquisition by the Authority. (RCT/B/RDA/2015/NL/AQ - 42 - 11 May 2016)	These items have been fully depreciated. Hence, the total sale proceeds had been accounted as disposal profit.
ii	Buildings valued at Rs. 15,050,000 had not been depreciated for the year 2015, accordingly, depreciation cost for the year 2015 had been understated by Rs.752,500 and the value of buildings had been overstated by Rs. 752,500 in the financial statements. (RCT/B/RDA/2015/NL/AQ - 42 - 11 May 2016)	The corrective action had been taken in 2016.
f	Action had not been taken to cancel 67 cheques which elapsed 06 months from the date of issue which had resulted to understate cash and creditors by Rs.3,903,709 each in the accounts. (RCT/B/RDA/2015/NL/AQ-38 - 27 April 2016)	Required adjustments have been made in July 2016.
2.2.3 a	**Un - explained differences** The following unexplained differences were observed in audit. A difference of Rs. 6,009,549,632was observed between the loan balances shown in the financial statements and the balances confirmed by the respective banks as at 31 December 2015. Further, the reasons for the differences had not been explained to audit. Details are shown below.	**NSB** There is no difference between balance confirmed by the bank and the accounts. Conformations have been already sent to Audit. **BOC** Difference between the RDA accounts and the balance confirmed by the bank is Rs. 2,857.82 Mn. This amount has arisen due to non confirmation of 02 loan amounts by the bank.

	<table><tr><th>Lending Agency</th><th>Number of Accounts</th><th>Difference as per Financial Statements and bank confirmations Rs.</th></tr><tr><td>National Savings Bank</td><td>24</td><td>1,749,494,120</td></tr><tr><td>Bank of Ceylon</td><td>10</td><td>3,311,744,067</td></tr><tr><td>People's Bank</td><td>04</td><td>609,140,000</td></tr><tr><td>Hatton National Bank</td><td>04</td><td>136,245,484</td></tr><tr><td>Commercial Bank</td><td>03</td><td>180,467,216</td></tr><tr><td>D F C C Bank</td><td>01</td><td>22,458,745</td></tr><tr><td>Total</td><td>46</td><td>6,009,549,632</td></tr></table>	**People's Bank/ Hatton National Bank/Commercial Bank and DFCC** There is no difference between balance confirmed by the bank and the above accounts. The differences stated in the Audit Report have already shown in the current liabilities of the financial statement.
b	A difference ofRs.533,003,370was observed between the cost of Expressways shown in the financial statements of the authority and the corresponding cost shown in the financial statements of three Project Management Units. (RCT/B/RDA/2015/NL/AQ-42 - 11 May 2016)	As per our accounts, unaccounted expressway project cost was Rs. 95 Mn which is going to be accounted in the year 2016.
c	A difference of Rs. 8,828,617 was observed between the balances shown in the financial statements and the bank balances of 02 Regional Offices of the authority. (RCT/B/RDA/2015/NL/AQ-38 - 27 April 2016)	Subsequent entries were made to adjust the bank reconciliation.
e	A difference of Rs. 635,840,889 was observed between the balances of Maganeguma companies shown in the financial statements and the balances according to the confirmations presented by the respective companies. (RCT/B/RDA/2015/CH/AQ – 52 - 13 June 2016)	Reconciliation has not been done for a considerable period in respect of these three companies and reconciliation is being done in order to do the required adjustments.
f	Although the loan balance as at 31 December 2015 out of the loan obtained by the Local Bank Funded Project amounted to Rs. 126,950.94 million after deducting the repayments, it had been stated as Rs. 126,918.51 million in the financial statements of the authority. Thus, a difference of Rs. 32.43 million was observed in the payable balance of the	The loan balance of DFCC was mistakenly read as Rs.1,241.94 as against the correct balance of Rs. 1,209.48. As a result, this difference was highlighted but this is not a real difference in the accounts.

	loan. (RCT/B/RDA/2015/PA/AQ - 32 - 26 April 2016)	
2.2.4 a	**Accounts Receivable and Payable** The following observations are made. **Client Deposits** It was observed that the client deposits amounting to Rs. 494,608,295 relating to 200 client works had remained unsettled between the period ranging from 1 to 7 years. Further, the client deposits aggregating Rs. 227,865,985 relating to 119 clients had remained unchanged since the date of deposits obtained during the period ranging from 2010 to 2014. (RCT/B/RDA/2015/NA/AQ - 30 - 11 April 2016	Instructions were issued to the concerned officers to reconcile the client deposit accounts and if any funds had been used from RMTF, corrective action shall be made to write back the same to income.
b	**Security Deposits** Action had not been taken up to 31 December 2015 to settle security deposits amounting to Rs. 2,278,159 obtained from 111 contractors in the year 1986. (RCT/B/RDA/2015/NA/AQ - 29 - 08 April 2016	This security deposits were taken from contractors at the time of awarding the contracts. However, releasing of these security deposits are being made at the request of respective contractors. Some contractors have not made any request to claim their deposits while some contractors disputing their claims demanding the interest portion.
c i	**Debtors** It was observed that prompt action had not been taken to recover debtors amounting to Rs.7,368,162,377 included in current assets relating to the years 2012, 2013, 2014 and 1987. (RCT/B/RDA/2015/PO/AQ - 34-26 April 2016)	The sum of Rs.7,368,162,377 consists of receivable from PMU for the NSB loan and receivable from Economic Development Ministry. As for the receivable from PMU, settlements will be made when the allocation receives for NSB funds. Regarding the receivables from Economic Development Ministry details of

		dues were forwarded to the special committee to arrange the payment according to the instructions received from Ministry. The balance remaining in the 7.3 Bn is related to the PMU current accounts which are operating continuous basis.
ii	Prompt action had not been taken to recover a sum of Rs. 1,175,083,319 receivable to the authority from the year 2012 to 2014 relating to the construction activities carried out in government ministries and boards. (RCT/B/RDA/2015/PO/AQ - 34-26 April 2016)	Action is being initiated to recover the dues from relevant authority.
d i	**Deposits and Advance Payments** **Service and rent advances** Prompt action had not been taken to get settled deposits amounting to Rs. 7,405,680made in 08 Nos. of government institutions and persons during the period 2001 - 2014 by the end of the year under review. (RCT/B/RDA/2015/PO/AQ - 56 14 June 2016) The relevant office requirements had not been identified with regard to rent deposits amounting to Rs.6,494,948 made during the period 2009 - 2014 and before 2008, and action had not been taken to recover even by 31 December 2015. (RCT/B/RDA/2015/PO/AQ - 56 14 June 2016)	Mainly, this deposit value consists of the deposits with CEB and NWS&DB. Presently, we are in the process of analyzing these deposits and action will be taken to recover deposit except for deposit in long term nature. Following course of actions have been taken: • The sum of Rs. 937,380 is already settled. • Agreements are in operation for a sum of Rs. 2,802,000/- • Legal action will be initiated for a sum of Rs.2,755,568
ii	**Contract advances** Action had not been taken to get settled an advance of Rs.80,000 given in 1987 relevant to road maintenance construction contracts even by 31	These are not contract advances. These are deposits made by RMCC. 02 RMCC out of 04 have taken legal action against RDA demanding the interest thereof and we are waiting

	December 2015. (RCT/B/RDA/2015/PO/AQ - 56 14 June 2016) Even though the advances given for suppliers or contractors should have been recovered during the relevant contract period, advances amounting to Rs.27,402,432 given to the suppliers or the contractors during the period 2005-2014 and over 08 years, had not been recovered even in the year under review. (RCT/B/RDA/2015/PO/AQ - 48 - 27 May 2016)	till the court gives the final judgment and others have not lodged the claim. The sum of Rs 15.8 out of Rs. 27.4 Mn relates to the advances made to NHDA on account of housing projects. RDA have been continuously following up with the relevant officers to get these advances back despite it has not been successful. Still we are corresponding with the relevant authority to get this money back. RDA has paid Rs. 2Mn to Forest Department in 2015 in respect of Abanpola crusher plant. However, targeted output of this crusher plant has not been met. As a result, this deposit is remaining as it is. Rest of the advances are being settled gradually and action is being taken for the settlement.
iii	**Other advances** Action had not been taken even by 31 December 2015 to recover a sum of Rs.3,740,000,000 given to the Ministry of Highways and Investment Promotion, presently the Ministry of Higher Education and Highways, out of the NSB bank loan obtained by the Local Bank Funded Project. (RCT/B/RDA/2015/PO/AQ - 56 14 June 2016)	In order to carry out the pending work of Local Bank Funded Projects due to utilizing the money devoted for this task for other matters, separate vote has been allocated by the treasury and RDA has received Rs. 10.4 Bn from the year 2015 to date. Appropriate accounting adjustments will be made in RDA accounts to set off these advances, once we received the full amount for NSB loan matter.
iv	**On account advances** On Account Advances granted to "Maganeguma" Road Constructions and Equipment Company amounting to Rs. 11,478,909 in 2013 and 2014 had not been	Action will be taken to settle these advances during 2016 after reconciling the balances

	recovered even during the year under review. (RCT/B/RDA/2015/CH/AQ - 33 - 20 April 2016) On Account Advances amounting to Rs. 71,100,621 granted to 05 contractors during the years 2014 & 2013 had not been settled by the contractors even by 31 December 2015, even though the advances obtained should have been settled immediately after the completion of the purposes. (RCT/B/RDA/2015/PO/AQ - 56 - 14 June 2016)	Action is in the process of settlement. However, the sum of Rs. 70 Mn out of Rs. 71 Mn relates to the RWI advances. Instructions have been given to the relevant officers to make the settlements while making the progressive payments.
v	**Mobilization Advances** It was revealed that prompt action had not been taken up to 30 June 2016 to recover the mobilization advances amounting to Rs.2,000 million granted to the Provincial Road Development Authority for the DeyataKirula Project in 2014. (RCT/B/RDA/2015/PO/AQ - 44 - 16 May 2016) It was observed that prompt action had not been taken to recover the mobilization advances amounting to Rs. 1,119,966,845 granted for 34 contracts during the period 2001 to 2013. Recovery of advances had been delayed due to reasons such as projects abandoned by contractors, variations not approved and delays in submission of bills. (RCT/B/RDA/2015/PO/AQ - 44 - 16 May 2016)	Several discussions have been conducted with concerned officers of PRDA to get the settlement bills.Settlement has been posted for the sum of Rs. 800 Mn out the total sum. Action will be taken to settle the balance during the year 2016. Advances for sum of Rs 717Mn out of Rs 1.1 Bn have already been settled. Legal action has been taken to recover Rs. 19.6Mn while sum of Rs. 383 Mn is being recovered from the bills submitted.
vi	**Purchase Advances** Even though the advances given for suppliers should have been recovered after completion of the purposes which they were granted, the purchase advances	These advances have been requested by officers from different departments whom have been informed in writing for settlement.

	amounting to Rs. 33,631,574 given to suppliers during 2011 to 2014 and over 05 years had not been recovered even in the year under review. (RCT/B/RDA/2015/PO/AQ - 48 - 27 May 2016	
e i	**Retention Money Payables** Retention money amounting to Rs. 973,394,696 relating to 1073 contracts had remained unsettled between the period ranging from 3 to 10 years and over 10 years. (RCT/B/RDA/2015/NA/AQ - 53 - 13 June 2016)	The sum of Rs. 47 Mn out of this total sum has been already released. Concerned officers have been informed to release as and when the requests are made by the contractors. After analyzing the final balance if anything remains action will be taken to write back the same.
ii	Sufficient information had not been presented with the schedules for the over payment of retention money amounting to Rs. 107.71 million. (RCT/B/RDA/2015/NA/AQ - 53 - 13 June 2016)	According to the retention money mechanism,payments are released based on the accumulated retention sum year to date. Accordingly, we cannot see any over payment of retention.
f i	**Accrued Expenditure and Contract Payables** The payable balance to projects and other contractors for road widening and improvements included a sum of Rs. 205,861,302 unpaid due to incomplete bills and a sum of Rs. 135,099,370 unpaid due to expense variations not approved. (RCT/B/RDA/2015/NA/AQ - 40- 11 May 2016)	Disputed bills have been forwarded to the higher level committees to investigate and conclude therein. However, sum of Rs. 42.2 Mn out of total disputed bill were settled by now. Action is in the process to be settled the balance depending on the committee outcome.
ii	Action had not been taken even in the year under review to settle a sum of Rs.328,923,378 payable to 06 contractors for the work done exceeding the contract value relevant to the year 2014. (RCT/B/RDA/2015/NA/AQ - 40- 11 May 2016)	Sum of Rs. 47 Mn out of the total sum is in a position to settle. Action will be taken to settle the rest of the bills upon receiving the final decision of the variation committee.
iii	Liquidated damages amounting to Rs. 676,846,546 relevant to 450 Nos. contracts charged during the period 2010 - 2014 due	Action will be taken to write back to the income of liquidated damages for those contractors who have not

<table>
<tr><td></td><td>to failure to complete the works on the agreement date by contractors had not been inquired and transferred to income by the authority.
(RCT/B/RDA/2015/NA/AQ - 36-27 April 2016)</td><td>taken the time extension.</td></tr>
<tr><td>g</td><td><u>Rent Income and Rent Receivables</u>
Action had not been taken to recover the rent income amounting to Rs. 1,781,623 and Rs.1,109,689 from the shops in BorellaUnderpass from 05 to 08 years and Kandy Underpass from 3 to 4 years respectively.
(RCT/B/RDA/2015/PO/AQ - 31-19 April 2016)</td><td>Legal action has been initiated for the rent receivable of Kandy under pass while action is being processed to take the legal action against those who has not paid the rent in Borella underpass. However, Rs. 544,250.55 had been settled from Borella under pass during the year 2016.</td></tr>
<tr><td>i</td><td><u>Other Receivables from Employees</u>
Proper action had not been taken to recover the staff loans and over payment of salary aggregating Rs. 487,915 granted to the staff.
<table>
<tr><th>Description</th><th>Period unrecovered (year)</th><th>No of staff</th><th>Amount (Rs.)</th></tr>
<tr><td>Festival Advance</td><td>01 – 08</td><td>121</td><td>291,800</td></tr>
<tr><td>Book Advance</td><td>01 – 09</td><td>49</td><td>41,000</td></tr>
<tr><td>Staff Loan-Other Payments</td><td>07</td><td>02</td><td>127,702</td></tr>
<tr><td>Salaries over paid for the employees retired</td><td>03 – 04</td><td>05</td><td>21,218</td></tr>
<tr><td>Course Fees</td><td>10</td><td>01</td><td>6,195</td></tr>
<tr><td>Total</td><td></td><td></td><td><u>487,915</u></td></tr>
</table>
(RCT/B/RDA/2015/RO/AQ – 39 - 29 April 2016)</td><td>Action has already been taken to recover from the responsible officers.</td></tr>
<tr><td>ii</td><td>It was failed to reimburse salaries and other allowances amounting to Rs.62,004,844 paid relating to the year 2015 to 260 RDA staff members and Rs.62,757,658 paid relating to the year</td><td>The Ministry of Higher Education & Highways has been already informed to release the RDA staff in case they fail to reimburse the salaries of RDA staff.</td></tr>
</table>

	2014 to 94 RDA staff members employed in the Ministry of Higher Education and Highways even in the year under review. (RCT/B/RDA/2015/HA/AQ - 45 - 23 May 2016)	
iii	Prompt action had not been taken to recover salaries amounting to Rs. 1,718, 292 paid to the staff released to 09 other ministries in the years 2013, 2014, and 3 to 12 months before. (RCT/B/RDA/2015/PO/AQ - 34 -26 April 2016	The sum of Rs. 75,535/- out of the total sum has already recovered from the respective Authority and action is being taken to recover Rs. 1.2 Mn from the respective employees in installment basis while reminders have been sent to others to settle without fail.
iv	Action had not been taken to recover staff loans amounting to Rs.3,104,786 from 50 Nos. retired employees of the RDA even by 31December 2015. (RCT/B/RDA/2015/RO/AQ - 55 - 14June 2016)	Respective employees have been informed in writing to settle the outstanding and failing which action has been taken to recover from the guarantors.

Lack of Evidence for Audit

The following evidences had not been furnished to audit.

Description	*Amount (Rs.)*	*Non availability of evidence*	
Inventories	552,044,028	Detailed schedules (Including total units, unit price & total value) (RCT/B/RDA/2015/NL/AQ - 47 25 May 2015)	Corrective action will be taken to submit the relevant information
Inventories	763,882,476	Annual stock verifications (RCT/B/RDA/2015/NL/AQ - 47 25 May 2015)	This information already been sent
Deposits and Advances (Purchase Advances)	675,500	Schedules (RCT/B/RDA/2015/PO/AQ - 48 27 May 2015)	This information already been sent
Loans from Local Bank for widening	5,982,720,989	Confirmations for 05 Nos. of bank loans (RCT/B/RDA/201	Confirmations had already been submitted.

	& improvement projects		5/PA/AQ - 43 12 May 2015)	
	Bank reconciliations relating to 15 bank accounts with zero bank balances had not been submitted. According to the bank confirmations for these accounts, the total balances amounted to Rs. 3,860,708,090. (RCT/B/RDA/2015/NL/AQ-38 - 27 April 2016)			Instructions have been issued to the respective officers to submit the bank reconciliations to General Audit , Internal Audit with a copy to DF before 15th of the following month.
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 Regulation 396		67 cheques amounting to Rs. 3,903,709 relevant to 07 bank accounts which elapsed 06 months from the date of issue had not been cancelled. (RCT/B/RDA/2015/NL/AQ-38 - 27 April 2016)	Corrective action has already been taken in July 2016.
ii	Financial Regulation 373 and Office Circular No. 336 of 21 October 2015		Petty cash imprests and fuel imprests aggregating Rs. 31,651,973 granted to 02 sub-offices and 03 divisions of the Authority had not been settled even	Relevant officers have been informed to settle the advances and failing which action will be taken to recover from their salaries.

		up to the end of the year under review. (RCT/B/RDA/2015/NL/AQ-38 - 27 April 2016)	
b	Public Enterprises Circular No PED/12 of 02 June 2003 (i) Section 9:4	260 staff members of the authority had been released to the ministry of Higher Education and Highways during the year under review without the approval of the Cabinet of Ministries. (RCT/B/RDA/2015/HA/AQ – 45 - 23 May 2016)	Action has already taken to recall the officers those who were released to Ministry and action will be taken to release the staff in future upon the cabinet approval.
	(ii) Section 9:3:1 (vi) and (vii)	Although the valid period of an acting post is 03 months, the service of the acting director (Administration) had been obtained for a period of 15 months from the date of 27 March 2015 up to present. (RCT/B/RDA/2015/HA/AQ – 14 18 January 2016)	Permanent Administration Director has already been appointed.
	(iii) Section 9:3:1 (viii)	Although a succession plan should be prepared for the vacancies of	Action will be taken to have a proper succession plan.

		managerial level posts of the authority and an officer should be named in respect of those vacancies, such measures had not been taken. (RCT/B/RDA/2015/HA/AQ - 14 18 January 2016)	
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 surplus of Rs.1,674.93 million as against the pre-tax net deficit of Rs.4,962.68 million for the preceding year, thus indicating an increase of Rs.6,637.61 million in the financial results for the year under review. The increase of total revenue by Rs.12,506 million and increase of expenditure by Rs 5,868.47 had mainly attributed to this improvement 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 2015 as compared with the previous year are given below.		

	As at 31st December	
	2015	2014
	Rs. Mn	Rs. Mn
Net Current Assets	(855.55)	2,717
Net Assets	161,409	170,633
Accumulated Deficit	(12,740)	(13,576)

Accordingly, it was observed that the net current assets and net assets had

	decreased in 2015 when compared to 2014 by 131.49 per cent and 5.4 per cent respectively whilst the accumulated deficit had also decreased by 6.16 per cent.	
4 4.1	**Operating Review** **Performance**	
4.1.1	**Maintenance Works of national roads and Bridges** According to the progress report prepared by the Director Planning for the year 2015, the allocations of funds and actual expenditure in respect of maintenance of national roads and bridges for the year under review are as follows.	

	Allocation	Actual Expenditure	Utilization as percentage of Allocation
	Rs. million	**Rs. million**	
i) Routing maintenance	1,200	935.93	77.99
ii) Periodic maintenance	1,476.57	340.72	23.08
iii) Drainage and structure improvement	438	119.84	27.37
iv) Maintenance of signal light systems, street lights, Road sign and marking, and minor road safety improvements	623	252	40.38
v) Emergency maintenance /Disaster works	1,251	343	27.41
vi) Operation and maintenance of ferries	6.21	6.21	85.67
Total	4,994.78	1,996.81	

i	Even though a sum of Rs. 4,994.78 million had been provided for the maintenance activities of national roads, only a sum of Rs. 1,996.81 million had been utilized representing a utilization of 39.97 percent out of the allocation	According to our statistics 70 % have been utilized during the year 2015. Relevant statistics have been submitted to General Audit on 13th September 2016

ii	Road maintenance activities of 23 projects relevant to 06 Executive Engineer's Offices were not completed as at 31 December 2015. The estimated cost and the actual cost of those amounted to Rs. 161.37 million and Rs. 27.91 million respectively	Road Maintenance activities could not be completed due to the following reasons : • Not receiving sufficient funds during first 03 months of the year to pay the bills • Due to delay payment of bills, progress of the construction works was poor.
iii	The utilization of the allocation for periodic maintenance,drainage and structure improvement, maintenance of signal light systems, street lights, road sign and marking, and minor road safety improvements and emergency maintenance /disaster works was less than 50 percent. Accordingly, a considerable low progress was observed in the maintenance activities of the national road network.	Percentage of the actual cost as against the allocation is summarized below : Periodic maintenance 69% Drainage & structure improvement 50% Maintenance of signal light systems, street lights, road sign and marking and minor road safety improvements 56% Emergency maintenance / disaster works 59%
4.1.2 i	**Performance of Engineer Service and Bridge Design Division** The following observations are made. Although a work plan for this division had been prepared for the year 2015, a methodology to approve the work plan by the top level management had not been implemented	Work Plan for year 2016 has been duly approved by now.
ii	According to the progress report for the year under review, the progress with regard to the designing of 20 bridges was less than 50 per cent.	Action has been taken to complete the designing work of the bridges in year 2016 while construction of some of the bridges has already been started
iii	Ten vacancies were observed in the Bridge Designs Division and in the Bridge Management & Assessment Unit and out of that, seven vacancies were related to the posts which were essential to perform the duties of this division. Accordingly, it was observed that this situation would adversely affect the performance of the	Action will be taken to fill the very critical two positions of bridge designing Division

	division.	
iv	Four bridges had been planned outside the work plan for the year under review	Based on the urgent requirements two bridges had been planned outside the work plan for the year 2015
4.2 4.2.1	**Contract Administration** **Road Rehabilitation and Improvement** The following observations are made.	
a	**Widening and improvement of roads** Following matters were observed according to the information furnished by the construction division regarding the projects not completed during the year 2014 and the projects which were approved by the Director General and implemented during the year 2015.	
i	There were 259 projects of estimated cost amounting to Rs.25,103 million of which physical progress as at 31 December 2015 had been less than 50 per cent. Out of that, 206 projects had been Non-RDA projects and the contract value of those amounted to Rs.17,928 million and the cost incurred thereon amounted to Rs.913 million as at 31 December 2015. Fifty three projects with less than 50 per cent of physical progress belonged to the Road Development Authority. The contract value thereof amounted to Rs.7,175 million and the amount spent had been Rs.581 million.	Physical progress was less 50% due to the following reasons: • Delay in land acquisition work • prevailed weather conditions • some of non RDA projects were abandoned without completion of original scope having considered the public inconveniences
ii	As at 31 December 2015 there were 84 projects of estimated cost amounting to Rs.4,902 million on which no work whatsoever had been done and a sum of Rs.2.50 million had been spent on one of those projects. Out of the 84 projects 54 projects had been Non-RDA projects and the contract value of those amounted to Rs.2,465 million.	Non RDA projects were abandoned due to lack of funds considering the priority. Anyhow, suspended RDA projects will be continued in future.
b	**Local Bank Funded Project (LBFP)** The Road Development Authority had been permitted to obtain loans amounting	

to Rs. 152 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.152 billion to rehabilitate 64 roads. The Authority had obtained loans aggregating Rs.131,442 million from 07 local banks in the years 2012, 2013, 2014 and 2015 in order to make payment to the contractors for the construction of roads. Out of that, a sum of Rs.4,523 million had been settled during the year 2014 and 2015. Accordingly, it was observed that the payable portion of the loan amounted to Rs.126,918 million as at 31 December 2015. 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		Loan Balance as at 31 December 2015
	2012 Rs. million	2013 Rs. million	2014 Rs. million	2015 Rs. million	2014 Rs. million	2015 Rs. million	Rs. million
Commercial Bank	1,266	634	2,647	1,497	128	361	5,555
Bank of Ceylon	3,703	9,637	10,402	6,606	218	1,469	28,662
People's Bank	3,369	5,234	4,806	562	607	1,220	12,142
National Saving Bank	384	4,953	43,931	5,076	-	339	54,006
Development Finance Corporation	209	724	* (32)	309	-	45	1,165
Hatton National Bank	-	3,614	8,562	7,365	-	136	19,405
National Development Bank	-	-	4,214	1,769	-	-	5,983
	8,932	24,796	74,530	23,184	953	3,570	126,918

Erroneously credited in 2013 and corrected in 2014

i	Following mattes were observed in this regard. The total contract cost of Rs.162,192 million submitted by the contractors in 2010 for 54 roads proposed for commencing rehabilitation had been recommended for Rs.146,553 million by the Technical Evaluation Committee. But the Special Cabinet Appointed Procurement Committee had increased the recommended amount by Rs.9.242 Billion to Rs.155.79 Billion	TEC has recommended to negotiate the contract price to Engineer's estimate based on its evaluation according to the Highway Schedule of Rates (HSR) + 20% overhead & profit and available market rates with considering the proposer's quantities. Normally, Engineer's estimate is used as a guide line to decide the contract price. If the contractor is not agreeable to this price, the Standing Cabinet Appointed Procurement Committee (SCAPC) has to negotiate with the contractor and arrive at a reasonable price closer to Engineer's Estimate, taking into consideration the necessity and the urgency for the work. Usually this price will be compromised between the price recommended by the TEC and the price quoted by the Contractor.
ii	The financial proposals of those contractors had not been evaluated according to an accepted methodology of the Technical Evaluation Committee. That is, Engineering Estimates containing the work items, quantities of work and the related rates for each road had not been prepared for carrying out the evaluation of the financial proposals of the contractors according to such estimates. Reconciliation of the rates in the financial proposals of the contractors with the Highway Schedule of Rates revealed that the rates of the contractors had increased in the ranges from 50 per cent to 334 per cent. Quantitative differences were observed in the rates of each contract.	Technical Evaluation Committee has evaluated each contractor's proposals by comparing the Engineer's Estimate which was prepared by the TEC according to the Highway Schedule of Rates (HSR) + 20% overhead & profit and available market rates with considering the proposer's quantities. Contract rates may differ from contract to contract because of location of the site, existing road condition, distance to transport materials, contractor's facilities, weather condition of the site, and the year of award the contract. It was noted that suitable materials

		were scarce in the vicinity of the project. Therefore, contractor's rate would be high. However, each TEC has highlighted some items which the rates were high and low by comparing the Engineer's Estimate. However, TEC has given more considerations to the overall contract sum and TEC has recommended to SCAPC to negotiate the contract sum closer to Engineer's Estimate. However, in the meantime, Engineer's estimate has been sanctioned and approved by the Secretary of Ports & Highways.
iii	The loan agreed with the National Savings Bank for the construction of 28 roads out of the 64 roads relating to this Project amounted to Rs.55,392 million. A sum of Rs.21,239 million of the approved loan had been given as at 31 December 2014 for work done of the roads and as advances. Accordingly, a further sum of Rs.34,153 million was available from the loan. Out of that balance a sum of Rs.28,000 million had been obtained by December 2014 for use in connection with other activities contrary to the loan agreement. Accordingly, a sum of Rs.6,153.34 million only was available for making payments to the contractors. The sum of Rs.28,000 million obtained contrary to the loan agreement had been used for the road construction works of the Authority, then Ministry of Ports and Highways and other Projects implemented from foreign funds, administration expenses and other activities.	The sum of Rs. 28,000 Mn obtained from National Savings Bank had been used for the settlement of monthly claims of the road construction works of the Authority, Ministry of Ports & Highways and other projects implemented from foreign funds, administration expenses and other activities. The following reasons were taken place to utilize the loan amount for the other activities contrary to the agreement: • RDA has implemented several major road construction projects which are being financed by foreign donor agencies, World Bank Asian Development Bank, Japan International Cooperation Agency, China Development Bank, Export and Import bank of China etc. The government has given high priority for many of these projects and they are to be completed on schedules

		targets. According to various loan agreements, at the same time major portion of each payment is made from the respective loan proceeds under these donor funded contracts. The government contribution of each payment needs to be made by RDA from local funds. However, allocated money from the Treasury for the year 2014 for the ongoing road works were not released by the Treasury for making payments. In order to streamline the implementation of this programme and ensure timely disbursement of foreign funders RDA has to pay the balance amount immediately. • Projects funded by Government of Sri Lanka were implemented. • Allocated money from the Treasury for the year 2014 for the ongoing above road works were not released for making payments • Therefore, a decision was taken to obtain a short term loan from NSB to settle payments.
iv a	The expenditure on the following additional works which are extraneous to the Bill of Quantities of the Project for the Rehabilitation of the Pelmadulla – Embilipitiya – Nonagama had been incurred from the loan obtained for the rehabilitation of the above road.	Approval has been given by the Secretary, Ministry of Ports & Highways to issue material for the construction of president house at Embilipitiya. Then RE has issued material to the 10th Engineering Service Regiment. However, SCAPC

	Construction of President's House – Embilipitiya Rs. 18.45 million Construction of 9.21 kilometres of additional 17 Roads Rs.142.6 million	which was appointed to review the situation has instructed to deduct the paid amount from the bill and accordingly total Rs. 18.45 Mn has been deducted from monthly interim payments. Further payments for construction of 9.21 Km of additional 17 roads have been approved by the same SCAPC.
b	The total contract cost of this Project amounted to Rs.2,172 million and the amount obtained from the National Savings Bank up to 31 December 2014 had been Rs.2,096 million and that represented 96 per cent of the total contract cost. But only a sum of Rs.596 million had been paid to the contractor as construction works outside the Project had been carried out.	The amount obtained from the NSB up to December has shown as Rs. 2096 Mn for the projects Pelmadulla - Embilipitiya - Nonagama Road. However, Rs. 596 Mn has been paid as advance payment to the contract. The balance of Rs, 1500 Mn has been obtained from NSB loan to settle the bills for other activities mentioned under item 03 above. Therefore, Financial progress will differ with the physical progress.
v	**Expenditure under Variation Orders** According to the Cabinet Memorandum presented by the Minister of Ports and Highways on 28 January 2011 and approved on 09 February 2011 the specifications and items of each Road Project should be supplied to the selected contractors by the Road Development Authority. But that had not been so supplied. The physical examinations of 08 roads revealed that those roads had been constructed by reducing certain items of work such as the length and width of roads, concrete drains, culverts, side walls and construction on the road surface. Accordingly, a sum of Rs.3,333.09 million , said to be savings out of the funds obtained for 25 Road Rehabilitation Projects had been utilized for constructions works extraneous to those projects and awarded to the respective contractors under the variation orders.	Due to the urgency and priority of the projects, this savings had been utilized.

	Details appear below.	
	Constructions on 59 roads extraneous to the approved Road Rehabilitation Projects 943.54 Construction of Bridges on other roads extraneous to Projects 65.86 Construction of Dawson Bungalow, Kegalle, construction of Provincial Director's Office and other roads 1,370.23 Construction of 07 other extraneous roads 953.47	
vi	**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. The following observations are made in this regard.	
a	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.	The increased amount of Rs. 439 Mn has been covered from the physical contingencies of 10 % and the savings occurred when doing the detail design. Therefore, there is no possibility to decrease in other works in the BOQ.
b	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.	In the original BOQ, provisions for construction of retaining walls not provided for the width of 10 m. However, due to the road widening up to 16 m the embankment has to be cut according to the site condition resulting unbalanced high slope. Therefore, there are 87 places that have to be erected retaining walls of approximately 1700m.

c	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.	The most dilapidate and narrow bridge no 22/1 has been identified and included in the proposal to be reconstructed. However, another 07 bridges in the road which had been identified as narrow and not adequate enough with for two lane roads have been included for another programmes under RDA.
c i	**Construction of Bridge No. 9/12 on Norwood Upcort Road** The following observations are made. 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. Approval had not been granted for extra works and the contractor, after obtaining a sum of Rs. 3,425,378 for the construction works had left the site.	This has been included in the work program for 2016 to carry out under direct labour.
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 using hand rails although warning signs had been erected.	Action will be taken in this regard.
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 30June 2016.	Due to lack of funds to carry out the work in 2015, this has been included in the work programme 2016. However, work can be done based on the funds to be received.
d	**Construction of Wijebahukanda Bridge** 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. Accordingly, Procurement Committee had	According to the procurement guidelines, when contract award price is lesser than the Engineers Estimate, there is no hard and fast rule to reject the bid. Moreover, this has not been a complex construction

	not taken action to get the quantities of work and the rates of the main items in the Bills of Quantities evaluated and recommended through the Technical Evaluation Committee. Therefore, it was observed that the expected performance and the quality of the constructions had not been considered.	project. Even though the price is lesser, the quality of the contract is not comprised.
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.	Liquidation damages already been deducted due to the delay in projects even though the EOT has not been granted.
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.	Due to the operational aspects of the Kothmale reservoir, construction plan has to be changed. As a result, additional sum of Rs. 11.9 Mn had to be spent.
iv	Although the bridge had been constructed, the roads on either side had not so far been constructed. Furthermore, wing walls, hand rails, wearing course on the surface of the bridge and the back filling between the bridge and the entrances had yet to be constructed for the safety of the bridge.	Access roads to bridge had been incorporated in the I Road projects.
4.2.2	**Non completion of the construction of Trincomalee Outer Circle road** Although eight bridges had been constructed by incurring a sum of Rs.3,495 million on the Outer Circular Road in Trincomalee which connect Batticaloa - ThirikondaiAru - Trincomalee (A-15) and Ambepussa - Kurunegala - Trincomalee (A-6) beyond the town under the Steel Bridges Project of United Kingdom during 2009 and 2010, the constructions of the roads which connecting these bridges had not been completed to enable transportation of vehicles due to lack of	This relates to the UK Steel Bridge Project.

	funds even though 5 years had elapsed by 31 May 2016. (RCT/B/RDA/2015/NA/AQ - 58 30 June 2016)	
4.2.3	**Construction of the Circuit Bungalow,Katharagama** The following observations are made.	
i	The construction of the Circuit Bungalow at Katharagama commenced by Maganeguma Road Construction & Equipment Company (Pvt.) Ltd in the year 2004 had been stopped halfway. Thereafter construction works had been started again through direct labour and constructions had been done up to the walls of the ground floor. Subsequently, construction of the ground floor of the Katharagama Circuit Bungalow had been assigned on 28 September 2010 to a contractor for a sum of Rs.12,352,242 and a sum of Rs.11,771,448 had been paid to the contractor for construction works carried out. According to the agreement entered into with the contractor, the work should have been completed before 07 June 2011. But the works had not been completed even by 31 December 2015.	An amount of Rs. 2.19 Mn has been deducted from the retention money as per the estimate given by the Engineer to complete the balance work.
ii	Even though there were considerable deficiencies in the work done by the contractor, the construction of the first floor had been assigned to that contractor for a sum of Rs.7,922,316.21 on 24 December 2014 despite such deficiencies.	Action will be taken to recover the liquidated damages
iii	Action had not been taken even by 31 May 2016 to complete construction of the building and make use of the building. (RT/D/RDA/2015/TU/RO/AQ-04 - 30 October 2015)	Action will be taken to award the balance work of the contract as a new contract

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 DenzilKobbekaduwaMawatha. 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. (RCT/B/RDA/2015/NL/AQ-28 - 05 April 2016)	Lease agreements have already been signed and action has been taken to register the same. Once it is legalized, action shall be taken to recover the over payment.
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 2015. According to the provisions made in the lease agreement, penalties will be imposed over the outstanding balance. Therefore, the penalties aggregating Rs. 41,449,985will be charged on the outstanding lease rentals. (RCT/B/RDA/2015/NL/AQ-28 - 05 April 2016)	New cabinet decision has been taken in 2009 to revise lease rental to Rs.1000 per year. However, in 2008 based on the previous cabinet decision, we have paid Rs. 6 Mn per year which is considered to be overpayment as against the new decision. Hence, we have not continued the previous payment since the reality is actual payment should be less than the previous payment. Therefore, If any penalty is imposed, we can request for a waive off as both the parties are well aware of the situation.
iii	Even though the Head Office Building constructed by a Foreign Funded Project had been handed over to the Authority on 21 November 2014, the Head Office had not been shifted to the new building until	Due to the delays of the construction of the building, shifting from "Sethsiririya" was late. As a result, rent for the UDA had to be made but building was constructed and fully

	April 2015. As such rent amounting to Rs.49.4 million had been paid to the Urban Development Authority from December 2014 to April 2015.	occupied by now.
iv	The construction works of 169 Projects of estimated cost amounting to Rs.14,857.52million commenced in the years from 2011 to 2015 had been suspended due to reasons such as construction of roads not coming under the purview of the Authority and lack of funds. The expenditure incurred on those as at 31 December 2015 amounted to Rs. 2,213.87 million. Another 73 Nos. of Road widening and improvement projects with estimated cost amounting to Rs. 7,293.38 million have been restarted within the year 2015 but not completed yet. The total cost incurred up to 31 December 2015 was Rs. 1,689.63 million. (RCT/B/RDA/2015/NA/AQ - 56 - 28 June 2016)	Project could not be completed on time due to the following reasons : • Delay in land acquisition work • Prevailed weather conditions • Lack of funds and those projects are still in operation to complete.
4.5 a i	**Assets Management** The following observations are made in this connection. **Non-moving Assets** Unutilized and slow moving stock of spares brought forwarded from the year 2012 amounting to Rs.32,139,477 had remained in the stores as at 31 December 2015. (RCT/B/RDA/2015/NL/AQ - 47 - 25 May 2016)	Committee has been appointed in order to investigate the alternative usage of this items and the way forward action.
ii	Obsolete inventory of uniforms, shoes and sandals, tires and material stock-asphalt plant amounting to Rs. 4,746,349 had been brought forward from the year 2008 without being considered to dispose them.	Committee has been appointed to scrutinize the items and propose the alternative usage. Some of the items are being issued for the use.

	(RCT/B/RDA/2015/NL/AQ - 47 - 25 May 2016)	
4.6	**Transactions of Contentious Nature** Certain transactions executed by the Authority with the Associated companies of the authority had been of contentions nature. The details of such transactions are given below.	
a	**Amounts Receivable from Maganeguma Companies**	
i	Although rental for vehicles hired to MaganegumaRoad Construction & Equipment Company 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 even by 31 December 2015 to recover the rental amounting to Rs.333,200,550 receivable to the Authority for the period from 2010 to 2014. (RCT/B/RDA/2015/CH/AQ - 33 - 20 April 2016)	Since this amount is sizable figure it is not practical to recover the amount in full against credit settlements. Hence, action is in the process to settle these dues in installment basis. We have recovered Rs. 43.47 Mn during 2016 to date.
ii	According to the agreement entered on 10 February 2012, action had not been taken even by 31 December 2015 to revise the rental value of machinery, plants and vehicles hired to Maganeguma companies. An examination on the use of these machines according to the Section 07 of the agreement when calculating the income had not been carried out by the authority even by 31 December 2015. (RCT/B/RDA/2015/CH/AQ - 54 - 13 June 2016)	The rent amounts have been determined based on the HSR rates. However, rate revision cannot be made since repair cost is high and it should be borne by MNRCE Company.
iii	Action had not been taken to recover the receivable amount of Rs.63,276,545	Action will be taken to reconcile the balances with the Maganeguma

	from Maganeguma Road construction and Equipment Company which was granted for purchasing of assets, consumables and spares to the respective company during the years 2004-2007. (RCT/B/RDA/2015/CH/AQ - 33 - 20 April2016)	Road Construction with a view to settle against the creditors outstanding.
b	**Amounts Payable to Maganeguma Companies** Wages payable as at 31 December 2015 to the Maganeguma consultancy and project Management Services Company from the year 2012 amounted to Rs. 10,923,083 and the amount payable for cold mix supply relating to the year 2014 amounted to Rs. 5,685,164. 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. (RCT/B/RDA/2015/CH/AQ - 35 - 27 April 2016)	Work bills for the sum of Rs.10 Mn were already settled in July 2016 and part settlement was made for sum of Rs. 1.8 Mn as against the supply of cold mix to date. Action will be taken to recover the balance during 2016.
c i	**Non Approval of Variation Orders and Work Orders** According to the circular No: 2011-01 dated 28 March 2011 of the Director General/Acting Chairman of the Road Development Authority, the approval of the Director General should be obtained for issuing variation orders and ordering extra works and additional works. However, the approval had not been obtained as at 31 December 2015 for the following additional works.	Following course of action has been taken to regularize the process : • Variation order value less than 10% of the contract value had been referred to the Director General's Tender Board. Based on the recommendation of the RDA tender Board, payments are being made • As per the instruction issued by the Secretary, Ministry of Higher Education & Highways, variation orders more than 10 % of the contract value had been referred to Cabinet Sub Committee to recommend the

		payment. Based on the approval of the committee, payments are being made.

	Amount of variation orders which are not submitted for approval (Rs. million)	Amount of variation orders to be submitted for approval (Rs. million)	Total (Rs. million)
Amount of variation orders issued within the contract sum	987.4	272.8	1,260.2
Amount of variation orders issued exceeding the contract sum	384.7	42.3	427.0
Total	1,372.1	315.1	1,687.2

ii	According to the circular No. 2013-1 dated 19 March 2013, prior approval has to be obtained from the Director General of RDA before issuing work orders to MagaNeguma Road Construction & Equipment Company (Pvt) Ltd. However, it was observed that the prior approval had not been obtained for the following work orders issued to that company.	Even though written approval of DG has not been taken to carry out the work orders. This has been carried out with the verbal approval of the DG. Subsequently, work orders of the pending approval have been presented to special committee chaired by DIA for the recommendation for DG for approval. Based on the DG's approval payments are being made.

	Value of work orders (Rs. million)	Amount paid up to July 2015 (Rs. million)
Work orders issued 2013 onwards	17,093.4	2,898.7
Work orders issued up to 2013	587.8	197.2
Total	17,681.2	3,095.9

iii	Consequently, the total of the work orders issued to MagaNeguma Road Construction & Equipment Company (Pvt) Ltd without prior approval and the variation orders issued without the required approval for the contracts for widening and improvement of roads offered amounted Rs.18,780.6 million and the amount paid out of that as at 31 December 2015 was Rs.186 million. Accordingly, value of accrued bills as at 31 December 2015 after calculating the value of work done had not been included in the financial statements of the Authority and action had not been taken even to make a disclosure in this regard.	Though the contract for a sum of Rs 18 Bn has been offered to Maganeguma Road Construction & Equipment Company, certified bills have not been received by RDA as at 31st December 2015. Hence, accrual could not be made in the Financial Statement of RDA.
4.7 a i	**Human Resources Management**The following observations were made. **The Cadre** The following matters were observed in this connection. According to the cadre position of the Authority as at 31 December 2015, it was revealed that there were 710 vacancies in 12 posts and 1080 excesses in 08 other posts. (RCT/B/RDA/2015/HA/AQ-59-30 June 2016)	1080 excess cadre in 08 categories are due tothe recruitment of staff at the time of implementation of island wide road improvement and rehabilitation programme. Although cadre approval was sought from the Department of Management Services for the above recruitment Management Services Department had not granted the approval. Therefore, Management has decided to suspend new recruitment in excess staff category. Action has been taken to fill 710 vacancies in 12 categories.
ii	Although the total staff of the authority comprises 10,699 employees, a permanent appointment for the post of Director (Administration) had not been made for a	Action had been taken to appoint a permanent Director Administration.

	period of 15 months from the date of 27 March 2015 up to present. (RCT/B/RDA/2015/HA/AQ-14 - 18 January 2016)	
iii	It was observed 06 vacancies in the senior managerial level, vacancies in 144 posts of Technical service and 28 posts of clerical and Ailed services, which were essential to perform the functions of the Authority. It was further observed that this situation would adversely affect the performance of the Authority. (RCT/B/RDA/2015/HA/AQ-59-30 June 2016)	Action had been taken to call applications for 02 vacancies out of 06 in the senior managerial level. And action had been taken to call applications for 68 posts in Technical Services
b	**Resources of the Authority made available to other Institutions** 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 260 its staff to the Ministry of Higher Education and Highways and subsequently these employees had been reattached to the RDA during the year under review. (RCT/B/RDA/2015/HA/AQ-45-23May 2016)	Action will be taken to release the staff in future upon the cabinet approval
c i	**Performance of the Procurement Section** 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	Due to decentralization of procurement section, related Divisions procured their requirement by its own and no through the central procurement

	Procurement Section had gradually decreased over several years.	section
ii	Even though the approved cadre of the Section was 36 and the actual cadre was 15, 1 vacancy each for a Chief Engineer and Technical Officer, and 3 vacancies for the post of Engineer were observed.	Due to decentralization of procurement section, cadre requirement was adjusted accordingly. At the moment, in addition to existing staff another two Engineers have been recruited in the year 2015.
iii	Procurement of stationery amounting to Rs.31.32 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.	Procurement Division is being occupied with the work functions gradually.
5 5.1 a	**Accountability and Good Governance** **Cooperate Plan** According to Section 5.1.3 of the Circular No.PED/12 of 02 June 2003 on the Public Enterprises Guidelines on Good Governance, the updated Corporate Plan should be presented to the Auditor General 15 days before the commencement of each financial year. Nevertheless, the Corporate Plan for the years 2014 to 2018 had been presented on 01 January 2015 - after a delay of 12 months. Action had not been taken for the Timely review of the Corporate Plan. The Corporate Plan for the years 2015 to 2019 had been approved by the Board of Directors and presented to the Auditor General on 04 January 2016 after a delay of 12 months and the Corporate Plan for the years 2016 to 2020approved by the Board of Directors had been presented on 29 February 2016 after a delay of 02 months.	This has occurred under the special circumstances and action will be taken to present the Cooperate Plan on time in future.

b	According to the public enterprise circular No. PED/12 of 02 June 2003, employee requirementsof each division in the format of a human resources budget should be included in the corporate plan. However, details of employee figures had not been presented accordingly in the corporate plan prepared by the authority	Action will be taken in future to include the employee requirement of each division in the Corporate Plan as per the circular.
5.2 i	**Action Plan** The re-revised budget of the RDA for the year under review had been furnished to the Auditor General with the approval of the director board on 21 December 2015. However, action had not been taken to amend the Action Plan of the RDA to suit with the revised budget.	Noted for future compliance.
ii	The progress report prepared in accordance with the action plan for the financial year 2015 had not been presented to the Director Board of authority. Further, a methodology to present the annual progress report for the review of the Director Board had not been practiced by the authority.	Action will be taken to present the quarterly progress report to the Board of Director in future.
5.3 i	**Budgetary Control** The budget for the year 2015 had been revised in 2 occasions and the approval of the Board of Directors had been obtained on 31 December 2014 and 21 December 2015 respectively. Further, significant variances were observed between the revised budgets and actual income and expenditure.	This has happened mainly because of interim allowance payment to the employees instead of the privileges of collective agreement. Arrangement of interim allowance was made in 2015 was a difficult task to preplanned since it depends on the demands of the employees. Moreover, adding Outer Circular to national highway system has given rise to increase in expressway collection which too was difficult to forecast at the time of revising the budget.
ii	The Annual Budget prepared for the year 2015 had been revised by reviewing and	Budgetary controls need to be strengthened.

	making changes by the Management in the latter half of the year and as such the Budgets had not been made use of as an effective instrument of management control.	
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	

CHAIRMAN
ROAD DEVELOPMENT AUTHORITY

Road Development Authority

Annual Report - 2015

1. Performance of RDA

Road Development Authority, Annual Report – 2015

1. Performance of RDA

All the detailed information on the performance of RDA during the year 2015has been given in chapters3–7of 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 2015,the entireNational road network consistingof 12,210 km of A & B class roads, 169.85km Expressways and 4,456 bridgesweremaintained with general up keep. In addition,272.09 kmlength of 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;116 projects were completed and 342 projects were ongoing under widening and improvement projects with local funds as at 31.12.2015. Under the project called "Local bank funded projects", 14widening & improvement roadprojectswere completed during the year 2015 and 38 projects were on goingas at 31.12.2015. 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-2015.

3. **Construction of Bridges:**By the end of year 2015, a total of83 weak bridges have been under weak Bridge construction programmeunder taken with local funds. Under UK funded Steel Bridge Project –Phase-II, 28 bridges have been completed and construction works of 23 bridges were in-progress as at the end of 2015. In addition, several bridge construction projects were completed under foreign funded project management units.

4. **Design of Roads and Bridges:** During the year, RDA completed road designs for about 152 km of roads,bridge designs for about70 no. of bridges, intersection designs for 37 Numbers on the National Road Network throughout the country.As at the end of year 2015. 391 km of road designs, 178 km of Expressway designs, 42 Nos of bridge designs and 31 numbers intersection designs were in progress. 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 2015, 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 2015, 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 atKerawalapitiya 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 fromKottawa to Kaduwelawas completed in March 2014. Construction work of the Section-2 of the OCH from Kaduwela to Kadawatha was complted in July 2015 and opened to public on **17th September 2015**.Land acquisition was in progress and pre-construction activities have been started for section-3 of the OCH as at the end of year 2015.

Overall Financial Performance: The total funding allocation for RDA including domestic and foreign funds for the year 2015 was Rs. **191,214.20** million and expenditure for the year 2015 was Rs.**173,373.62** million. The foreign funds contributed nearly 61% of the total funding allocation for 2015.

Activity	*Allocation (Rs million)*	*Expenditure (Rs million)*
Expressways Development	49,906.42	45,236.75
Highways Development	84,300.46	76,475.37
Widening and Improvement of Roads	19,923.64	17,270.03
Construction of Bridges and Flyovers	11,181.27	8,669.19
Natural Disaster Affected Roads Rehabilitation	451.87	398.15
Institutional Support	25,450.53	25,324.12
Total	**191,214.20**	**173,373.62**

Action taken on the matters highlighted in the Report of the Auditor General on the Financial Statement of the Road Development Authority for the year ended 31st December 2015 in terms of Section 14(2)© of the Finance Act, No.38 0f 1971.

Action taken on the matters highlighted in the Report of the Auditor General on the Financial Statement of the Road Development Authority for the year ended 31st December 2015 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971.

2.2 Comments on Financial Statement

2.2.1 Preparation of Consolidated Financial Statement

Noted for compliance from the year 2017.

2.2.2 Comply with Sri Lanka Public Sector Accounting Standards (SLPSAS)

(a) **SLPSAS 1- Presentation of Financial Statement;**

(i) Clear instructions have already been given in the Financial Circular No 346 regarding closing of accounts for the year 2016.

(ii) Clear instructions have already been given in the Financial Circular No 346 regarding closing of accounts for the year 2016.

(iii) Clear instructions have already been given in the Financial Circular No 346 regarding closing of accounts for the year 2016.

(b) **SLPSAS 3 – Accounting Policies, Changes in Accounting Estimates and Errors**

Accounting treatment has been in line with SLPSAS-3 and separate note will be disclosed from the year 2017.

(c) **SLPSAS 7 – Property, Plant and Equipment**

(i) Action has already been taken to revalue the assets. However, revaluation reports have not yet been submitted by the Valuation Department.

(ii) Noted for compliance from the year 2017.

2.2.3 Accounting Deficiencies

a) Rs.271.4Mn. worth of assets has been capitalized during the year 2016. Further, assets worth Rs. 248.1Mn have been capitalized during the month of June 2017.

b) These have been brought to accounts in the year 2016.

c) (i) Detailed explanation has been given to Auditor General.

(ii) Necessary adjustments have been made in the accounts during the year 2016.

2.2.4 Un - explained Differences

a) This difference has been arisen due to non-confirmation of two loans related to BOC. There is no difference between RDA & Banks as at 31.12.2016.

b) This difference has been accounted in the year 2016.

c) Accounts are being reconciled.

2.2.5 Accounts Receivable and Payable

a) **Accounts Receivable**

(i) An amount of Rs. 448,442,337.06 has been settled during the year 2016 and relevant officers were instructed to clear the rest of the balance.

(ii) Instructions have been given to relevant officers to reconcile and clear the long outstanding.

(iii) An amount Rs. 834,870/- has been settled during the year 2016 and other deposits are being reconciled.

(iv) An amount Rs. 4,853,344/- has been recovered during the year 2016.

(v) An amount of Rs. 460,226,704/-has been set off against the total advance in June 2017 from the imprest given by the Treasury for separate vote allocated to settle bills of the NSB Funded Projects.

(vi) Accounts are being reconciled to clear this matter.
A sum of Rs 40,625,664.09 has been recovered up to date and legal action has been taken to recover 14.3 Mn. Action is being taken to recover the rest of the balance from the other dues to these contractors.

(vii) An amount, Rs. 961,388,296.63 has been settled during the year 2016 & Rs.811,796,343.54 worth of bills have been submitted for settlement against the advance in June 2017.
A sum of Rs.902,462,476.51 has been settled out of the total amount of Rs. 1,119,966,845/- up to 30th June 2017.

(viii) An amount of Rs. 18,435,626.16 has been settled during the year 2016.

(ix) An amount of Rs 576,439.65 had been recovered during the year 2016 & referred to the Attorney General for legal advice.
Legal action has been initiated against the tenant and an amount of Rs 536,206.83 had been recovered during the year 2016.

(x) Action is being taken to recover Rs. 1.2 Mn from the respective employees in installment basis and rest of the balance has already been recovered.

(xi) An amount of Rs. 395,544/- has already been recovered. Action has been taken to recover an amount of Rs. 408,140/-from the guarantor. An amount or Rs. 632,184/23 has been referred to Board of Directors for getting approval to write them off. Action is being taken to recover remaining balance of Rs. 1,668,917/50 from the gratuity payment of respective employees with their consent.

(b) Accounts Payable

(i) An amount of Rs.154 Mn has been written back in the year 2016 where the works have been completed out of other funds.

(ii) Explanations have been given to Auditor General.

(iii) An amount of Rs.160.2Mn. has been released and an amount of Rs. 12Mn has been written back in the accounts during the year 2016. Action is being taken to appoint a committee to review the rest of the long outstanding balances either to write back or to release.

(iv) Dispute bills have been forwarded to the higher level committee. Action is in the process and will be cleared as per the committee decision.

(v) Except an amount of Rs 47 Mn related to exceeded variations, rest of the balance has been fully settled.

(vi) An amount of Rs 341,143,715.75 credited to revenue and Rs 32,223,592.51 has been released to respective contractors during the year 2016 and balances are being reviewed to take necessary action.

2.2.6 Lack of Evidence for Audit

Clear instructions have been given in the Financial Circular No. 346 to prepare schedules with completed information to fulfill the audit requirement.

2.3 **Non- Compliance with Laws, Rules, Regulations and Management Decisions.**

(a) (i) Instructions have been given to respective officers not to repeat this in future.

(ii) These cheques have been cancelled during the year 2016. Fresh cheques have been issued for amounting to Rs.124,973/20 and an amount of Rs. 2,862,161/07 credited to revenue .

(b) (i) 204 employees have been revert back to RDA.

(ii) Noted for compliance.

4. Operating Review

4.1 Performance

4.1.1 Maintenance Works of National Roads and Bridges.

(i) RDA has spent Rs. 4,259.8Mn for Road Maintenance Work during the year 2016 which is 85.2% of the total allocation.

(ii) These projects have been completed at the end of the year 2015 but bills received subsequently.

(iv) Imprest was not received in time for utilization of allocation.

4.1.2 Performance of Engineering Services and Bridge Design Division

(i) Noted for compliance.

(ii) 18 bridges were completed in the year 2016 and only 02 bridges couldn't be completed due to delay in financing the geometric design.

(iii) Explanation has already been given to Auditor General.

4.2 Contract Administration

4.2.1 Road Rehabilitation and Improvement

(a) Widening and Improvement of Roads

(i) It is being reviewed to change the situation.

(ii) Due to unavailability of funds, some projects were completed with reduced scope. Others will be considered in the year 2017 as per the funds availability.

(b) Local Bank Funded Project (LBFP)

(i) Instructions have been issued to follow procurement guide line supplement 30, "SWISS Challenge Procedure" dealing with unsolicited proposals for the future road projects.

(ii) By applying "SWISS Challenge Procedure" the lowest price can be selected to get maximum benefit to the Government.

(iii) These roads were constructed 10 years ago and overall surface condition of the roads were not up to the standard, therefore, it is necessary to include in the rehabilitation program under LBF project.

(iv) At present 18 projects have been completed. 3 Projects are nearing completion while 07 Projects are on-going which can be completed within 3 months. Up to 15th June 2017, we have received Rs.13.9 Mn under the separate vote allocated for the same. Therefore, there is no any financial crisis.

(v) The amount has been deducted from monthly interim payments.

(vi) Explanation has already been given to Auditor General.

(c) Construction of Bridge on Norwood Up-court Road

(i) Balance work has been completed.
(ii) Balance work has been completed.
(iii) Work has been completed.

(d) Construction of Wijebahukanda Bridge

(i) Work has been completed.
(ii) Work has been completed.

4.2.2 Re-construction of Trincomalee Outer Circle Road

It has been decided to construct the road after taking over of the land according to the land acquisition procedures.

4.2.3 Construction of Circuit Bungalow at Katharagama

(iii) Contract for the balance work Rs. 15 Mn. under contract no. RDA/MM/SP/GOSL/2016/55 was awarded on 11th October 2016 on competitive bidding.

4.4 Fruitless Transactions,

(i) A new lease agreement has been signed for the revised rental & necessary adjustments have been made in the accounts in the year 2016.
(ii) Head Office has been already moved to the new building.
(iii) Some projects have been done under reduced scope.

4.5 **Assets Management**

(a) Actions have been taken to dispose these items.

(b) Uniform materials have been already issued and actions have been taken to dispose other items.

4.6 **Transactions of Contentious Nature**

(a) (i) A sum of Rs.143.5Mn. has been recovered.

(ii) A meeting was held with the Maganaguma Company in this regard and decided to reconcile the balances to recover the dues.

(b) (i) This has been cleared during the year 2016.

(c) Disapproved Variation Orders and Work Orders

(i) Except the 10 cases out of 37 cases, all other cases have been settled.

(ii) Except the 36 cases out of 468 cases, all other cases have been settled.

(iii) Notified for future compliance.

4.7 **Human Resources Management**

(a) The Cadre

(i) Applications have been called to fill the vacancies.

(iii) The vacancies in the senior managerial level except the post of ADG-Finance & Admin were filled.

Applications have been called to fill the vacancies in the technical service.

(c) Performance of the Procurement Section

(i) Board paper No 1785/2016 has been approved by Board of Directors of RDA to enhance the activities of the Procurement Division.

(ii) Key post of the procurement section has already been filled.

(iii) An amount of Rs 535 Mn worth of construction, supply and services has been procured during the year 2016.

In addition to that there are various other activities related to procurement have been done during the year 2017.

5. Accountability and Good Governance

5.1 Corporate Plan

(a) Road sector master plan is being updated for the period for 2018-2027. It will guide the corporate plan and to identify the future road sector projects and emerging needs of the transport sector in line with the government policies. After completing the master plan, the corporate plan will be completed before end of every year.

(b) Action has been taken to include employ requirement of each division in the corporate Plan 2017-2021. The data collected from each division is being summarized.

5.2 Action Plan

Noted for compliance.

5.3 Budgetary Control

Explanations have already been given to Auditor General.

DIRECTOR FINANCE
ROAD DEVELOPMENT AUTHORITY

MEDIUM TERM MEASURES TAKEN TO IMPROVE THE PERFORMANCE OF THE ROAD DEVELOPMENT AUTHORITY

1. New division was established to improve the quality and efficiency of RDA works. This division is named as Quality assurance and progress monitoring division (QA&PM).

2. Steps were taken to discuss with relevant agencies to accelerate land acquisition process and obtain funds from the treasury for payment of compensation.

3. Instructions were issued to Directors & Provincial Directors to work within the limits of the fund allocated under the treasury allocation.

4. With the intention of enhancing the capacity, thirty three officers of RDA were sponsored for post graduate studies in local universities/ institutions.

5. Conducted local & foreign training programmes for the staff of RDA continuously to enhance their capacity.

6. Steps were taken to fill the vacancies to improve the efficiency of the RDA.

7. The RDA continues to carry out feasibility studies, detail engineering design of roads & bridges and preparation of contract documents in house. This facilitated enhancement of efficiency, reduction in cost and minimizing the delays in project implementation. This also helped in advancing technical knowledge of the staff in these fields.



Road Development Authority