



CR 5747-MD

Supplemental Letter No. 3

**STATE ROADS ADMINISTRATION**

April 28, 2016

International Development Association  
1818 H Street, N.W.  
Washington, D.C. 20433  
United States of America

Re: Credit No. 5747-MD  
(Local Roads Improvement Project)  
Performance Monitoring Indicators

This refers to paragraph A.1 of Section II of the Schedule to the Project Agreement of this date between the State Roads Administration (Project Implementing Entity) and the International Development Association (Association) for the above-captioned Project.

The Project Implementing Entity hereby confirms to the Association that the indicators set forth in the attachment to this letter shall serve as a basis for the Project Implementing Entity to monitor and evaluate the progress of the Project and the achievement of the objective thereof.

Very truly yours,

**STATE ROADS ADMINISTRATION**

By   
Authorized Representative

Attachment

## (Local Roads Improvement Project Project)

**Project Development Objectives****PDO Statement**

The Project Development Objective (PDO) is to provide **safe and sustainable local road accessibility to education, health and market facilities** along selected corridors.

These results are at

**Project  
Level**

**Project Development Objective Indicators**

Indicator Name	Baseline	Cumulative Target Values					End Target
		YR1	YR2	YR3	YR4	YR5	
Number of schools connected by rehabilitated/ upgraded local roads corridors	0	0	78	108	133	162	162
Number of health facilities connected by rehabilitated/ upgraded local road corridors	0	9	33	48	57	71	71
Number of villages connected to regional market facilities by an improved local road corridor.	0	22	46	64	78	94	94
Condition of project local roads corridors (IRI)	IRI = 8	8	6	4	3	3	< 3
Road and village sections with satisfactory post-construction road safety audits (%)	0	N/A	N/A	70	<b>80</b>	<b>90</b>	90

Intermediate Results Indicators							
		Cumulative Target Values					
Indicator Name	Baseline	YR1	YR2	YR3	YR4	YR5	End Target
<b>Component 1: Rehabilitation and Maintenance of Local Roads Network</b>							
Rural Road Rehabilitated (km)	0	0	25	150	220	300	300
Number of Villages with Road Safety Improvements	0		5	40	60	70	70
Completed Sub-project Roads and access links are under Maintenance Contracts	0			50	150	400	400
Rural Accessibility Index (%)	66			>80		> 95	> 95
<b>Component 2: Institutional Strengthening</b>							
Consistent and Transparent Local Road Prioritization Method: adopted and applied by SRA and selected LPAs (Yes/ No)	No	SRA: Yes	SRA: Yes	SRA: Yes LPAs: Yes	SRA: Yes LPAs: Yes	SRA: Yes LPAs: Yes	SRA: Yes LPAs: Yes
Appropriate Design and Construction Methods are adopted for local roads (Yes/No)	No	No	No	Yes	Yes	Yes	Yes
Procurement Performance for Sub-project Roads: actual versus planned commitments. (%)	0	48	74	90	90	95	95
Pilot Multi-year area wide maintenance contract	0		Bidding Documents prepared	Tender Launched	Contract Awarded	Successful implementation	Successful Implementation of pilot

Effective Reporting of Local Road Maintenance Expenditures: as evidenced by SRA monthly and annual reporting. ( Yes/No)	No	SRA: Yes	SRA: Yes	SRA: Yes	SRA: Yes	SRA: Yes	Yes
					LPAs: Yes	LPAs: Yes	
Number of children trained (disaggregated by gender) with road safety awareness campaigns in project areas	0	0	0	1000	2000	2500	2500
Consultations carried out on a bi-annual basis with participation from community monitors. (Yes/No)		Yes	Yes	Yes	Yes	Yes	Yes
Grievances registered that are actually addressed within required terms (%)		70	75	80	85	95	95
Direct Project Beneficiaries (disaggregated by gender, age)	0		F:7225 M:7036 Total: 14,261 School age: 2,235	F:46,712 M: 42,243 Total: 88,955 School age: 8,241			Est. Total: 185,000 Est. School age: 17,000

### Project Development Objective Indicators

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology
Number of schools connected by rehabilitated/ upgraded	This indicator will measure the number of hub schools that are connected to the rehabilitated corridors (within the project area of influence).	Midterm and end of project	Survey

local roads corridors (of which hub schools)			
Number of health facilities connected by rehabilitated/ upgraded local road corridors	This indicator will measure the number of health facilities connected by rehabilitated local road corridors.	Midterm and end of project	Survey
Number of villages connected to regional market facilities by an improved local road corridor.	This indicator will measure the number of villages connected to regional market facilities by an improved local road corridor. Specific regional market will be determined for each corridor, and refer to the main regional city (city with population of + XX) with in the area of influence of the corridor.	Midterm and end of project	Survey
Condition of project local roads corridors (IRI)	This indicator will measure the condition improvement (average IRI $\leq$ 3) of total project roads corridor and connecting access roads, depending on the road surface and the level of roughness.	Annual	Survey
Road and village sections with satisfactory post-construction road safety audits (%)	This indicator will measure and assess the road safety level for each of the corridors before and after the improvement works take place, using road safety audit compliance.	Baseline and upon completion of corridor	Annual Survey

**Intermediate Results Indicators**

Indicator Name	Description (indicator definition etc.)	Frequency	Data Source / Methodology
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Component 1: Investment Component

Rural Road Length Rehabilitated (km)	Kilometers of all rural roads open to motorized traffic, rehabilitated, or upgraded under the project. Rural roads are roads functionally classified in various countries below Trunk or Primary, Secondary or Link roads, or sometimes Tertiary roads. Such roads are often described as rural access, feeder, market, agricultural, irrigation, forestry or community roads. Typically, rural roads connect small urban centers/towns/settlements of less than 2,000 to 5,000 inhabitants to each other or to higher classes of road, market towns and urban centers. For the purposes of this Project, rural roads are those classified as local or regional roads.	Annual	Project Progress Reports
Number of Villages with Road Safety Improvements	Unit of measure: cumulative number. Projects completed means both works and road safety campaigns.	Annual	Project Progress Reports
Completed Sub-project Roads and access links are under Maintenance Contracts	This indicator is cumulative and measures the amount of kilometers rehabilitated under the project that are under Maintenance Contracts. This includes the access roads to villages that are situated in project area but outside of direct corridor link. The contracts will be financed with resources from the Road Fund.	Annual	Project Progress Reports
Rural Accessibility Index (%)	This indicator measures the percentage of rural people in the project area who live within 2 kilometers (typically equivalent to a 20-minute walk) of an all-season road. An all-season road is motorable all year by the prevailing means of rural transport (often a pick-up or a truck which does not have four-wheel-drive). Predictable interruptions of short duration during inclement weather (e.g. heavy rainfall) are acceptable, particularly on low volume roads. This indicator will be measured on the program area. Baseline figure is 2004 figure. Source: World Bank	Annual	RAI Methodology and surveys

## Component 2: Institutional Strengthening

Consistent and Transparent Local Road Prioritization Method: adopted and applied by SRA and selected LPAs (Yes/ No)	This indicator will measure whether a consistent and transparent prioritization method will be endorsed and used for the identification and prioritization of future local roads improvement works.	Annual	Project Progress Reports
Appropriate Design and Construction Methods are adopted for local roads (Yes/No)	This indicator will assess whether the developed simplified local roads design and construction methods, developed as part of the Local Roads Design and Construction Manual are adopted. More information on the local roads design is presented in the Project Operational Manual.	Annual	Project Progress Reports
Procurement Performance for Sub-project Roads: actual versus planned commitments. (%)	This indicator measures the percentage of actual expenditure committed (contract value) versus planned commitment over project period based on an estimated \$ 75 million reference amount.	Annual	Project progress reports
Pilot Multi-year area wide maintenance contract	This indicator measures if pilot multi-year area wide maintenance contracts with clearly defined levels of service and adequate funding has been implemented.	Annual	Project progress reports
Effective Reporting of Local Road Maintenance Expenditures: as evidenced by SRA monthly and annual reporting. ( Yes/No)	This indicator measures if local funding from all sources (Road Fund, Regional infrastructure development programs, raïons) are tracked and used in programming local roads works and assessment of expenditures.	Annual	Project progress reports
Number of children trained (disaggregated by gender) with road safety awareness campaigns in project areas	This indicator measures the number of schools that have participated in awareness campaigns for road safety disaggregated by gender.	Annual	Project Progress Reports
Consultations carried out on a bi-annual basis with participation from	This indicator measures consultations based on commitments on citizen engagement	Every 6 months	Project Progress Reports

community monitors. (Yes/No)			
Grievances registered that are actually addressed within required terms (%)	Number of grievances that are addressed in a satisfactory manner within the established response terms. This should be detailed in the operations manual. Data collected on a monthly basis based on grievance system and reported on every quarter in quarterly progress reports.	Every 6 months	Project Progress Reports
Direct Project Beneficiaries (disaggregated by gender, age)	Please indicate the absolute number of rural people benefiting directly from the improvement of the selected corridors. The data should be disaggregated by gender, school age and the elderly. The 2014 census will be used when the census data are available. The counts shown for the first three years are based on surveys of the populations present in the villages in 2015.	Midterm and end of project	Census data and Surveys