

15 FEB 2001

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**SUBJECT: *PROJECT PROPOSAL FOR THE RECONSTRUCTION OF
THE CHAN-I-ANJIR SUSPENSION FOOT BRIDGE IN CENTRAL
HELMAND PROVINCE, AFGHANISTAN***

IMPLEMENTING ORGANIZATION:

HELPING AFGHAN FARMERS ORGANIZATION (HAFO) THROUGH AN AS YET
TO BE IDENTIFIED INTERNATIONAL NGO.

ESTIMATED LENGTH OF TIME FOR PROJECT IMPLIMENTATION:

30 DAYS; TO INCLUDE HAND LABOR, SUPERVISORS, WELDERS,
BLACKSMITHS, ETC.)

TOTAL ESTIMATED COST: \$9,900

LABOR:

HAND LABOR WITH PAYMENTS IN CASH WOULD ACCOMPLISH THE WORK.
THE WORK WOULD BE TECHNICALLY SUPERVISED BY ONE HAFO
ENGINEER WITH MECHANICS/TECHNICIANS FROM THE HAVA (HELMAND
ARGHANDAB VALLEY AUTHORITY) HEAVY EQUIPMENT YARD
SUPERVISING THE WORK CREWS. THIS EQUIPMENT YARD IS LOCATED AT
CHAN-I-ANJIR NEAR THE PROPOSED WORK SITE. WELDERS, BLACKSMITHS
AND CARPENTERS WOULD BE DRAWN FROM CHAN-I-ANJIR MARKET. THE
PROJECT WOULD BE COORDINATED, ORGANIZED, SUPERVISED AND
MONITORED BY AN EX-PATRIATE KNOWLEDGEABLE OF THE AREA. THE

ADDITION OF THE EX-PATRIATE FOR THE FULL WORK PERIOD, INCLUDING PLANNING, ORGANIZING AND FINAL REPORT PHASES COULD ELIMINATE THE NEED FOR SUB-CONTRACTING HAFO THROUGH AN INTERNATIONAL NGO. THIS WORK COULD BE SCHEDULED, SUPERVISED AND MONITORED AT THE SAME TIME AS THE WORK ON THE S-10.7 LATERAL, A SEPARATE PROPOSAL.

AS A SUB-CONTRACTOR FOR AN INTERNATIONAL NGO ON THE BOGHRA CANAL REHABILITATION PROJECT DURING THE WINTER OF 1998-99, HAFO RECEIVED NO OVERHEAD PAYMENT FOR THEIR INVOLVEMENT AND WORK.

THE PROBLEM:

CHAN-I-ANJIR IS A SMALL FARM MARKET AND SERVICE TOWN OF 5,000 TO 10,000 PEOPLE AND SOME 20-25 KM. FROM LASHKAR GAH, THE PROVINCIAL CAPITAL. IT IS ALSO THE HOME OF THE LARGE BUT MOSTLY UN-USED HAVA HEAVY EQUIPMENT YARD. VIRTUALLY ALL OF THIS EQUIPMENT IS ALSO IN SERIOUS NEED OF REPAIR AND MAINTENANCE. THIS IS THE LARGEST HEAVY EQUIPMENT REPAIR FACILITY IN SOUTHERN AFGHANISTAN BUT PRESENTLY IS A JUNK YARD FOR OLD EQUIPMENT.

THE CHAN-I-ANJIR SUSPENSION FOOT BRIDGE WAS BUILT BY MORRISON-KNUTSEN CONSTRUCTION CO. OF BOISE, IDAHO IN THE LATE 1950'S OR EARLY 1960'S AS A VERY SMALL PART OF THEIR REGIONAL DEVELOPMENT ACTIVITIES. THE BRIDGE, WITH A SPAN OF OVER 100 METERS AND THREE PIERS, HAS RECEIVED LITTLE MAINTENANCE OVER THE PAST 20 YEARS. MAJOR REPAIR WORK WAS DONE DURING 1997 WITH UNITED NATIONS FUNDING (SEE PHOTOS #1 AND #2). BUT WITH HEAVY USE THIS SUSPENSION BRIDGE BEGAN TO SAG IN 1998 IN THE TWO MIDDLE SECTIONS. DURING THE RECORD FLOOD OF 7 FEB 1999, THE FLOOD WATERS CAUGHT THIS LOW POINT ON THE BRIDGE AND THE ENTIRE BRIDGE WAS PULLED DOWN.

THE LOSS OF THIS BRIDGE HAS BEEN A DISASTER FOR THE PEOPLE OF THE TOWN AND THE SURROUNDING FARM AREAS THAT USED THE BRIDGE. CHAN-I-ANJIR IS A MARKET TOWN WITH SOME 100 SHOPS, CRAFTSMEN, MECHANICS AND WELDERS SERVING THE REGIONAL POPULATION. THE TOWN HOSTS A WEEKLY REGIONAL BAZAAR THAT DRAWS MERCHANTS FROM OVER THE REGION PROVIDING A VERY WIDE RANGE OF GOODS NOT AVAILABLE IN THE TOWN. THIS WEEKLY BAZAAR IS LOCATED IN THE 200 METERS ALONG THE ROAD BETWEEN THE BRIDGE AND THE CENTRAL TOWN MARKET.

THE DAMAGED BRIDGE SERVES REGIONAL FOOT TRAFFIC TO CROSS THE CHAN-I-ANJIR WASH WHICH HAS A YEAR AROUND FLOW FROM REGIONAL IRRIGATION DRAINS, AND FLOODS IN THE WINTER WHEN IT RAINS. THIS CHANNEL IS THE ROUTE FOR DESERT FLOOD WATERS TO GET TO THE HELMAND RIVER. EVEN IN NORMAL TIMES MEN AND ANIMALS COMMONLY WADE THE KNEE DEEP WATER ON THE CONCRETE VEHICLE FORD NEXT TO THE BRIDGE (SEE PHOTOS #2, #4, AND #5). BUT THE WOMEN AND SMALL CHILDREN MUST USE THE BRIDGE OR AWAIT A TRUCK OR TRACTOR FOR A RIDE. IN FLOOD, VEHICLES CANNOT CROSS THE FORD AND THE BRIDGE (WAS) IS THE ONLY ACCESS TO TOWN.

THIS IS A SMALL BUT IMPORTANT FOOT BRIDGE FOR THE TOWN AND THE REGION. NEITHER THE GOVERNMENT NOR THE LOCAL POPULATION HAS THE FUNDS TO RE-BUILD THE STRUCTURE.

PROJECT ACTIONS:

- COMPLETELY DIS-MANTLE THE BRIDGE, SALVAGING ALL (MOST) PARTS POSSIBLE FOR RE-USE.

- CUT THE PIPE PIER STRUCTURES JUST ABOVE THE FIRST CROSS SECTIONS (SEE PHOTOS #4, #5 AND #6). REPLACE, REINFORCE AND WELD THE NEW PIPE STRUCTURES INTO PLACE.

- LUBRICATE AND RE-SUSPEND THE OLD CABLES INSURING THAT THROUGH HEAVY USE, THE CABLES WILL NOT SAG. THE CABLES, ALTHOUGH OLD, APPEAR TO BE IN RELATIVELY GOOD CONDITION. APPARENTLY SOME OF THE NEW CONCRETE SLABS LAID IN THE 1998 REPAIR WERE LAID ON TOP OF THE SUSPENSION CABLES THAT REQUIRED FLEXIBILITY (SEE PHOTO # 6). WITH HEAVY USE THE CONCRETE SLABS MOVED ALLOWING THE CABLES TO SAG, AND PUTTING THE BRIDGE IN HARMS WAY.

- REBUILD THE CENTER SECTION OF THE CONCRETE APPROACH TO THE BRIDGE ON THE WESTERN SIDE (SEE PHOTO # 6).

- REINSTALL THE WOODEN WALKWAY. MUCH OF THE WOOD APPEARS TO BE IN USABLE CONDITION BUT FAULTY. CRACKED PLANKS WILL NEED REPLACING.

- CONSIDERATION WILL BE GIVEN TO INSTALLING HAND RAILS ON THE BRIDGE. WHEN IN HEAVY USE THE BRIDGE SWINGS AND UNDULATES RESULTING IN DANGER FOR WOMEN AND SMALL CHILDREN.

POLITICAL CONSIDERATIONS:

THIS BRIDGE IS IMPORTANT FOR THE TOWN OF CHAN-I-ANJIR AND THE SURROUNDING RURAL AREAS. THE LOCAL POPULATION WOULD BE REQUESTED TO CONTRIBUTE TO ITS RE-CONSTRUCTION IN KIND OR LABOR, WHICH THEY WILL. THE RE-CONSTRUCTION OF THIS BRIDGE WILL BE A MAJOR PUBLIC RELATIONS CONTRIBUTION BY THE FUNDING AGENCY AND MUST BE COMBINED WITH A CONTINUOUS DIALOGUE WITH TOWN LEADERS AND TALIBAN OFFICIALS ABOUT THE RELATIONSHIP BETWEEN CONTINUED REDEVELOPMENT AID, HUMAN RIGHTS, AND THE CONTINUED BAN ON OPIUM POPPY PRODUCTION. THE FARMERS IN THIS REGION HAD AS MUCH AS 50 PERCENT OF THEIR LAND IN POPPY BEFORE THE BAN.

A LOCAL *PIR* (HEREDITARY RELIGIOUS LEADER AND INFLUENTIAL) HAS OFFERED TO CONTRIBUTE HIS SUPPORT TO THIS DIALOGUE. HE PASSED SEVERAL YEARS OF THE RUSSIAN WAR IN PAKISTAN WHERE HE HAD HIS CHILDREN EDUCATED. HE MAINTAINS HOMES IN BOTH LOCATIONS AND IS AN ENLIGHTENED, MODERN MAN.

BUDGET

LABOR:	\$3,000
HAFO FIELD ENGINEER:	\$200
EQUIPMENT AND TRANSPORTATION:	\$800
CONTINGENCY/SUPPLIES: (STONE, CEMENT, PIPE, WOOD, ANGLE IRON, ETC.)	\$5,000
HAFO OVERHEAD @ 10%	\$900
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TOTAL:	\$9,900

Not Funded



*March and October
1997
Before and After
Chan-I-Anjir
Footbridge repaired
with U.N. funding from the
east. Note vehicle ford left
center. HAVA heavy
equipment yard is among the
trees in center.*



7 February 1999: Flood at Chan-I-Anjir footbridge. Note traffic jam at start of vehicle ford, top center. HAVA heavy equipment yard buildings are at top left, inside fenced area.



15 February 1999: Chan-I-Anjir footbridge in need of repair, from the east. Note vehicle ford on the left.



24 April 2000: Chan-I-Anjir footbridge from the west Chan-I-Anjir side. Note the vehicle ford top right.



24 April 2000: Concrete approach to Chan-I-Anjir footbridge in need of repair, from the west. Note sizable village settlement across the wash.