TO:  ELISABETH KVITASHVILI, DIRECTOR
       DISASTER RESPONSE & MITIGATION DIVISION
       U.S.A.I.D.
       WASHINGTON, D.C. 20523

FROM:  RICHARD B. SCOTT
        2598 BIG THOMPSON
        DRAKE, CO  80515

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 IMPLEMENTATION:
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 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.


- 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: $5,000
(STONE, CEMENT, PIPE, WOOD, ANGLE IRON, ETC.)
HAFO OVERHEAD @ 10% $900

TOTAL: $9,900
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.