

कार्यपालक अभियंता का कार्यालय  
ग्रामीण कार्य विभाग, कार्य प्रमंडल, महुआ।

पत्रांक...1387...../

महुआ/दिनांक...22...../06/2022

प्रेषक,

कार्यपालक अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य प्रमंडल, महुआ।

सेवा में,

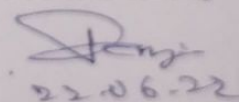
नोडल पदाधिकारी,  
एम0आर0 3054 नई अनुरक्षण नीति 2018,  
विश्वेश्वरैया भवन,  
ग्रामीण कार्य विभाग,  
बिहार, पटना।

विषय : शीर्ष एम0आर0 3054 नई अनुरक्षण नीति 2018 अन्तर्गत पथ में कराये गए कार्य के विरुद्ध अधियाचना भेजने के संबंध में।

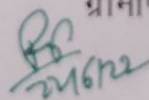
महाशय,

उपर्युक्त विषय के संबंध में कहना है कि शीर्ष एम0आर0 3054 नई अनुरक्षण नीति 2018 अन्तर्गत पथ में कराये गए कार्य के विरुद्ध अधियाचना इस पत्र के साथ समर्पित की जा रही है।

विश्वासभाजन,

  
22.06.22

कार्यपालक अभियंता  
ग्रामीण कार्य विभाग, कार्य प्रमंडल,  
महुआ।

  
22/06/22

22/06/22

# Requisition Formate for Scheme Head- MR-3054 Under Bihar Rural Road Maintenance Policy 2018 (In Rectification and Surface

Division Name:- Rural Works Department, Works Division, Mahua

| S.No | Package No          | Name of Road                     | Project ID as per MIS | Administrative Approval (AA) | Agreement Amount (In Lacs) | Agreement No & Date | Date of Completion as per Agreement | Actual Date of Completion | Value of IRI (In Km) | Thickness of Bitumen Layer (In mm) | Value of Bitumen Content in % | Previous Total Allocated Amount (In Lacs) | Upto date Expenditure as per MIS (In Lacs) | Requisition against Work Done (In Lacs) | Remarks |          |                |
|------|---------------------|----------------------------------|-----------------------|------------------------------|----------------------------|---------------------|-------------------------------------|---------------------------|----------------------|------------------------------------|-------------------------------|-------------------------------------------|--------------------------------------------|-----------------------------------------|---------|----------|----------------|
| 1    | MR-N/19-20 Mahua/12 | NH-28 Chkuanta - Chakabadi Kadir | 31507602030           | 3610/26.08.2019              | 4.000                      | 134.970             | 83.27580                            | 29.63847                  | 26/MBD/MR/2020-21    | 15.08.2021                         | 3205                          | 25.00                                     | 5.00                                       | 0                                       | 0       | 80.80578 | Work Completed |

Executive Engineer  
R.W.D, Works Division, Mahua

22/08/22

22/08/22

# Form GFR 19-A

(See Government of India's Decision (1) below Rule-150)  
Form of Utilisation Certificate upto the month- 22.06.2022

STATE- BIHAR

| SL. No | Name of Scheme                                                   | Sanction No. & Date With Amount (In Rs. Lacs) | Amount Received (In Rs.Lacs) | Particulars                                                                                                                                                                                                                                                                                                                                                                       |
|--------|------------------------------------------------------------------|-----------------------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1      | Construction of Rural Roads under MR New Maintenance Policy 2018 | Lt-01 Dated-20-05-2022<br>Amount- 391.27264   | 5456.02432                   | Certified that out of Rs. 5456.02432 Lacs of grants-in-aid sanctioned upto 12/2017 in favour of E-in-C, REO Bihar, Patna a sum of Rs.5456.01967 lacs has been utilized for the purpose of MR New Maintenance Policy 2018 Schemes as given in the margin for which it was sanctioned and that the balance of Rs- 0.00465 lacs remaining unutilized at the end of the period under. |
|        | Total:                                                           |                                               | 5456.02432                   |                                                                                                                                                                                                                                                                                                                                                                                   |

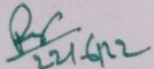
- 2 Certified that I have satisfied myself that the conditions on which the gram-in-aid was sanctioned have been duly fulfilled/ are being fulfilled and that I have exercised the following checks to see that the money was actually utilized for the purpose for which it was sanctioned.

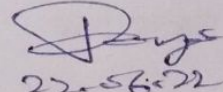
## Kind of Checks exercised:-

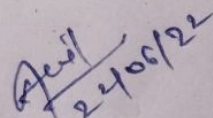
- Works has been supervised by Executive Engineer/Superintending Engineer.
- Periodical inspection has been conducted by Executive Engineer/Superintending
- Construction materials have been tested.
- Measurements have been recorded in the MBs and test check conducted by the Assistant Engineer/ Executive Engineer
- All other codal formalities have been observed.

## 3 Physical Progress achieved:-

- Construction of Road Works.
- Construction of CD Works.

  
Divisional Account Officer  
RWD. Works Division, Mahua

  
22.06.22  
Executive Engineer  
RWD. Works Division, Mahua

  
24/06/22

## प्रमाण-पत्र

पथ का नाम— NH-28 Chkuauda - Chakabdul Kadir.

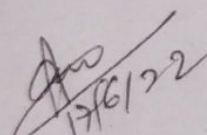
योजना — एम0आर0 (3054) नई अनुरक्षण नीति 2018

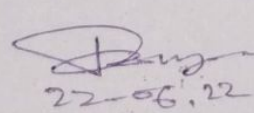
कार्य प्रमंडल — महुआ।

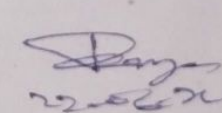
प्रखंड — पातेपुर।

उक्त पथ में कराये गये सभी अवयवों के अवयववार कार्य निम्नलिखित पदाधिकारी द्वारा मापी पुस्तिका से सत्यापन किया गया।

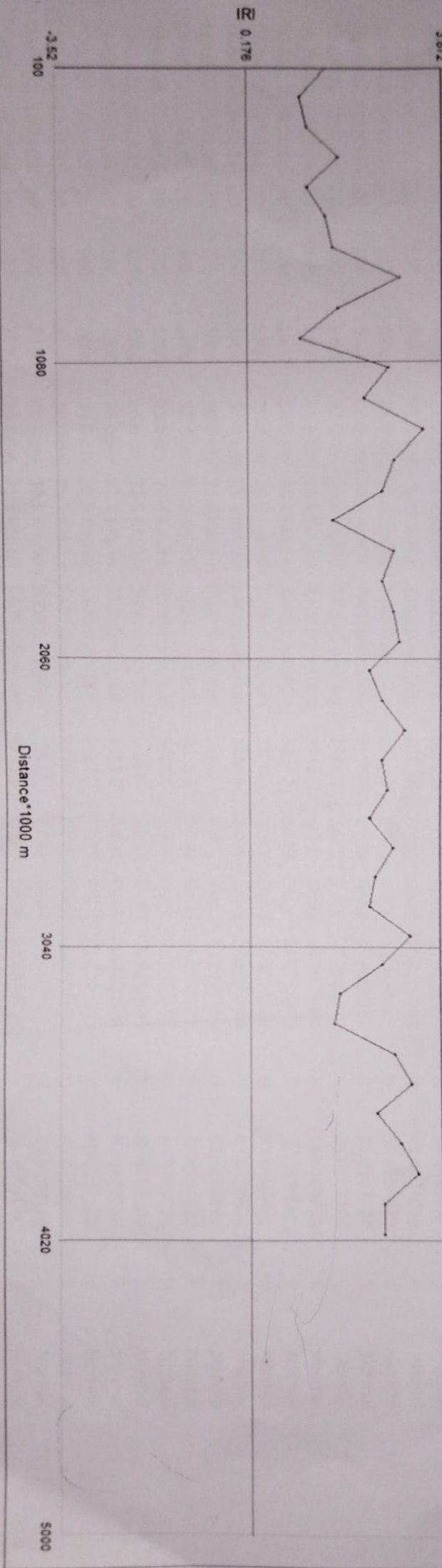
| क्र0 | पदनाम             | कराये गये कार्य के मापी पुस्तिका से सत्यापन की प्रतिशत | अभ्युक्ति |
|------|-------------------|--------------------------------------------------------|-----------|
| 1    | कनीय अभियंता      | 100 प्रतिशत                                            |           |
| 2    | सहायक अभियंता     | 50 प्रतिशत                                             |           |
| 3    | कार्यपालक अभियंता | 10 प्रतिशत                                             |           |

  
कनीय अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य प्रशाखा-पातेपुर।

  
22-06-22  
सहायक अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य अवर प्रमंडल, पातेपुर।

  
22-06-22  
कार्यपालक अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य प्रमंडल, महुआ।

Name of Customer: RATNESH CONSTRUCTION PRIVATE LIMITED, Machine no: 19190, Road: NH-28 Chiknauta - Chakabul Kadir, Date: 16-06-22, Section No: 20, Equation:  $Y=0.909X+125.0$



*[Signature]*  
16.06.22

*[Signature]*  
16.06.22  
RE

*[Signature]*  
16.06.22  
RE

Name of the work: NH-28 Chkuautu - Chakabdul Kadir

| Date     | Time     | Test No | Distance (meter) | Total Distance (meter) | BUMP (cm) | Speed (Km/Hr) | UI (mm/Km)   | Corrected UI (mm/Km) | IRI   | Status | Latitude   | Direction | Longitude  | Direction1 | Remarks |
|----------|----------|---------|------------------|------------------------|-----------|---------------|--------------|----------------------|-------|--------|------------|-----------|------------|------------|---------|
| 16-06-22 | 19:16:38 | 20      | 100              | 100                    | 31.0 cm   | 11.9 Km/Hr    | 3100.0 mm/Km | 2942.9               | 3.96  | Good   | 25.9065161 | N         | 85.6245813 | E          | Normal  |
| 16-06-22 | 19:16:52 | 20      | 100              | 200                    | 37.0 cm   | 25.7 Km/Hr    | 3700.0 mm/Km | 3488.3               | 3.609 | Good   | 25.9068289 | N         | 85.6243372 | E          | Normal  |
| 16-06-22 | 19:17:06 | 20      | 100              | 300                    | 38.0 cm   | 26.7 Km/Hr    | 3800.0 mm/Km | 3579.2               | 3.716 | Good   | 25.9081603 | N         | 85.6233072 | E          | Normal  |
| 16-06-22 | 19:17:19 | 20      | 100              | 400                    | 33.0 cm   | 26.7 Km/Hr    | 3300.0 mm/Km | 3124.7               | 2.178 | Good   | 25.9088259 | N         | 85.6227884 | E          | Normal  |
| 16-06-22 | 19:17:32 | 20      | 100              | 500                    | 38.0 cm   | 27.7 Km/Hr    | 3800.0 mm/Km | 3579.2               | 3.716 | Good   | 25.9096327 | N         | 85.6221704 | E          | Normal  |
| 16-06-22 | 19:17:45 | 20      | 100              | 600                    | 31.0 cm   | 27.6 Km/Hr    | 3100.0 mm/Km | 2942.9               | 3.96  | Good   | 25.9103117 | N         | 85.6215982 | E          | Normal  |
| 16-06-22 | 19:19:50 | 20      | 100              | 700                    | 32.0 cm   | 3.2 Km/Hr     | 3200.0 mm/Km | 3033.8               | 3.069 | Good   | 25.9107752 | N         | 85.6207666 | E          | Normal  |
| 16-06-22 | 19:20:16 | 20      | 100              | 800                    | 23.0 cm   | 13.8 Km/Hr    | 2300.0 mm/Km | 2215.7               | 3.074 | Good   | 25.909957  | N         | 85.6203623 | E          | Normal  |
| 16-06-22 | 19:20:45 | 20      | 100              | 900                    | 33.0 cm   | 12.3 Km/Hr    | 3300.0 mm/Km | 3124.7               | 2.178 | Good   | 25.9090586 | N         | 85.6202784 | E          | Normal  |
| 16-06-22 | 19:21:05 | 20      | 100              | 1000                   | 37.0 cm   | 18.1 Km/Hr    | 3700.0 mm/Km | 3488.3               | 3.609 | Good   | 25.9081679 | N         | 85.6202784 | E          | Normal  |
| 16-06-22 | 19:21:33 | 20      | 100              | 1100                   | 31.0 cm   | 12.9 Km/Hr    | 3100.0 mm/Km | 2942.9               | 3.96  | Good   | 25.9072066 | N         | 85.6199732 | E          | Normal  |
| 16-06-22 | 19:21:57 | 20      | 100              | 1200                   | 37.0 cm   | 14.1 Km/Hr    | 3700.0 mm/Km | 3488.3               | 2.609 | Good   | 25.9064875 | N         | 85.619729  | E          | Normal  |
| 16-06-22 | 19:22:11 | 20      | 100              | 1300                   | 27.0 cm   | 26.2 Km/Hr    | 2700.0 mm/Km | 2579.3               | 3.52  | Good   | 25.9055262 | N         | 85.6196451 | E          | Normal  |
| 16-06-22 | 19:22:34 | 20      | 100              | 1400                   | 32.0 cm   | 15.4 Km/Hr    | 3200.0 mm/Km | 3033.8               | 2.069 | Good   | 25.9045916 | N         | 85.6196604 | E          | Normal  |
| 16-06-22 | 19:22:49 | 20      | 100              | 1500                   | 30.0 cm   | 24.6 Km/Hr    | 3000.0 mm/Km | 2852                 | 3.851 | Good   | 25.9037199 | N         | 85.6195841 | E          | Normal  |
| 16-06-22 | 19:23:02 | 20      | 100              | 1600                   | 32.0 cm   | 26.2 Km/Hr    | 3200.0 mm/Km | 3033.8               | 3.069 | Good   | 25.9027892 | N         | 85.6194162 | E          | Normal  |
| 16-06-22 | 19:23:17 | 20      | 100              | 1700                   | 29.0 cm   | 24.4 Km/Hr    | 2900.0 mm/Km | 3033.8               | 2.069 | Good   | 25.9017992 | N         | 85.6193018 | E          | Normal  |
| 16-06-22 | 19:23:31 | 20      | 100              | 1800                   | 30.0 cm   | 25.9 Km/Hr    | 3000.0 mm/Km | 2852                 | 3.851 | Good   | 25.9010344 | N         | 85.6195002 | E          | Normal  |
| 16-06-22 | 19:23:44 | 20      | 100              | 1900                   | 32.0 cm   | 27.2 Km/Hr    | 3200.0 mm/Km | 3033.8               | 3.069 | Good   | 25.9000788 | N         | 85.6197138 | E          | Normal  |
| 16-06-22 | 19:23:57 | 20      | 100              | 2000                   | 33.0 cm   | 27.9 Km/Hr    | 3300.0 mm/Km | 3124.7               | 2.178 | Good   | 25.8992358 | N         | 85.6197596 | E          | Normal  |
| 16-06-22 | 19:24:11 | 20      | 100              | 2100                   | 38.0 cm   | 25.7 Km/Hr    | 3800.0 mm/Km | 3579.2               | 3.716 | Good   | 25.8981944 | N         | 85.6196604 | E          | Normal  |
| 16-06-22 | 19:24:31 | 20      | 100              | 2200                   | 30.0 cm   | 18.1 Km/Hr    | 3000.0 mm/Km | 2852                 | 3.851 | Good   | 25.897275  | N         | 85.6196146 | E          | Normal  |
| 16-06-22 | 19:24:48 | 20      | 100              | 2300                   | 34.0 cm   | 21.6 Km/Hr    | 3400.0 mm/Km | 3215.6               | 2.286 | Good   | 25.8964129 | N         | 85.6195002 | E          | Normal  |
| 16-06-22 | 19:25:05 | 20      | 100              | 2400                   | 30.0 cm   | 21.6 Km/Hr    | 3000.0 mm/Km | 2852                 | 3.851 | Good   | 25.8955412 | N         | 85.6192865 | E          | Normal  |
| 16-06-22 | 19:25:30 | 20      | 100              | 2500                   | 31.0 cm   | 14.1 Km/Hr    | 3100.0 mm/Km | 2942.9               | 3.96  | Good   | 25.8946467 | N         | 85.6190424 | E          | Normal  |
| 16-06-22 | 19:31:20 | 20      | 100              | 2600                   | 38.0 cm   | 1.0 Km/Hr     | 3800.0 mm/Km | 3579.2               | 2.716 | Good   | 25.8955374 | N         | 85.6193018 | E          | Normal  |
| 16-06-22 | 19:31:41 | 20      | 100              | 2700                   | 32.0 cm   | 16.9 Km/Hr    | 3200.0 mm/Km | 3033.8               | 3.069 | Good   | 25.896748  | N         | 85.6196299 | E          | Normal  |
| 16-06-22 | 19:31:58 | 20      | 100              | 2800                   | 39.0 cm   | 21.6 Km/Hr    | 3900.0 mm/Km | 3670.1               | 3.823 | Good   | 25.898202  | N         | 85.6197138 | E          | Normal  |
| 16-06-22 | 19:32:17 | 20      | 100              | 2900                   | 38.0 cm   | 18.4 Km/Hr    | 3800.0 mm/Km | 3579.2               | 3.716 | Good   | 25.898202  | N         | 85.6198282 | E          | Normal  |
| 16-06-22 | 19:32:33 | 20      | 100              | 3000                   | 35.0 cm   | 21.8 Km/Hr    | 3500.0 mm/Km | 3306.5               | 2.394 | Good   | 25.899211  | N         | 85.6197596 | E          | Normal  |
| 16-06-22 | 19:32:51 | 20      | 100              | 3100                   | 30.0 cm   | 21.0 Km/Hr    | 3000.0 mm/Km | 2852                 | 2.851 | Good   | 25.9000464 | N         | 85.6197596 | E          | Normal  |
| 16-06-22 | 19:33:08 | 20      | 100              | 3200                   | 33.0 cm   | 20.2 Km/Hr    | 3300.0 mm/Km | 3124.7               | 3.178 | Good   | 25.9009448 | N         | 85.6195002 | E          | Normal  |

16/6/2022  
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|          |          |    |     |      |         |            |              |        |       |      |            |   |            |   |        |
|----------|----------|----|-----|------|---------|------------|--------------|--------|-------|------|------------|---|------------|---|--------|
| 16-06-22 | 19:33:25 | 20 | 100 | 3300 | 32.0 cm | 22.5 Km/Hr | 3200.0 mm/Km | 3033.8 | 2.069 | Good | 25.9018317 | N | 85.6192865 | E | Normal |
| 16-06-22 | 19:33:42 | 20 | 100 | 3400 | 32.0 cm | 20.4 Km/Hr | 3200.0 mm/Km | 3033.8 | 3.069 | Good | 25.9027548 | N | 85.6194162 | E | Normal |
| 16-06-22 | 19:33:57 | 20 | 100 | 3500 | 35.0 cm | 23.9 Km/Hr | 3500.0 mm/Km | 3306.5 | 3.394 | Good | 25.9035902 | N | 85.6195841 | E | Normal |
| 16-06-22 | 19:34:12 | 20 | 100 | 3600 | 39.0 cm | 24.5 Km/Hr | 3900.0 mm/Km | 3670.1 | 2.823 | Good | 25.9045783 | N | 85.6196985 | E | Normal |
| 16-06-22 | 19:34:27 | 20 | 100 | 3700 | 33.0 cm | 24.4 Km/Hr | 3300.0 mm/Km | 3124.7 | 3.178 | Good | 25.9053069 | N | 85.6196299 | E | Normal |
| 16-06-22 | 19:34:41 | 20 | 100 | 3800 | 36.0 cm | 25.4 Km/Hr | 3600.0 mm/Km | 3397.4 | 3.502 | Good | 25.9063483 | N | 85.6197596 | E | Normal |
| 16-06-22 | 19:35:11 | 20 | 100 | 3900 | 30.0 cm | 12.4 Km/Hr | 3000.0 mm/Km | 2852   | 3.851 | Good | 25.9073248 | N | 85.6200495 | E | Normal |
| 16-06-22 | 19:35:45 | 20 | 100 | 4000 | 37.0 cm | 10.5 Km/Hr | 3700.0 mm/Km | 3488.3 | 3.609 | Good | 25.9081259 | N | 85.6202936 | E | Normal |

*[Signature]*  
16/6/2022  
GS

*[Signature]*  
16.06.22  
PR

*[Signature]*  
16-06-22  
EE Putum

IRI VALUE 3205  
MACHINE ID 19190

Name of Work—

Situation of Work—

Agency by which work is executed—

Date of Measurement—

No. and date of agreement

(These four lines should be repeated at the commencement of the measurement relating to each work)

| Particulars                           | Details of actual measurement |    |    |    | Contents of area |
|---------------------------------------|-------------------------------|----|----|----|------------------|
|                                       | No.                           | L. | B. | D. |                  |
|                                       | 1st cut/C box 11              |    |    |    |                  |
| Area of muree —                       | Improvement of road           |    |    |    |                  |
| from NH 28 Chikmagalur to             |                               |    |    |    |                  |
| Chakrabdul Kadi's under               |                               |    |    |    |                  |
| M/R 2054 Hemul —                      |                               |    |    |    |                  |
| Agency — Retnesh Construction private |                               |    |    |    |                  |
| limited.                              |                               |    |    |    |                  |
| And on —                              | 26 MAR / M/R 2020-21          |    |    |    |                  |
| Work start —                          | 16.8.2020                     |    |    |    |                  |
| Work end —                            | 15.8.2021                     |    |    |    |                  |

|                                |  |  |  |  |                       |
|--------------------------------|--|--|--|--|-----------------------|
| Work end — 23/5/2022           |  |  |  |  |                       |
| ① Clearing and grubbing        |  |  |  |  |                       |
| T. Road land with all bushes — |  |  |  |  |                       |
| 133 Nos x 3am x 2 x 1m =       |  |  |  |  | 7980 m <sup>2</sup>   |
| 1 x 10m x 2 x 1m =             |  |  |  |  | 20                    |
| 10 x 3m x 2 x 1m =             |  |  |  |  | 8000 m <sup>2</sup>   |
| 10 x 3m x 2 x 1m =             |  |  |  |  | 10000                 |
| 10 x 3m x 2 x 1m =             |  |  |  |  | = 0.80 ha             |
| 2/ Construction of Subgrade    |  |  |  |  |                       |
| and center Shuttering          |  |  |  |  |                       |
| 10 x 3am x 2 x 1m x 30 =       |  |  |  |  | 180.00 m <sup>2</sup> |
| 10 x 3am x 2 x 1m x 30 =       |  |  |  |  | 180 m <sup>2</sup>    |
| 10 x 3am x 2 x 1.10 x 30 =     |  |  |  |  | 198 m <sup>2</sup>    |
| 10 x 3am x 2 x 1.10 x 30 =     |  |  |  |  | 198 m <sup>2</sup>    |

[illegible]