



कार्यपालक अभियन्ता का कार्यालय
ग्रामीण कार्य विभाग, कार्य प्रमण्डल हिलसा (नालन्दा)

पत्रांक..... ४९९

दिनांक 24.6.2024

प्रेषक,

कार्यपालक अभियन्ता
ग्रामीण कार्य विभाग
कार्य प्रमण्डल हिलसा ।

सेवा में,

अपर मुख्य कार्यपालक पदाधिकारी-सह-सचिव,
ग्रामीण कार्य विभाग,
पटना।

विषय:- नई अनुरक्षण नीति 2018 शीर्ष MR-3054 योजना मद अन्तर्गत व्यय हेतु आवंटन की माँग के
संबंध में।

महा आय,

उपर्युक्त विषयक नई अनुरक्षण नीति 2018 शीर्ष MR-3054 योजना मद अन्तर्गत व्यय हेतु विहित प्रपत्र
में अध्याचना पत्र संलग्न कर भेजी जा रही है।

अतः अनुरोध है कि संलग्न विवरणी के अनुसार आवंटन उपलब्ध कराने की कृपा की जाय। ताकि कराये
गये कार्यों का भुगतान किया जा सके।

अनु०:- यथोक्त।

विश्वासभाजन

कार्यपालक अभियन्ता
ग्रामीण कार्य विभाग
कार्य प्रमण्डल हिलसा

24.6.24

Requisition Format for scheme Head : MR(3054) Under Bihar Rural Road Maintenance Policy-2018 (Initial Rectification and Surface Renewal)

RWD, Works Division : HILSA

| Sl No | Package No | Project ID as Per MIS | Name of Road | Administrative Approval (AA) Letter No & Date | Administrative | | Agreement Amount | | Agreement No & Date | Date of Completion as per Agreement | Actual Date of Completion | Value of IRI (in mm/km) | Thickness of Bitumen Layer (in MM) | Value of Bitumen Content in Percentage | Previous Total Allocated Amount (in Lakh) | Up to date Expenditure as per MIS (in Lakh) | Requisition against work done (in Lakh) | Remarks |
|-------|-------------------|-----------------------|--------------------------------|---|----------------|------------------|--|----------------------------|---------------------|-------------------------------------|---------------------------|-------------------------|------------------------------------|--|---|---|---|----------------------|
| | | | | | Length (Km) | Amount (in Lakh) | Initial Rectification with Surface Renewal | 5 Year Routine Maintenance | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 1 | RM/NA/HIL/23/0017 | 10200802132 | T03-Hilisa to Harbanspur (VRS) | 2896/01.06.2023 | 14.7 | 706.328 | 421.33726 | 94.13373 | 21/SBD/2023-24 | 13.12.2024 | IN PROGRESS | 2597 | 25.00 | 5.00 | 0 | 0 | 270.000 | IN PROGRESS |
| 2 | RM/NA/HIL/24/0002 | 10200802092 | 1044-T04 to Jamnara (TRACK44) | 6120/4.12.2023 | 1.583 | 95.834 | 73.74482 | 12.99401 | 17/MBD/2023-24 | 19.11.2024 | PHYSICALLY COMPLETED | 2421 | 25.00 | 5.00 | 0.0 | 0.0 | 73.744820 | PHYSICALLY COMPLETED |
| Total | | | | | 16.283 | 802.162 | 495.08208 | 107.1277 | | | | | | | 0 | 0 | 73.74482 | |

- 1 Signed Hard Copy and Soft Copy (In Excel) of recorded IRI is enclosed.
2 Up-to-date Physical Progress has been uploaded in MIS

[Signature]
Divisional Account Officer
RWD, Works Division, HILSA

[Signature]
Executive Engineer
RWD (W) Division HILSA

[Signature]
24.6.24

FORM GFR 19-A

(See Government of India's Decision (I) below Rule-150)

Form of Utilization Certificate up to the Date 21-JUNE-2024

RWD, Works Division, Hilsa

| SL.N o | Name of Scheme | Sanction No. & Date with Amount (in lacs Rs.) | Amount Received (in lacs Rs.) | Particulars |
|-----------|---|---|-------------------------------------|--|
| 1 | Construction of Rural roads under NEW MAINTENANC E POLICY (2018) | 76 WE/11.06.24 | 9175.27554 | Certified that out of Rs. 9175.27554 lacs of grants-in-aid sanctioned during the years 2018-19 in favors of E-in-C, RWD Bihar, Patna a sum of Rs. 9005.20951 lacs has been utilized for the purpose of NMP 2018. Schemes as given in the margin for which it was sanctioned and that the balance of Rs.170.06603 lacs remaining unutilized at the end of the period under report. |
| | Total : | Total - | 9175.27554 | |

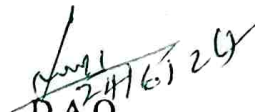
2. Certified that I have satisfied myself that the conditions on which the grants-in-aid was sanctioned have been duly fulfilled/ are being fulfilled and that I have exercised the following checks to see that the money was actually utilized for the purpose for which it was sanctioned.

Kind of Checks exercised :-

- Works have been supervised by Executive Engineer/ Superintending Engineer.
- Periodical inspection has been conducted by Executive Engineer/ Superintending Engineer.
- 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.

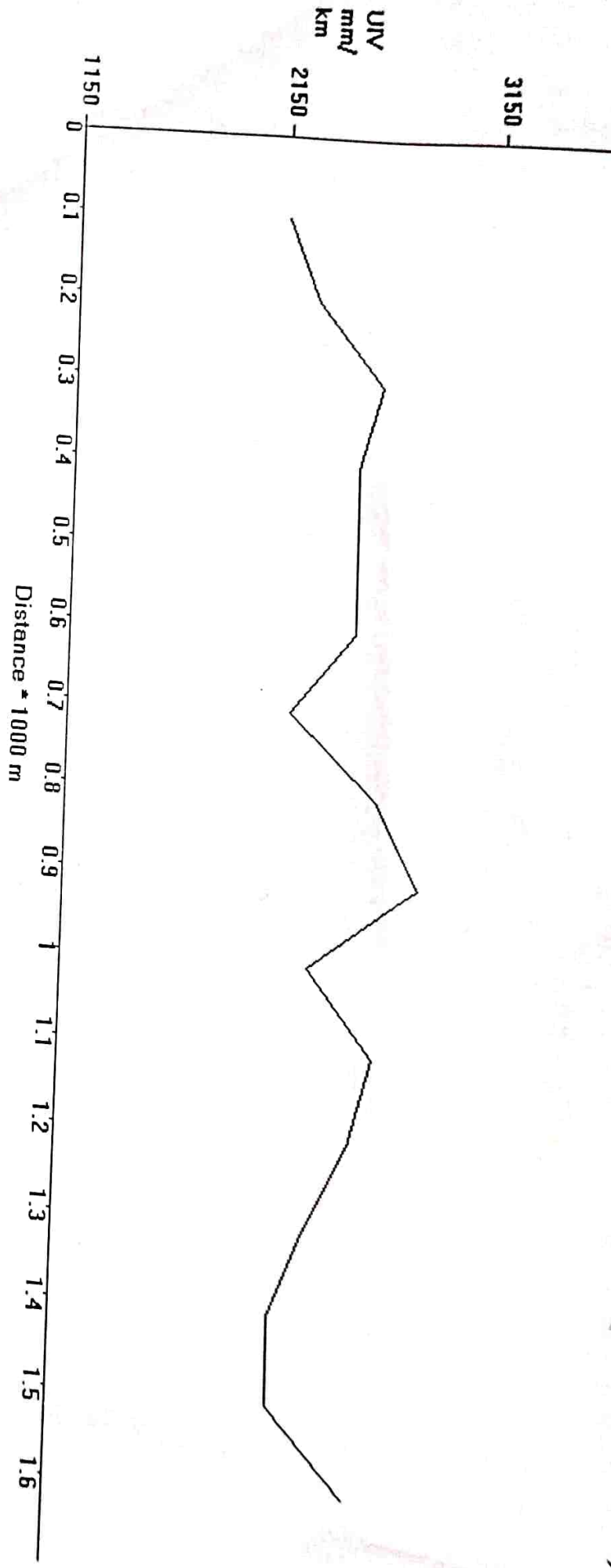
3. **Physical Progress achieved :-**

- Construction of Road Works.
- Construction of CD works


D.A.O.
RWD (W), Hilsa


Executive Engineer
RWD (W), Hilsa
24.6.24

File : E:\21061549.Xls, Section No. : 55, Eqn : $Y = 0 \cdot X^2 + 0.990 \cdot X + 109.5$
 Name of Customer : Name of Work/ Road : L044 - T04 - to Jammuara (MUSTU SINGH)



JF
 24.6.24
 TE

Godhrai
 24/06/24
 AF

JF
 24.6.24
 E.E

NAME OF ROAD- 1044-T04 to Januara

CONTRACTOR- Mantu Singh

| Date | Time | Section No. | Length in km | Bumps in mm | Speed Rate | OR mm/km | IRI mm/km | CATEGORY ROAD | Latitude | Longitude | Event |
|---------|----------|-------------|--------------|-------------|------------|----------|-----------|---------------|----------|-----------|---------------|
| 21/6/24 | 14:25:9 | 55 | 0.1 | 210 | 0 | 2100 | 2150 G | | 25.32719 | 85.21547 | Normal |
| 21/6/24 | 14:25:9 | 55 | 0.1 | 220 | 20.2 | 2200 | 2305 G | | 25.32632 | 85.2153 | Normal |
| 21/6/24 | 14:25:44 | 55 | 0.1 | 350 | 20.2 | 3500 | 2610 G | | 25.32541 | 85.2153 | Normal |
| 21/6/24 | 14:26:0 | 55 | 0.1 | 330 | 20.2 | 3300 | 2505 G | | 25.32462 | 85.21556 | Curve |
| 21/6/24 | 14:26:0 | 55 | 0.1 | 330 | 20.2 | 3300 | 2505 G | | 25.32392 | 85.21582 | Normal |
| 21/6/24 | 14:26:19 | 55 | 0.1 | 330 | 20.2 | 3300 | 2505 G | | 25.32296 | 85.21579 | Normal |
| 21/6/24 | 14:26:19 | 55 | 0.1 | 180 | 10.1 | 1800 | 2205 G | | 25.32275 | 85.215 | Curve |
| 21/6/24 | 14:27:0 | 55 | 0.1 | 350 | 20.2 | 3500 | 2610 G | | 25.32299 | 85.21412 | Normal |
| 21/6/24 | 14:27:30 | 55 | 0.1 | 190 | 10.1 | 1900 | 2810 G | | 25.32265 | 85.21338 | Speed Breaker |
| 21/6/24 | 14:27:30 | 55 | 0.1 | 220 | 20.2 | 2200 | 2305 G | | 25.32178 | 85.21327 | Normal |
| 21/6/24 | 14:27:30 | 55 | 0.1 | 350 | 30.3 | 3500 | 2610 G | | 25.32081 | 85.2132 | Normal |
| 21/6/24 | 14:28:5 | 55 | 0.1 | 230 | 10.1 | 2300 | 2505 G | | 25.32013 | 85.21352 | Speed Breaker |
| 21/6/24 | 14:28:40 | 55 | 0.1 | 220 | 10.1 | 2200 | 2305 G | | 25.31925 | 85.21357 | Normal |
| 21/6/24 | 14:28:40 | 55 | 0.1 | 210 | 20.2 | 2100 | 2150 G | | 25.3183 | 85.21355 | Normal |
| 21/6/24 | 14:30:0 | 55 | 0.1 | 210 | 0 | 2100 | 2150 G | | 25.31742 | 85.21345 | Speed Breaker |
| 21/6/24 | 14:30:19 | 55 | 0.1 | 250 | 20.2 | 2500 | 2510 G | | 25.31784 | 85.21352 | Normal |
| TOTAL= | | | | | | | 38740 | | | | |
| IRI= | | | | | | | 2421 | | | | |

$$Y = 0 * X^2 + 0.998 * X + 109.5$$

$$X = 2800$$

$$Y = 2903$$

(R) RURAL ROAD

Good Average Poor
 <4000 4001-5000 >5001

24.6.24
 JE

24/6/24
 AR

24.6.24
 E.E