

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

पत्रांक 589/1430

दिनांक 20.5/2024

प्रेषक:- कार्यपालक अभियन्ता,
ग्रामीण कार्य विभाग,
कार्य प्रमण्डल, हरनौत।

सेवामें,
नोडल पदाधिकारी MR-3054
ग्रामीण कार्य विभाग
बिहार, पटना।

विषय:- शीर्ष-3054 अन्तर्गत बिहार ग्रामीण पथ अनुरक्षण नीति-2018 के तहत अधियाचना
समर्पित करने के संबंध में।

महाशय,
उपर्युक्त विषय के संबंध में कहना है कि शीर्ष-3054 अन्तर्गत बिहार ग्रामीण पथ
अनुरक्षण नीति-2018 योजनान्तर्गत कराये गये निर्माण कार्य में भुगतान हेतु राशि उपलब्ध कराने की कृपा
की जाए। इस पत्र के साथ विहित प्रपत्र में अधियाचित राशि समर्पित की जा रही है।
अनु०- यथोक्त।

विष्वासभाजन

कार्यपालक अभियन्ता,
ग्रामीण कार्य विभाग,
कार्य प्रमण्डल, हरनौत

FORM GFR 19-A
(See Government of India's Decision (1) below Rule-150)
Form of Utilization Certificate of MR-New Maintenance Policy 2018
As on Dated - 20.05.24

| PIU- | | Harnaut | | F.Y.-- | 2024-25 | Rs. In Lakhs |
|---|---------|---------------------|----------|--------------------------------|--------------------|--|
| Name of Scheme | Sl. No. | Sanction No. & Date | | Amount Received (in Rs. Lakhs) | | Particulars |
| Construction of Rural Roads under New Maintenance Policy 2018 | | Opening Balance | 01.04.24 | ₹ | 5,874.88577 | Certified that out of ₹ 5,839.76463 Lakhs |
| | | 61 WE | 08.04.24 | ₹ | 12.68414 | received & balance of grants-in-aid sanctioned |
| | | 68 WE | 06.05.24 | ₹ | -89.17576 | during the Financial Yr. 2023-24 in favour of |
| | | 69 WE | 06.05.24 | ₹ | 41.37048 | Executive Engg. R.W.D. Works Division Harnaut, |
| | | | | | | Nalanda, a sum of ₹ 5,800.73093 Lakhs |
| | | | | | | has been utilized for the purpose of MR-3054 New Policy 2018 scheme as given in the margin for which it was sanctioned and that the balance of ₹ 39.03370 Lakhs remaining unutilized at the end of the period under 08.. April..24 |
| Total Allotment --- --- | | | | ₹ | 5,839.76463 | |

- 2 Certified that I have satisfied myself that the conditions on which the grants-in- aid was sanctioned have 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.
- Measurements have been recorded in the MBs and test check conducted by the Assistant .

3 Physical Progress achieved:

- Construction of Road Works.

Asst. Acct. Manager
RWD (Works Division), Harnaut

Sr. Div. Acct. Officer
RWD (Works Division), Harnaut

Executive Engineer
RWD (Works Division), Harnaut

Rural Works Department

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

Name of Division :- Harnaut

Scheme Head:- Scheme Head-MR(3054) under Bihar Rural Road Maintenance Policy-2018

| Sr. No | Package No. | Name of Road | Contractor Name | Project ID as per MIS | Administrative Sanction | | | Agreement amount (in Lakhs) | | Agreement No. & Date | Date of Completion As per Agreement | Value of IRI (In mm/Km) | Thickness of Bitumen Layer (In mm) | Value of Bitumen Content in Percentage | Actual Date of Completion | Previous Allotment Received (in Lakhs) | Up to Date Expenditure as per MIS (in Lakhs) | Requisition Against Work done (In Lakh) | Remarks |
|--------|-------------------|-------------------------------|--|-----------------------|-------------------------|----------------|--------------------|--|-------------|----------------------------|-------------------------------------|-------------------------|------------------------------------|--|---------------------------|--|--|---|----------|
| | | | | | Ltr No & Date | Length (in Km) | Amounts (in Lakhs) | Initial Rectification with Surface Renewal | Maintenance | | | | | | | | | | |
| 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 1 | RM/NA/HAR/23/0007 | Hilsa Noorsaral Road to Amera | Bijay Construction Prop-Bijay Shankar Prasad | 1271901594 | 2880 / 30.05.2023 | 1.73 | 125.366 | 74.332 | 17.765 | 11/MSD/2023-24(19.02.2024) | 18.11.2024 | 2393 | 25 | 5 | - | 0.00000 | 0.00000 | 64.00000 | On-going |
| | | | | | | | | | | | | | | | | | 64.00000 | | |

Asst. Acct. Manager
RWD (Works Division), Harnaut

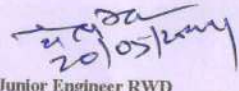
SP-DR Acct. Officer
RWD (Works Division), Harnaut

Executive Engineer
RWD (Works Division), Harnaut

Office of Executive Engineer
Rural Works Department, Works Division -Harnaut

Name of Road : Hilsa Noorsarai Road to Amara
Name Of Scheme : MR-3054 (New Maint. Policy-2018)
Name of Contractor / Agency : Bijay Construction Prop- Bijay Shankar Prasad
Lenth of Road : 1.73 KM
Project Id : 1271901594
Batch No. : RM/NA/HAR/23/0007
Name of Block : Tharthari


Certified that 100% Measurement
have been Checked by Me


Junior Engineer RWD
Works Section Harnaut Works
Sub Division - Tharthari

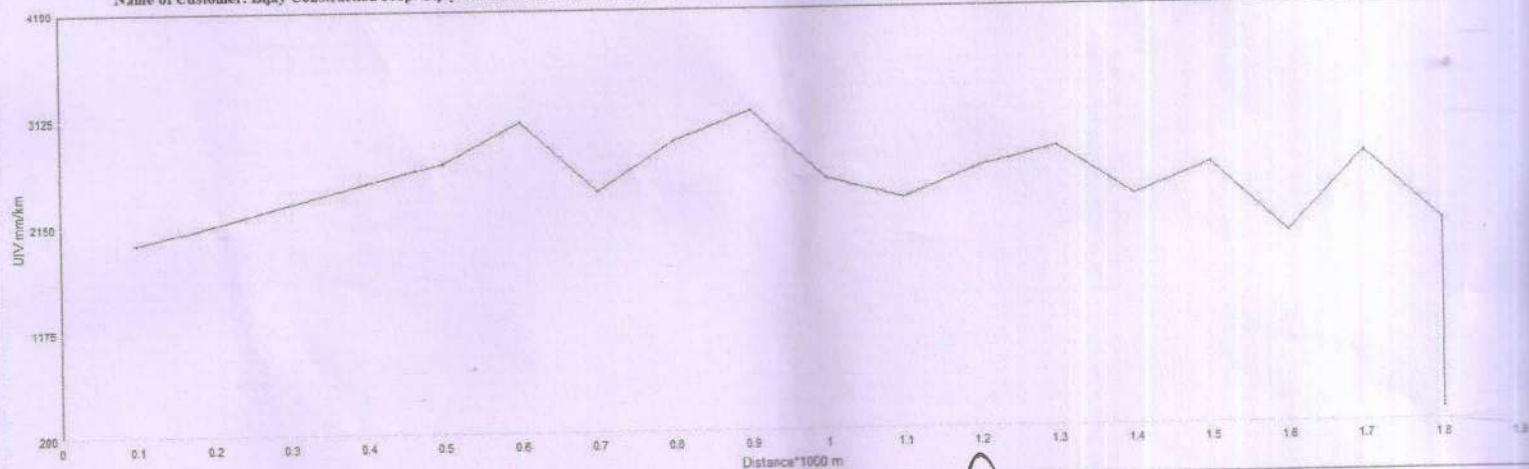
Certified that 50% Measurement have
been Checked by Me

Assitant Engineer RWD
Works Division -Harnaut
Works Works Sub Division -
Tharthari

Certified that 10%
Measurement have been
Checked by Me


Executive Engineer
Rural works Department
Works Division - Harnaut

Name of Customer: Bijay Construction Prop- Bijay Shankar Prasad , Machine no: 19214 , Road: Hiksa Noorsarai Road to Amera , Date: 17-05-24 , Section No: 102 , Equation: $Y=0915 X + 332.7$



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| | | | | | | | | | | | | | | Name of work : Hillsa Noorsari Road to Amara | |
|----------|----------|---------|-------------|-------------------|----------|--------------|--------------|----------------------|------|--------|------------|-----------|------------|--|---------|
| | | | | | | | | | | | | | | Name of customer : Bijay Construction Prop- Bijay Shankar Prasad | |
| | | | | | | | | | | | | | | (R) Rural Road | |
| | | | | | | | | | | | | | | Good | Average |
| | | | | | | | | | | | | | | Poor | |
| | | | | | | | | | | | | | | < 4000 | > 5000 |
| Date | Time | Test No | Distance(m) | Total Distance(m) | BUMP(cm) | Speed(Km/Hr) | UI(mm/Km) | Corrected UI (mm/Km) | IRI | Status | Latitude | Direction | Longitude | Direction1 | Remarks |
| 17/05/24 | 06:28:09 | 102 | 100 | 100 | 18.0 cm | 15.0 Km/Hr | 1800.0 mm/Km | 1880 | 2.78 | Good | 25.3605920 | N | 85.5089030 | E | Normal |
| 17/05/24 | 06:28:23 | 102 | 100 | 200 | 20.0 cm | 22.1 Km/Hr | 2000.0 mm/Km | 2163 | 3.01 | Good | 25.2826380 | N | 85.5835930 | E | Normal |
| 17/05/24 | 06:28:44 | 102 | 100 | 300 | 22.0 cm | 18.1 Km/Hr | 2200.0 mm/Km | 2345 | 3.23 | Good | 25.2925930 | N | 85.3835970 | E | Normal |
| 17/05/24 | 06:28:18 | 102 | 100 | 400 | 24.0 cm | 13.8 Km/Hr | 2400.0 mm/Km | 2529 | 3.48 | Good | 25.2825110 | N | 85.3835750 | E | Curve |
| 17/05/24 | 06:29:50 | 102 | 100 | 500 | 25.0 cm | 12.4 Km/Hr | 2600.0 mm/Km | 2712 | 3.68 | Good | 25.2821090 | N | 85.3835570 | E | Normal |
| 17/05/24 | 06:30:07 | 102 | 100 | 600 | 30.0 cm | 21.5 Km/Hr | 3000.0 mm/Km | 3078 | 4.12 | Good | 25.2816250 | N | 85.3834140 | E | Curve |
| 17/05/24 | 06:30:28 | 102 | 100 | 700 | 23.0 cm | 18.8 Km/Hr | 2300.0 mm/Km | 2437 | 3.35 | Good | 25.2809490 | N | 85.3829530 | E | Normal |
| 17/05/24 | 06:30:52 | 102 | 100 | 800 | 28.0 cm | 20.4 Km/Hr | 2800.0 mm/Km | 2895 | 3.8 | Good | 25.2801780 | N | 85.3827180 | E | Normal |
| 17/05/24 | 06:31:18 | 102 | 100 | 900 | 31.0 cm | 16.8 Km/Hr | 3100.0 mm/Km | 3169 | 4.23 | Good | 25.2808470 | N | 85.3818600 | E | Curve |
| 17/05/24 | 06:31:35 | 102 | 100 | 1000 | 24.0 cm | 25.8 Km/Hr | 2400.0 mm/Km | 2529 | 3.48 | Good | 25.2884630 | N | 85.3817160 | E | Normal |
| 17/05/24 | 06:31:58 | 102 | 100 | 1100 | 22.0 cm | 18.1 Km/Hr | 2200.0 mm/Km | 2349 | 3.23 | Good | 25.2877540 | N | 85.3816400 | E | Breaker |
| 17/05/24 | 06:32:23 | 102 | 100 | 1200 | 35.0 cm | 21.5 Km/Hr | 2500.0 mm/Km | 2620 | 3.57 | Good | 25.2868380 | N | 85.3816780 | E | Normal |
| 17/05/24 | 06:32:44 | 102 | 100 | 1300 | 27.0 cm | 21.2 Km/Hr | 2700.0 mm/Km | 2803 | 3.79 | Good | 25.2860910 | N | 85.3816320 | E | Normal |
| 17/05/24 | 06:33:08 | 102 | 100 | 1400 | 22.0 cm | 17.5 Km/Hr | 2200.0 mm/Km | 2348 | 3.23 | Good | 25.2855970 | N | 85.3816270 | E | Normal |
| 17/05/24 | 06:33:22 | 102 | 100 | 1500 | 20.0 cm | 13.2 Km/Hr | 2500.0 mm/Km | 2620 | 3.57 | Good | 25.2849890 | N | 85.3816080 | E | Curve |
| 17/05/24 | 06:33:45 | 102 | 100 | 1600 | 18.0 cm | 12.8 Km/Hr | 1800.0 mm/Km | 1880 | 2.78 | Good | 25.2844240 | N | 85.3814280 | E | Normal |
| 17/05/24 | 06:33:59 | 102 | 100 | 1700 | 25.0 cm | 17.2 Km/Hr | 2600.0 mm/Km | 2712 | 3.68 | Good | 25.2843740 | N | 85.3806270 | E | Normal |
| 17/05/24 | 06:34:18 | 102 | 100 | 1800 | 18.0 cm | 11.5 Km/Hr | 1800.0 mm/Km | 2071 | 2.89 | Good | 25.2842090 | N | 85.3787350 | E | Normal |
| | | | 0 | 1800 | | | | 333 | 0.57 | Good | | | | | |

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