

**कार्यपालक अभियंता का कार्यालय**  
**ग्रामीण कार्य विभाग, कार्य प्रमण्डल, टिकारी**

पत्रांक :- 895 अरुण

टिकारी/दिनांक :- 25-4-25

प्रेषक,

कार्यपालक अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य प्रमण्डल, टिकारी।

सेवा में,

अपर मुख्य कार्यपालक पदाधिकारी-राह-सचिव,  
बिहार ग्रामीण पथ विकास अधिकरण, पटना।

विषय :- MMGSUY (Gen) अंतर्गत आवंटित राशि का उपयोगिता प्रमाण पत्र तथा  
आवंटन अधियाचना के संबंध में।

नहाशय,

उपर्युक्त विषय के संबंध में कहना है कि इस प्रमण्डल अंतर्गत MMGSUY (Gen)  
अंतर्गत पथ में चल रहे कार्य के भुगतान हेतु उपयोगिता प्रमाण पत्र विहित प्रपत्र में संलग्न करते हुए  
आग्रह है कि माँग पत्र के अनुसार आवंटन उपलब्ध कराने की कृपा की जाय।

अनु०- यथोक्त।

विश्वासभाजन

*[Signature]*  
24/4/25

कार्यपालक अभियंता  
ग्रामीण कार्य विभाग, कार्य प्रमण्डल, टिकारी।

*[Signature]*  
24/4/25

MMGSUY DEMAND LETTER

Scanned with CamScanner



Scanned with OKEN Scanner

Scanned with CamScanner

## GENERAL FINANCIAL RULES 2017

Ministry of Finance

Department of Expenditure

## GFR 12-B

[See Rule 256 (2)]

## FORM OF UTILIZATION CERTIFICATE

Date:- 24.04.2025

- (i) Certified that out of the Loan of Rs. 1170.18311 Sanctioned under MMGSUY (Gen) in favour of E.E. R.W.D, Tekari, during the year 2024-25, an amount of Rs. 71170.18311 has been utilized for the purpose for which it was sanctioned, and that the balance of Rs. 0.00000 remaining unutilized at the end of the year .....NIL..... has been surrendered to the Government (vide No....., dated.....)/ will be adjusted towards the loan payable during the next financial year.
- (ii) Certified that I have satisfied myself that the conditions on which the loan was sanctioned have been duly fulfilled/are being fulfilled and that I have exercised the following checks to see that the money was actually spent for the purpose for which the loan was made.

P.U :- R.W.D. Tekari.

| Sl. no. | Name of Scheme | Sanction No. & Date      | Amount Received in Lacs | Expenditure (In Lacs) | Balance (In Lacs) |
|---------|----------------|--------------------------|-------------------------|-----------------------|-------------------|
| 1       | 2              | 3                        | 4                       | 5                     | 6                 |
| 1       | MMGSUY (Gen)   | Lt no 132 Dt 16.12.2024  | 180.74022               | 180.74022             | 0.00000           |
|         |                | Lt no. 05 Dt 17.01.2025  | 478.00000               | 478.00000             | 0.00000           |
|         |                | Lt no. 11 Dt 01.02.2025  | 82.49058                | 82.49058              | 0.00000           |
|         |                | Lt no. 13 Dt 10.02.2025  | 84.85355                | 84.85355              | 0.00000           |
|         |                | LL No. 26 Dt. 27.03.2025 | 364.09868               | 364.09868             | 0.00000           |
|         |                | Total                    | 1170.18311              | 1170.18311            | 0.00000           |

24.04.25

D.A.O.

RURAL WORK DEPARTMENT  
WORKS DIVISION TEKARI

24/4/25

EXECUTIVE ENGINEER  
RURAL WORK DEPARTMENT  
WORKS DIVISION TEKARI

24/4/25

# Requisition Format for Scheme MMGSUY (General)

Name of the Works Division :- Tekari

| Sl. No.   | Package No.            | Project ID as per MIS | Name of Road                                             | AA Length (in km.) | Administrative Approval (construction work) Amount (in Lakh) | Agreement (construction work) Amount (in Lakh) | Agreement No. & Date                    | Date of Completion as per Agreement | Actual Date of Completion | Work Status (WBM/WMM/BM/SDBC etc.) | Value of IRI (in mm/ km) | Thickness of Bitumen Layer (in mm) | Value of Bitumen Content (in %) | Total Previous Allotted Amount (in Lakh) | Up to date Expenditure as per MIS (in Lakh) | Value of Work Done (in Lakh) | Current Demand (in Lakh) | Remarks   |
|-----------|------------------------|-----------------------|----------------------------------------------------------|--------------------|--------------------------------------------------------------|------------------------------------------------|-----------------------------------------|-------------------------------------|---------------------------|------------------------------------|--------------------------|------------------------------------|---------------------------------|------------------------------------------|---------------------------------------------|------------------------------|--------------------------|-----------|
| 1         | 2                      | 3                     | 4                                                        | 5                  | 6                                                            | 7                                              | 8                                       | 9                                   | 10                        | 11                                 | 12                       | 13                                 | 14                              | 15                                       | 16                                          | 17                           | 18                       | 19        |
| 1         | MMGSUY/23-24 Tikari/03 | 1050220280005         | Guraru Main Road to Warma to Mahuli via Kormathu Tiliari | 4.50               | 249.06200                                                    | 214.35813                                      | 13 MBD/MMGSUY/ 2024-25 & Dt. 23.10.2024 | 22.07.2025                          | -                         | SDBC Complete                      | 3280                     | 25MM                               | 5.01%                           | 43.00000                                 | 43.00000                                    | 212.55325                    | 169.55325                |           |
| Total ——— |                        |                       |                                                          |                    |                                                              |                                                |                                         |                                     |                           |                                    |                          |                                    |                                 |                                          |                                             |                              |                          | 169.55325 |

It is certified that Physical & Financial Progress has been updated in MIS.

24.04.25  
B.A.O.  
Guraru, Warma, Mahuli, Tiliari

## Note :-

- 1 Above Signed Copy along with Forwarding Letter & Utilisation Certificate must be uploaded in MIS.
- 2 Signed Hard Copy and Soft Copy (in excel) of recorded IRI is enclosed (As Applicable).

24.04.25  
B.A.O.  
Guraru, Warma, Mahuli, Tiliari

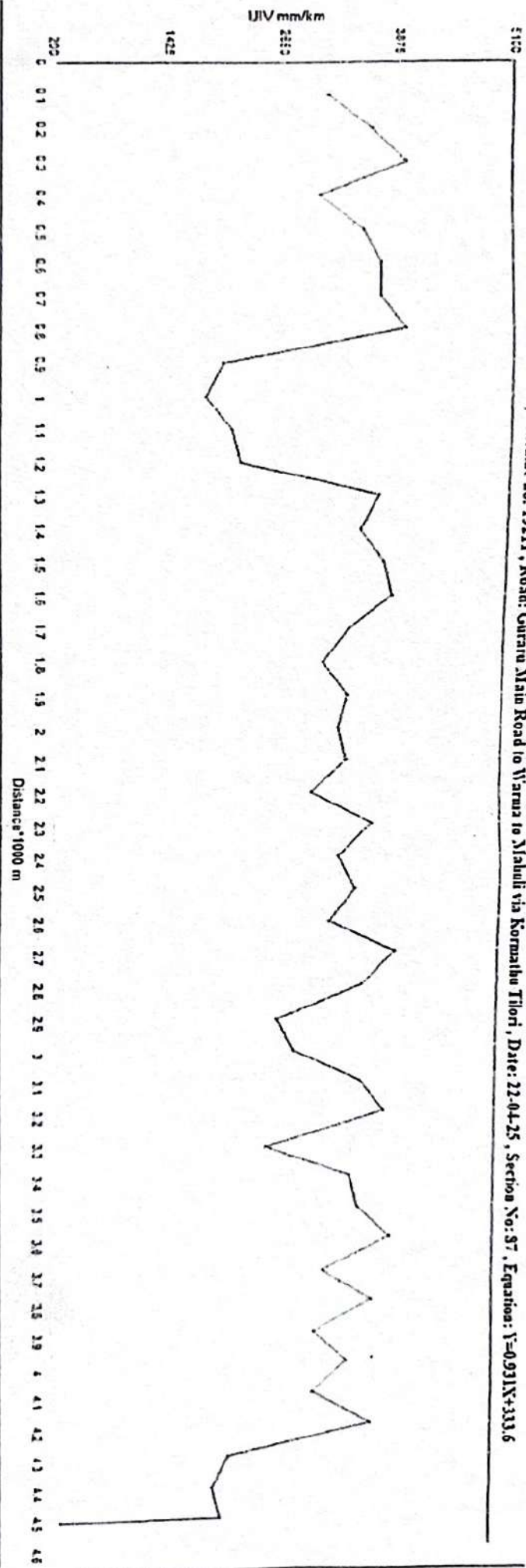
Name of work : Guraru Main Road to Yamma to Mahuli via Koramathu TT  
Name of customer : Shreekanth Kumar

| (R) Rural Road |             |        |
|----------------|-------------|--------|
| Good           | Average     | Poor   |
| < 4000         | 4001 - 5000 | > 5000 |

| Date     | Time     | Test No | Distance(m) | Total Distance(m) | BUM(cm) | Speed(Km/Hr) | Ultram(Km) | Corrected Un (mm/Km) | IRI  | Status | Latitude | Direction  | Longitude | Direction1 | Remarks |        |
|----------|----------|---------|-------------|-------------------|---------|--------------|------------|----------------------|------|--------|----------|------------|-----------|------------|---------|--------|
| 22/04/25 | 12:42:49 | 87      | 100         | 100               |         | 30.0         | 10.0 Km/Hr | 3000.0               | 3127 | 4.18   | Good     | 24.769998  | N         | 84.7758    | E       | Normal |
| 22/04/25 | 12:43:39 | 87      | 100         | 200               |         | 35.0         | 16.4 Km/Hr | 3500.0               | 3592 | 4.73   | Good     | 24.769915  | N         | 84.775745  | E       | Normal |
| 22/04/25 | 12:44:19 | 87      | 100         | 300               |         | 39.0         | 19.1 Km/Hr | 3900.0               | 3964 | 5.17   | Good     | 24.769905  | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:44:44 | 87      | 100         | 400               |         | 28.0         | 24.4 Km/Hr | 2900.0               | 3034 | 4.07   | Good     | 24.769905  | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:45:08 | 87      | 100         | 500               |         | 34.0         | 24.7 Km/Hr | 3400.0               | 3499 | 4.62   | Good     | 24.769803  | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:45:32 | 87      | 100         | 600               |         | 36.0         | 24.8 Km/Hr | 3600.0               | 3685 | 4.84   | Good     | 24.769876  | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:45:56 | 87      | 100         | 700               |         | 36.0         | 24.8 Km/Hr | 3600.0               | 3685 | 4.84   | Good     | 24.769876  | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:46:22 | 87      | 100         | 800               |         | 39.0         | 23.5 Km/Hr | 3900.0               | 3964 | 5.17   | Good     | 24.7699563 | N         | 84.77659   | E       | Normal |
| 22/04/25 | 12:46:45 | 87      | 100         | 900               |         | 18.0         | 25.4 Km/Hr | 1800.0               | 2009 | 2.62   | Good     | 24.7699417 | N         | 84.777925  | E       | Normal |
| 22/04/25 | 12:47:08 | 87      | 100         | 1000              |         | 16.0         | 26.6 Km/Hr | 1600.0               | 1823 | 2.58   | Good     | 24.769935  | N         | 84.77823   | E       | Normal |
| 22/04/25 | 12:47:31 | 87      | 100         | 1100              |         | 20.0         | 16.5 Km/Hr | 1900.0               | 2102 | 2.93   | Good     | 24.768863  | N         | 84.779718  | E       | Normal |
| 22/04/25 | 12:48:15 | 87      | 100         | 1300              |         | 36.0         | 15.9 Km/Hr | 2000.0               | 2196 | 3.05   | Good     | 24.768868  | N         | 84.779933  | E       | Normal |
| 22/04/25 | 12:48:38 | 87      | 100         | 1400              |         | 34.0         | 15.5 Km/Hr | 3600.0               | 3685 | 4.84   | Good     | 24.768414  | N         | 84.780941  | E       | Normal |
| 22/04/25 | 12:49:03 | 87      | 100         | 1500              |         | 37.0         | 14.4 Km/Hr | 3400.0               | 3499 | 4.62   | Good     | 24.768304  | N         | 84.781015  | E       | Normal |
| 22/04/25 | 12:49:26 | 87      | 100         | 1600              |         | 38.0         | 15.8 Km/Hr | 3700.0               | 3778 | 4.95   | Good     | 24.768356  | N         | 84.782072  | E       | Normal |
| 22/04/25 | 12:49:50 | 87      | 100         | 1700              |         | 33.0         | 15.0 Km/Hr | 3800.0               | 3871 | 5.06   | Good     | 24.767879  | N         | 84.782454  | E       | Normal |
| 22/04/25 | 12:50:16 | 87      | 100         | 1800              |         | 30.0         | 23.9 Km/Hr | 3300.0               | 3408 | 4.51   | Good     | 24.767814  | N         | 84.782454  | E       | Normal |
| 22/04/25 | 12:50:39 | 87      | 100         | 1900              |         | 33.0         | 25.4 Km/Hr | 3000.0               | 3127 | 4.18   | Good     | 24.767791  | N         | 84.782454  | E       | Normal |
| 22/04/25 | 12:51:03 | 87      | 100         | 2000              |         | 32.0         | 15.3 Km/Hr | 3300.0               | 3408 | 4.51   | Good     | 24.767519  | N         | 84.782815  | E       | Normal |
| 22/04/25 | 12:51:27 | 87      | 100         | 2100              |         | 33.0         | 25.0 Km/Hr | 3200.0               | 3313 | 4.4    | Good     | 24.768541  | N         | 84.78319   | E       | Normal |
| 22/04/25 | 12:51:55 | 87      | 100         | 2200              |         | 28.0         | 22.8 Km/Hr | 3300.0               | 3406 | 4.51   | Good     | 24.768137  | N         | 84.783387  | E       | Normal |
| 22/04/25 | 12:52:20 | 87      | 100         | 2300              |         | 36.0         | 24.5 Km/Hr | 2900.0               | 3034 | 4.07   | Good     | 24.765359  | N         | 84.783574  | E       | Normal |
| 22/04/25 | 12:53:16 | 87      | 100         | 2400              |         | 32.0         | 16.3 Km/Hr | 3600.0               | 3685 | 4.64   | Good     | 24.765311  | N         | 84.783912  | E       | Normal |
| 22/04/25 | 12:53:54 | 87      | 100         | 2500              |         | 34.0         | 19.5 Km/Hr | 3200.0               | 3313 | 4.4    | Good     | 24.765243  | N         | 84.784201  | E       | Normal |
| 22/04/25 | 12:54:31 | 87      | 100         | 2600              |         | 31.0         | 19.7 Km/Hr | 3100.0               | 3220 | 4.62   | Good     | 24.765112  | N         | 84.784367  | E       | Normal |
| 22/04/25 | 12:55:25 | 87      | 100         | 2700              |         | 39.0         | 16.6 Km/Hr | 3900.0               | 3964 | 5.17   | Good     | 24.764409  | N         | 84.785494  | E       | Normal |
| 22/04/25 | 12:55:54 | 87      | 100         | 2800              |         | 35.0         | 22.3 Km/Hr | 2800.0               | 3592 | 4.73   | Good     | 24.764192  | N         | 84.786597  | E       | Normal |
| 22/04/25 | 12:56:17 | 87      | 100         | 2900              |         | 25.0         | 25.3 Km/Hr | 2500.0               | 2661 | 3.62   | Good     | 24.763942  | N         | 84.787256  | E       | Normal |
| 22/04/25 | 12:56:41 | 87      | 100         | 3000              |         | 27.0         | 25.6 Km/Hr | 2700.0               | 2847 | 3.85   | Good     | 24.763905  | N         | 84.787366  | E       | Normal |
| 22/04/25 | 12:57:08 | 87      | 100         | 3100              |         | 35.0         | 23.2 Km/Hr | 3600.0               | 3692 | 4.73   | Good     | 24.7639    | N         | 84.787378  | E       | Normal |
| 22/04/25 | 12:57:38 | 87      | 100         | 3200              |         | 28.0         | 21.8 Km/Hr | 3800.0               | 3871 | 5.06   | Good     | 24.764089  | N         | 84.789058  | E       | Normal |
| 22/04/25 | 12:58:06 | 87      | 100         | 3300              |         | 34.0         | 23.1 Km/Hr | 2400.0               | 2568 | 3.51   | Good     | 24.764074  | N         | 84.789128  | E       | Normal |
| 22/04/25 | 12:58:34 | 87      | 100         | 3400              |         | 34.0         | 22.7 Km/Hr | 3400.0               | 3499 | 4.62   | Good     | 24.764239  | N         | 84.789303  | E       | Normal |
| 22/04/25 | 12:59:00 | 87      | 100         | 3500              |         | 35.0         | 23.5 Km/Hr | 3500.0               | 3592 | 4.73   | Good     | 24.76417   | N         | 84.78941   | E       | Normal |
| 22/04/25 | 12:59:24 | 87      | 100         | 3600              |         | 39.0         | 15.1 Km/Hr | 3900.0               | 3864 | 5.17   | Good     | 24.764814  | N         | 84.789469  | E       | Normal |
| 22/04/25 | 12:59:49 | 87      | 100         | 3700              |         | 31.0         | 14.4 Km/Hr | 3100.0               | 3220 | 4.29   | Good     | 24.764811  | N         | 84.789503  | E       | Normal |
| 22/04/25 | 13:00:25 | 87      | 100         | 3800              |         | 37.0         | 16.0 Km/Hr | 3700.0               | 3778 | 4.95   | Good     | 24.766438  | N         | 84.790219  | E       | Normal |
| 22/04/25 | 13:00:33 | 87      | 100         | 3900              |         | 30.0         | 17.8 Km/Hr | 3000.0               | 3127 | 4.18   | Good     | 24.766832  | N         | 84.79043   | E       | Normal |
| 22/04/25 | 13:01:16 | 87      | 100         | 4000              |         | 34.0         | 15.8 Km/Hr | 3400.0               | 3499 | 4.62   | Good     | 24.766876  | N         | 84.790493  | E       | Normal |
| 22/04/25 | 13:01:42 | 87      | 100         | 4100              |         | 30.0         | 15.9 Km/Hr | 3000.0               | 3127 | 4.18   | Good     | 24.76658   | N         | 84.79109   | E       | Normal |
| 22/04/25 | 13:02:57 | 87      | 100         | 4200              |         | 37.0         | 16.4 Km/Hr | 3700.0               | 3778 | 4.95   | Good     | 24.76658   | N         | 84.791773  | E       | Normal |
| 22/04/25 | 13:03:58 | 87      | 100         | 4300              |         | 20.0         | 15.5 Km/Hr | 2000.0               | 2196 | 3.05   | Good     | 24.766514  | N         | 84.791933  | E       | Normal |
| 22/04/25 | 13:03:40 | 87      | 100         | 4400              |         | 18.0         | 18.6 Km/Hr | 1800.0               | 2009 | 2.82   | Good     | 24.766537  | N         | 84.79204   | E       | Normal |
| 22/04/25 | 14:04:16 | 87      | 100         | 4500              |         | 18.0         | 19.7 Km/Hr | 19000.0              | 3779 | 5.12   | Good     | 24.771657  | N         | 84.797843  | E       | Normal |
| Total    |          |         | 4500        |                   |         |              |            | Average=3280         |      |        |          |            |           |            | Normal  |        |

From 4.05  
92 7c

Name of Customer: Shreehari Kumar, Machine no: 19211, Road: Guraru Main Road to Warrna to Mahuli via Kormathu Tlori, Date: 22-04-25, Section No: 57, Equation:  $Y=0.931X+333.6$



*Shreehari*  
22.4.25  
AC