

④

NH 28 Barhwa to NH 28 Jorahbarhwa via Barhwa
Tola under RRSM (Gen.)

Schedule XLV Form No.-134

BIHAR P.W.D.

कार्यपालक अभियंता

सामान्य कार्य विभाग

DIVISION

कार्य प्रमुख, मोतीबाड़ी

Pipra Kothi

SUB-DIVISION

M.B.N.O. - 7148

MEASUREMENT BOOK

Ganraj Kumar Dwivedi

3rd on A/c bill

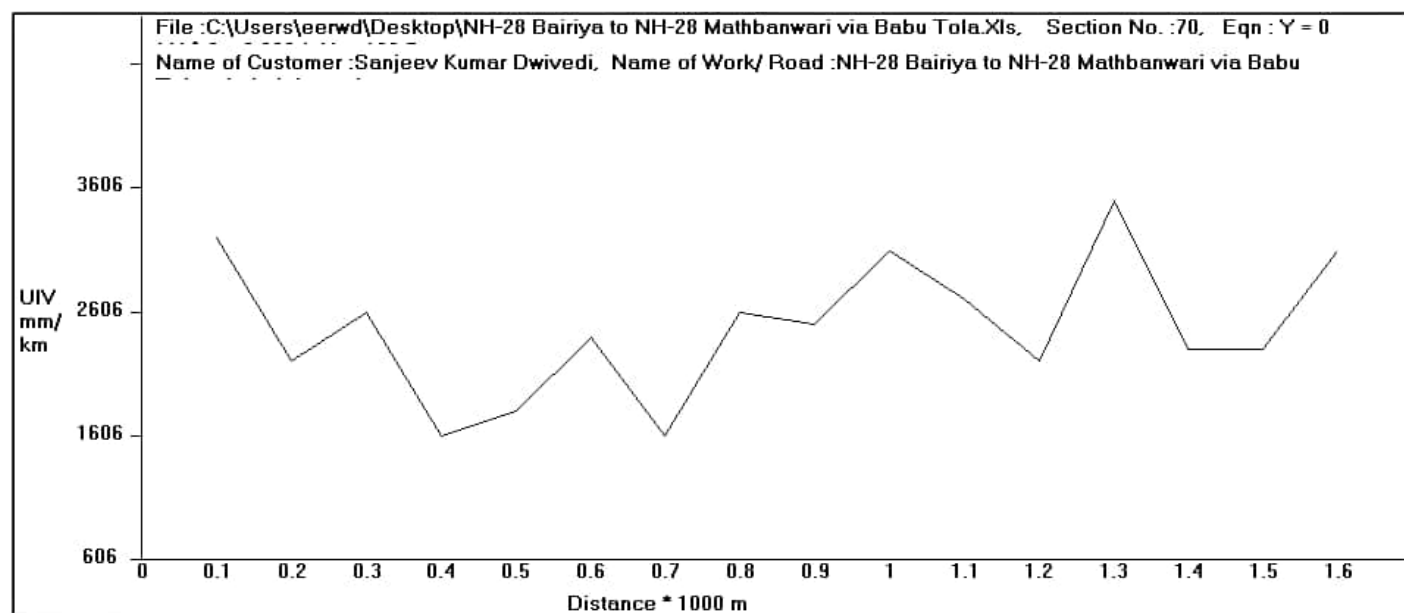
Sch. XLV-Form No.134 15

Particulars	Detail of actual measurement				Contents of area
	No.	L.	B.	D.	
Name of Work- Constn of road					
from NH-28 Barliya to NH-28					
Mathbarwari Viji Barli Talq					
under masonry					
Agency- Sanjeev Kumar Divivedi					
Agreement No- 02, CH3D/2025-26					
Agreement Value- 100910.175=0					
Date of work order- 17/06/2025					
Date of Completion- 14/06/2026					
Up to date measurement					
① From Prime coat with					
emulsion (SS1)					
a. vide Page (3) = 52.34m ² 0.150					348.93m ²
② From Tack coat with					
emulsion (RS1)					
1	X	22	X	7.0 + 3.75 2	= 118.25m ²
3	X	30	X	3.75	= 337.50m ²
5	X	30	X	3.75	= 562.50m ²
5	X	30	X	3.75	= 562.50m ²
5	X	30	X	3.75	= 562.50m ²
5	X	30	X	3.75	= 562.50m ²
1	X	28	X	3.75	= 105.00m ²
1	X	30	X	3.75	= 112.50m ²
					2923.25m ²
Allowed laid 15th/11/25					3673.25m ²
					-750m ²

Continuation

Name of Customer :	Sanjeev Kumar Dwivedi
Name of Work/ Road :	NH-28 Mathbanwari via Babu Tola
Lab Job number	
Date :	03-11-2025
Section No.	70

Test Date :	03-11-2025	Road Name :	NH-28 Mathbanwari via Babu Tola
Machine No :	378	Road Type :	(R) RURAL ROAD
Start S No :	0.00 KM	Side :	
Start E No :	1.56 KM	Interval	
Weather :	Normal	UIV Range :	606 To 5000 1000 mm/km
Start Location :		Dist Range :	0 To 1.7 0.1 * 1000 m
End Location :		Equation :	$Y = 0 * X^2 + 0.998 * X + 109.5$



Signature
3/11/25
AE

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3/11/25
AE

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3/11/25
Executive Engineer
Rural Works Department
Works Division, Motihari

Road Name-NH-28 Bairiya to NH-28 Mathbanwari via Babu Tola, Contractor-Sanjeev Kumar Dwivedi

Date	Time	Section	Length	Bumps	Speed	OR	IRI	CATEGORY	Latitude	Longitude	Event
No.		in km	in mm	Rate	mm/km	mm/km	ROAD				
3/ 11/ 25	12: 29: 40	70	0.1	310	10.1	3100	3203 G		26.56022	84.8981	Normal
3/ 11/ 25	12: 30: 0	70	0.1	210	20.2	2100	2205 G		26.56022	84.89824	Normal
3/ 11/ 25	12: 30: 0	70	0.1	250	30.3	2500	2604 G		26.55826	84.90027	Normal
3/ 11/ 25	12: 30: 16	70	0.1	150	20.2	1500	1606 G		26.55826	84.90027	Normal
3/ 11/ 25	12: 30: 16	70	0.1	170	20.2	1700	1806 G		26.55826	84.90027	Culvert
3/ 11/ 25	12: 30: 51	70	0.1	230	30.3	2300	2404 G		26.56001	84.89978	Culvert
3/ 11/ 25	12: 31: 0	70	0.1	150	30.3	1500	1606 G		26.56001	84.89978	Normal
3/ 11/ 25	12: 31: 0	70	0.1	250	30.3	2500	2604 G		26.55875	84.90028	Culvert
3/ 11/ 25	12: 31: 0	70	0.1	240	30.3	2400	2504 G		26.55875	84.90028	Culvert
3/ 11/ 25	12: 31: 26	70	0.1	300	10.1	3000	3103 G		26.55684	84.9025	Normal
3/ 11/ 25	12: 32: 2	70	0.1	260	20.2	2600	2704 G		26.55684	84.9025	Culvert
3/ 11/ 25	12: 32: 2	70	0.1	210	30.3	2100	2205 G		26.55684	84.9025	Culvert
3/ 11/ 25	12: 32: 2	70	0.1	340	20.2	3400	3502 G		26.55684	84.9025	Normal
3/ 11/ 25	12: 32: 37	70	0.1	220	20.2	2200	2305 G		26.55684	84.9025	Curve
3/ 11/ 25	12: 33: 12	70	0.1	220	10.1	2200	2305 G		26.55684	84.9025	Normal
3/ 11/ 25	12: 33: 12	70	0.06	180	20.2	3000	3103 G		26.55689	84.9032	Normal
Total IRI								39769			
Average IRI								2485.563			

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

$$X = 3000$$

$$Y = 3103$$

(R) RURAL ROAD

Good Average Poor
<4000 4001-5000 >5001

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3/11/25
JE

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AE

[Signature]
3/11/25
Executive Engineer
Rural Works Department
Works Division, Motihari