

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

Email ID - eerwdphulparas@gmail.com

पत्रांक.....३५६५७

दिनांक.....22-01-2025

प्रेषक,

ई० सुभाष कुमार  
कार्यपालक अभियंता,  
ग्रामीण कार्य विभाग,  
कार्य प्रमण्डल, फुलपरास ।

सेवा में,

नोडल पदाधिकारी,  
मुख्यमंत्री ग्रामीण सड़क उन्नयन योजना,  
ग्रामीण कार्य विभाग, बिहार, पटना ।

विषय:— शीर्ष MMGSUY (General) में आवंटन उपलब्ध कराने के संबंध में।

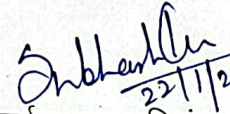
महाशय,

उपरोक्त विषय के संबंध में कहना है शीर्ष MMGSUY (General) योजना अन्तर्गत पथ में संलग्न विवरणी के अनुसार आवंटन उपलब्ध कराने की कृपा की जाय ताकि संवेदक का भुगतान किया जा सके।

अनु०:—

1. अधियाचना प्रमाण पत्र 1 पृष्ठ में।
2. उपयोगिता प्रमाण पत्र एक प्रति ।

विश्वासभाजन

  
22/1/25

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

22/1/2025

Shashu  
22/1/25

GENERAL FINANCIAL RULES 2017  
Ministry of Finance  
Department of Expenditure

**GFR 12-B**  
[See Rule 256 (2)]

**FORM OF UTILIZATION CERTIFICATE**

(1) Certified that out of the Loan of Rs. 208.00, Sanctioned under MMGSUY GEN, dated 17.01.2025 vide letter No-06, in favour of Executive Engineer, RWD, Phulparas during the year 2025, an amount of Rs. 208.00, has been utilized for the purpose for which it was sanctioned, and that the balance of Rs 0.00, remaining unutilized at the end of the year 2025 has been surrendered to the Government (vide No....., dated.....-.....-.....)/ will be adjusted towards the loan payable during the next financial year.

(2) 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.

Kinds of checks exercised

- 2.
- 3.
- 4.

Signature - 22/11/2025

Designation - D.A.O.

Date -

Signature - 22/01/25

Designation - E.E.

Date -

# Requisition Format for Scheme MMGSUY (General)

| Name of the Works Division :- Phulparas |                           |                       |                                |                   |                                                              |                                                |                      |                                     |                           |                                      |                          |                                    |                                 |                                          |                                             |                              |                          |                                 |  |
|-----------------------------------------|---------------------------|-----------------------|--------------------------------|-------------------|--------------------------------------------------------------|------------------------------------------------|----------------------|-------------------------------------|---------------------------|--------------------------------------|--------------------------|------------------------------------|---------------------------------|------------------------------------------|---------------------------------------------|------------------------------|--------------------------|---------------------------------|--|
| 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 Phulparas/01 | 3190990280001         | Piprahi Naba Rol to Baluaseema | 5.875             | 510.20                                                       | 491.0518                                       | 01MBD/ 2024-25       | 18/03/2025                          | -                         | CC<br>3145<br>Bm. SD                 |                          | -                                  | -                               | 208.00                                   | 208.00                                      | 483.00000                    | 275.00000                | Demand against work in progress |  |
|                                         |                           |                       |                                |                   |                                                              |                                                |                      |                                     |                           |                                      |                          |                                    |                                 |                                          |                                             |                              | Total =                  | 275.00000                       |  |

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

*[Signature]*  
Senior D.A.O./D.A.O.  
RWD, Works Division, Phulparas

*[Signature]*  
Executive Engineer  
RWD, Works Division, Phulparas  
22/11/23

- 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).

Name of work : Piprahi Nabha Rol to Baluaseema

Name of customer : NKSP Infra Pvt. Ltd.

(R)Rural Road

| Good   | Average     | Poor   |
|--------|-------------|--------|
| < 4000 | 4001 - 5000 | > 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 |
|----------|----------|---------|-------------|-------------------|----------|--------------|--------------|----------------------|------|--------|-----------|-----------|-----------|------------|---------|
| 21/01/25 | 11:02:30 | 81      | 0           | 100               | 21.0 cm  | 27.4 Km/Hr   | 2100.0 mm/Km | 2213                 | 3.07 | Good   | 26.480171 | N         | 86.521463 | E          | Normal  |
| 21/01/25 | 11:03:01 | 81      | 100         | 200               | 30.0 cm  | 29.6 Km/Hr   | 3000.0 mm/Km | 3059                 | 3.1  | Good   | 26.480999 | N         | 86.521738 | E          | Normal  |
| 21/01/25 | 11:03:34 | 81      | 100         | 300               | 34.0 cm  | 39.7 Km/Hr   | 3400.0 mm/Km | 3435                 | 3.55 | Good   | 26.481818 | N         | 86.521996 | E          | Normal  |
| 21/01/25 | 11:04:19 | 81      | 100         | 400               | 33.0 cm  | 32.0 Km/Hr   | 3300.0 mm/Km | 3341                 | 3.44 | Good   | 26.482649 | N         | 86.522114 | E          | Normal  |
| 21/01/25 | 11:04:52 | 81      | 100         | 500               | 35.0 cm  | 21.0 Km/Hr   | 3500.0 mm/Km | 3529                 | 3.66 | Good   | 26.483512 | N         | 86.522029 | E          | Normal  |
| 21/01/25 | 11:05:43 | 81      | 100         | 600               | 34.0 cm  | 8.3 Km/Hr    | 3400.0 mm/Km | 3435                 | 3.55 | Good   | 26.484256 | N         | 86.522530 | E          | Normal  |
| 21/01/25 | 11:06:14 | 81      | 100         | 700               | 30.0 cm  | 13.7 Km/Hr   | 3000.0 mm/Km | 3059                 | 3.1  | Good   | 26.484896 | N         | 86.522604 | E          | Normal  |
| 21/01/25 | 11:06:51 | 81      | 100         | 800               | 29.0 cm  | 26.4 Km/Hr   | 2900.0 mm/Km | 2965                 | 3.99 | Good   | 26.485659 | N         | 86.522482 | E          | Normal  |
| 21/01/25 | 11:07:15 | 81      | 100         | 900               | 37.0 cm  | 12.9 Km/Hr   | 3700.0 mm/Km | 3717                 | 3.88 | Good   | 26.486481 | N         | 86.522743 | E          | Normal  |
| 21/01/25 | 11:07:47 | 81      | 100         | 1000              | 32.0 cm  | 39.2 Km/Hr   | 3200.0 mm/Km | 3247                 | 3.32 | Good   | 26.486850 | N         | 86.523491 | E          | Normal  |
| 21/01/25 | 11:08:09 | 81      | 100         | 1100              | 27.0 cm  | 24.4 Km/Hr   | 2700.0 mm/Km | 2777                 | 3.76 | Good   | 26.487630 | N         | 86.523658 | E          | Normal  |
| 21/01/25 | 11:08:57 | 81      | 100         | 1200              | 31.0 cm  | 14.6 Km/Hr   | 3100.0 mm/Km | 3153                 | 3.21 | Good   | 26.488202 | N         | 86.524658 | E          | Normal  |
| 21/01/25 | 11:09:34 | 81      | 100         | 1300              | 29.0 cm  | 12.2 Km/Hr   | 2900.0 mm/Km | 2965                 | 3.99 | Good   | 26.488724 | N         | 86.525019 | E          | Normal  |
| 21/01/25 | 11:09:59 | 81      | 100         | 1400              | 36.0 cm  | 6.5 Km/Hr    | 3600.0 mm/Km | 3623                 | 3.77 | Good   | 26.489454 | N         | 86.525625 | E          | Normal  |
| 21/01/25 | 11:10:27 | 81      | 100         | 1500              | 24.0 cm  | 33.9 Km/Hr   | 2400.0 mm/Km | 2495                 | 3.42 | Good   | 26.490197 | N         | 86.526243 | E          | Normal  |
| 21/01/25 | 11:10:55 | 81      | 100         | 1600              | 21.0 cm  | 27.5 Km/Hr   | 2100.0 mm/Km | 2213                 | 3.07 | Good   | 26.490910 | N         | 86.526338 | E          | Normal  |
| 21/01/25 | 11:11:31 | 81      | 100         | 1700              | 25.0 cm  | 15.8 Km/Hr   | 2500.0 mm/Km | 2589                 | 3.53 | Good   | 26.491773 | N         | 86.526396 | E          | Normal  |
| 21/01/25 | 11:11:52 | 81      | 100         | 1800              | 29.0 cm  | 15.0 Km/Hr   | 2900.0 mm/Km | 2965                 | 3.99 | Good   | 26.492620 | N         | 86.526124 | E          | Normal  |
| 21/01/25 | 11:12:31 | 81      | 100         | 1900              | 30.0 cm  | 6.5 Km/Hr    | 3000.0 mm/Km | 3059                 | 3.1  | Good   | 26.494286 | N         | 86.526653 | E          | Normal  |
| 21/01/25 | 11:12:49 | 81      | 100         | 2000              | 32.0 cm  | 13.9 Km/Hr   | 3200.0 mm/Km | 3247                 | 3.32 | Good   | 26.495014 | N         | 86.527131 | E          | Normal  |
| 21/01/25 | 11:13:36 | 81      | 100         | 2100              | 37.0 cm  | 11.5 Km/Hr   | 3700.0 mm/Km | 3717                 | 3.88 | Good   | 26.495823 | N         | 86.527207 | E          | Normal  |

*Arvind Chavhan*  
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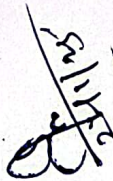
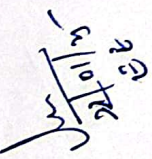
|                                                |          |             |     |      |         |            |              |      |        |      |           |   |           |   |        |
|------------------------------------------------|----------|-------------|-----|------|---------|------------|--------------|------|--------|------|-----------|---|-----------|---|--------|
| Name of work : Piprahi Natba Rol to Baluaseema |          |             |     |      |         |            |              |      |        |      |           |   |           |   |        |
| Name of customer : NKSP Infra Pvt. Ltd.        |          |             |     |      |         |            |              |      |        |      |           |   |           |   |        |
| (R)Rural Road                                  |          |             |     |      |         |            |              |      |        |      |           |   |           |   |        |
| Good                                           |          | Average     |     |      |         |            |              |      | Poor   |      |           |   |           |   |        |
| < 4000                                         |          | 4001 - 5000 |     |      |         |            |              |      | > 5000 |      |           |   |           |   |        |
| 21/01/25                                       | 11:14:05 | 81          | 100 | 2200 | 33.0 cm | 15.8 Km/Hr | 3300.0 mm/Km | 3341 | 3.44   | Good | 26.496642 | N | 86.527295 | E | Normal |
| 21/01/25                                       | 11:14:49 | 81          | 100 | 2300 | 32.0 cm | 1.0 Km/Hr  | 3200.0 mm/Km | 3247 | 3.32   | Good | 26.497344 | N | 86.527835 | E | Normal |
| 21/01/25                                       | 11:15:11 | 81          | 100 | 2400 | 30.0 cm | 13.7 Km/Hr | 3000.0 mm/Km | 3059 | 3.1    | Good | 26.515666 | N | 86.538722 | E | Normal |
| 21/01/25                                       | 11:15:42 | 81          | 100 | 2500 | 29.0 cm | 26.4 Km/Hr | 2900.0 mm/Km | 2965 | 3.99   | Good | 26.515666 | N | 86.538722 | E | Normal |
| 21/01/25                                       | 11:16:24 | 81          | 100 | 2600 | 37.0 cm | 12.9 Km/Hr | 3700.0 mm/Km | 3717 | 3.88   | Good | 26.516965 | N | 86.537515 | E | Normal |
| 21/01/25                                       | 11:16:47 | 81          | 100 | 2700 | 32.0 cm | 39.2 Km/Hr | 3200.0 mm/Km | 3247 | 3.32   | Good | 26.517860 | N | 86.537301 | E | Normal |
| 21/01/25                                       | 11:17:09 | 81          | 100 | 2800 | 27.0 cm | 24.4 Km/Hr | 2700.0 mm/Km | 2777 | 3.76   | Good | 26.518653 | N | 86.537098 | E | Normal |
| 21/01/25                                       | 11:17:57 | 81          | 100 | 2900 | 31.0 cm | 14.6 Km/Hr | 3100.0 mm/Km | 3153 | 3.21   | Good | 26.519620 | N | 86.536837 | E | Normal |
| 21/01/25                                       | 11:18:34 | 81          | 100 | 3000 | 29.0 cm | 12.2 Km/Hr | 2900.0 mm/Km | 2965 | 3.99   | Good | 26.520287 | N | 86.536602 | E | Normal |
| 21/01/25                                       | 11:18:59 | 81          | 100 | 3100 | 36.0 cm | 6.5 Km/Hr  | 3600.0 mm/Km | 3623 | 3.77   | Good | 26.520684 | N | 86.535803 | E | Normal |
| 21/01/25                                       | 11:19:27 | 81          | 100 | 3200 | 24.0 cm | 33.9 Km/Hr | 2400.0 mm/Km | 2495 | 3.42   | Good | 26.521562 | N | 86.535475 | E | Normal |
| 21/01/25                                       | 11:19:55 | 81          | 100 | 3300 | 21.0 cm | 27.5 Km/Hr | 2100.0 mm/Km | 2213 | 3.07   | Good | 26.522408 | N | 86.535422 | E | Normal |
| 21/01/25                                       | 11:20:31 | 81          | 100 | 3400 | 25.0 cm | 15.8 Km/Hr | 2500.0 mm/Km | 2589 | 3.53   | Good | 26.523192 | N | 86.535783 | E | Normal |
| 21/01/25                                       | 11:20:52 | 81          | 100 | 3500 | 29.0 cm | 15.0 Km/Hr | 2900.0 mm/Km | 2965 | 3.99   | Good | 26.524090 | N | 86.535618 | E | Normal |
| 21/01/25                                       | 11:21:31 | 81          | 100 | 3600 | 30.0 cm | 6.5 Km/Hr  | 3000.0 mm/Km | 3059 | 3.1    | Good | 26.524831 | N | 86.535462 | E | Normal |
| 21/01/25                                       | 11:21:49 | 81          | 100 | 3700 | 32.0 cm | 13.9 Km/Hr | 3200.0 mm/Km | 3247 | 3.32   | Good | 26.525704 | N | 86.535396 | E | Normal |
| 21/01/25                                       | 11:22:36 | 81          | 100 | 3800 | 37.0 cm | 11.5 Km/Hr | 3700.0 mm/Km | 3717 | 3.88   | Good | 26.525704 | N | 86.535396 | E | Normal |
| 21/01/25                                       | 11:23:05 | 81          | 100 | 3900 | 33.0 cm | 15.8 Km/Hr | 3300.0 mm/Km | 3341 | 3.44   | Good | 26.527384 | N | 86.535483 | E | Normal |
| 21/01/25                                       | 11:23:49 | 81          | 100 | 4000 | 32.0 cm | 1.0 Km/Hr  | 3200.0 mm/Km | 3247 | 3.32   | Good | 26.528155 | N | 86.535300 | E | Normal |
| 21/01/25                                       | 11:24:05 | 81          | 100 | 4100 | 33.0 cm | 15.8 Km/Hr | 3300.0 mm/Km | 3341 | 3.44   | Good | 26.528384 | N | 86.534355 | E | Normal |
| 21/01/25                                       | 11:24:49 | 81          | 100 | 4200 | 32.0 cm | 1.0 Km/Hr  | 3200.0 mm/Km | 3247 | 3.32   | Good | 26.528832 | N | 86.533652 | E | Normal |
| 21/01/25                                       | 11:25:11 | 81          | 100 | 4300 | 30.0 cm | 13.7 Km/Hr | 3000.0 mm/Km | 3059 | 3.1    | Good | 26.529373 | N | 86.532895 | E | Normal |

Arvind Chaurang  
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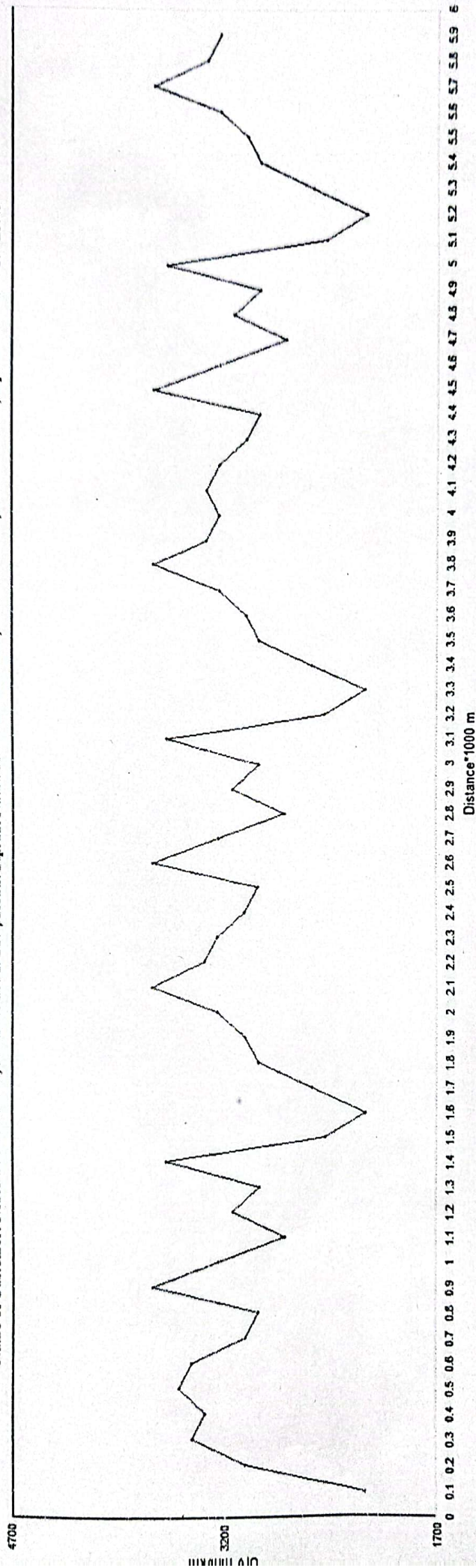
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81

21/1/25

|                                                |          |             |     |      |         |            |              |      |      |      |           |        |           |   |        |
|------------------------------------------------|----------|-------------|-----|------|---------|------------|--------------|------|------|------|-----------|--------|-----------|---|--------|
| Name of work : Piprahi Natba Rol to Baluaseema |          |             |     |      |         |            |              |      |      |      |           |        |           |   |        |
| Name of customer : NKSP Infra Pvt. Ltd.        |          |             |     |      |         |            |              |      |      |      |           |        |           |   |        |
| (R)Rural Road                                  |          |             |     |      |         |            |              |      |      |      |           |        |           |   |        |
| Good                                           |          | Average     |     |      |         |            |              |      |      |      |           | Poor   |           |   |        |
| < 4000                                         |          | 4001 - 5000 |     |      |         |            |              |      |      |      |           | > 5000 |           |   |        |
| 21/01/25                                       | 11:25:42 | 81          | 100 | 4400 | 29.0 cm | 26.4 Km/Hr | 2900.0 mm/Km | 2965 | 3.99 | Good | 26.529603 | N      | 86.532065 | E | Normal |
| 21/01/25                                       | 11:26:24 | 81          | 100 | 4500 | 37.0 cm | 12.9 Km/Hr | 3700.0 mm/Km | 3717 | 3.88 | Good | 26.530145 | N      | 86.531230 | E | Normal |
| 21/01/25                                       | 11:26:47 | 81          | 100 | 4600 | 32.0 cm | 39.2 Km/Hr | 3200.0 mm/Km | 3247 | 3.32 | Good | 26.530393 | N      | 86.532246 | E | Normal |
| 21/01/25                                       | 11:27:09 | 81          | 100 | 4700 | 27.0 cm | 24.4 Km/Hr | 2700.0 mm/Km | 2777 | 3.76 | Good | 26.530402 | N      | 86.533138 | E | Normal |
| 21/01/25                                       | 11:27:37 | 81          | 100 | 4800 | 31.0 cm | 14.6 Km/Hr | 3100.0 mm/Km | 3153 | 3.21 | Good | 26.530923 | N      | 86.533871 | E | Normal |
| 21/01/25                                       | 11:28:34 | 81          | 100 | 4900 | 29.0 cm | 12.2 Km/Hr | 2900.0 mm/Km | 2965 | 3.99 | Good | 26.531596 | N      | 86.534482 | E | Normal |
| 21/01/25                                       | 11:28:59 | 81          | 100 | 5000 | 36.0 cm | 6.5 Km/Hr  | 3600.0 mm/Km | 3623 | 3.77 | Good | 26.531963 | N      | 86.535203 | E | Normal |
| 21/01/25                                       | 11:29:27 | 81          | 100 | 5100 | 24.0 cm | 33.9 Km/Hr | 2400.0 mm/Km | 2495 | 3.42 | Good | 26.532811 | N      | 86.535526 | E | Normal |
| 21/01/25                                       | 11:29:55 | 81          | 100 | 5200 | 21.0 cm | 27.5 Km/Hr | 2100.0 mm/Km | 2213 | 3.07 | Good | 26.533695 | N      | 86.535912 | E | Normal |
| 21/01/25                                       | 11:30:31 | 81          | 100 | 5300 | 25.0 cm | 15.8 Km/Hr | 2500.0 mm/Km | 2589 | 3.53 | Good | 26.534093 | N      | 86.536499 | E | Normal |
| 21/01/25                                       | 11:30:52 | 81          | 100 | 5400 | 29.0 cm | 15.0 Km/Hr | 2900.0 mm/Km | 2965 | 3.99 | Good | 26.534686 | N      | 86.537057 | E | Normal |
| 21/01/25                                       | 11:31:31 | 81          | 100 | 5500 | 30.0 cm | 6.5 Km/Hr  | 3000.0 mm/Km | 3059 | 3.1  | Good | 26.535366 | N      | 86.537344 | E | Normal |
| 21/01/25                                       | 11:31:49 | 81          | 100 | 5600 | 32.0 cm | 13.9 Km/Hr | 3200.0 mm/Km | 3247 | 3.32 | Good | 26.536275 | N      | 86.537586 | E | Normal |
| 21/01/25                                       | 11:32:36 | 81          | 100 | 5700 | 37.0 cm | 11.5 Km/Hr | 3700.0 mm/Km | 3717 | 3.88 | Good | 26.536988 | N      | 86.537659 | E | Normal |
| 21/01/25                                       | 11:33:05 | 81          | 100 | 5800 | 33.0 cm | 15.8 Km/Hr | 3300.0 mm/Km | 3341 | 3.44 | Good | 26.537773 | N      | 86.538002 | E | Normal |
| 21/01/25                                       | 11:33:49 | 81          | 100 | 5900 | 32.0 cm | 1.0 Km/Hr  | 3200.0 mm/Km | 3247 | 3.32 | Good | 26.532811 | N      | 86.535826 | E | Normal |

 Arvind Sharma  
21/1/25  
J-E  


Name of Customer: NKSP Infra Pvt. Ltd. , Machine no: 19210 , Road: Piprahi Natha Rol to Balunaseema , Date: 21-01-25 , Section No: 81 , Equation:  $Y=0.940 X +239.3$



Dr. 21/1/25  
T.E.

Dr. 21/1/25  
T.E.

Dr. 21/1/25  
T.E.