

Description of the Project

Government of Bihar (GOB) has stepped up investments in the development of transport infrastructure using its own budgetary provisions, Public Private Partnership (PPP) and financial assistance from international funding agencies. In line of action Bihar State Road Development Corporation Limited, Government of Bihar has decided to improve/upgrade the sections of MDR/SH in the state of Bihar. Therefore, corridors include strengthening (in adjoining stretches) in addition to widening in order to have a better facility in a long continuous stretch.

Asian Development Bank (ADB) has been one of the key partners associated with state's growth story by road improvement. The Asian Development Bank (ADB) has agreed to provide support for upgradation of all single and intermediate lane SH roads into two-lane roads, under the ambitious Bihar State Highways Project (BSHP). Bihar State Road Development Corporation Limited (BSRDCL) sought financial support from ADB for Baysi-Bahadurganj-Dighalbank (SH-99) section (comes under BSHP Phase -4), hereafter referred as the 'Project'.

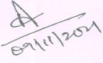
Project Objective

Project aims to improve transport efficiency of the **Baysi-Bahadurganj-Dighalbank (SH-99“Project Road”)** road network, which will contribute to expansion of economic opportunities and poverty reduction. This will be realized by (i) improving the road network, (ii) facilitating safe and appropriate road usage, (iii) increasing efficiency of transport services.

Brief Description of The Project Road and Location

1. **Baysi-Bahadurganj-Dighalbank** (“Project Road”) situated at north-east part of Bihar and is a section of **SH 99** (from Km 0/000 to 45/280), **NH-327-E** from Mahadev Dighi Chowk to LRP Chowk- **Not part of this contract** (from Km 58/630 to Km 51/530), **Kishanganj- Bahadurganj Road** (from km 24/000 to 25/740) and **SH-99** (from KM 55/280 to 73/840) having total length of **65.58** Kilometre. The project road lies between 87°44' (E) to 87°51' (E) longitude and 25°51' (N) to 26°26' (N) latitude. The project road falls under Purnia and Kishanganj Districts in the State of Bihar.
2. The Project road section from Baysi to Dighalbank is traversing through important villages such as Amour, Rauta, Bahadurganj, Tulshia, Tapu, Harwadanga etc. The project road is traversing through Purnia and Kishanganj districts of Bihar. Total length in Purnia and Kishanganj district is 32.035 km and 34.970 km respectively.
3. The project road runs generally higher than ground profile and at medium to high embankment except at built up areas and few locations. But the drainage condition along the project corridor is very poor and needs to be improved.

4. Currently local traffic is using the project road. The existing road has constrained like poor condition of road at some stretches, urban settlement and sharp curves. After improvement of the project road all such constrain will be reduced and level of service will be improved.
5. The main objective of the consultancy service is to establish the technical, economical, and financial viability of the project and prepare detailed project reports for rehabilitation and upgrading of the existing road to 2-lane with paved/earthen shoulders configuration. The main objective would include detailed highway design, design of pavement and overlay with options for flexible pavements, design of bridges and cross drainage structures and grade separated structures, design of service roads, quantities of various items, detailed working drawings, detailed cost estimates, economical and financial viability analysis, environmental and social feasibility, social and environmental Management plans as appropriate.
6. These improvements are based on the findings from various engineering features carried out on the project roads such as reconnaissance survey, future traffic requirement, Inventory Data, Public Consultation and Pavement Investigations. In order to meet future traffic requirement, the existing single/intermediate lane carriageway is proposed to upgrade for achieving the high speed of travel with comfort and safety. Concentric widening scheme is followed to minimise land acquisition and to utilise existing roadway formation.
7. **Baysi-Bahadurganj (Km. 0/000 to Km. 45/280) proposed to be developed as 2 lane with paved shoulder**
8. **Bahadurganj to Dighalbank as (Km. 52/115 to Km. 73/840) 2 lane with earthen shoulder.**


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