

No.RW/PAT/NH 333A/DPR/2019-20/6 - 292

**Government of India**  
**Ministry of Road Transport & Highways**  
(Office of the Chief Engineer cum Regional Officer, Patna)  
Vill-Chakmusa, Near Nakati Bhawani Mandir on NH-98  
Post- Mohammadpur Kurji via Khagaul, Patna-801105, Bihar

Dated-09.06.2020

To,

The Special Secretary,  
Road Construction Department  
Govt. of Bihar  
Patna

Sub: Alignment approval for stretch Barbiga-Jamui-Jhajha-Katoria-Banka-Panjwara-Bihar/Jharkhand of NH-333A from existing km 0.000 to km 198.450 in the State of Bihar.

Ref : (i) Your letter no. NH-24/Pari.01-01/2016-09(We) Min dated 26.02.2020 addressed to Chief Engineer (Z-1), Ministry of Road Transport & Highways, N. Delhi

(ii) Ministry's letter no. RW/NH-12014/102/2019/BR/Z-1 dated 30.12.2019

Sir,

Please refer to your letter no. NH-24/Pari.01-01/2016-09(We) Min dated 26.02.2020 addressed to Chief Engineer (Z-1), Ministry of Road Transport & Highways, regarding approval of alignment of Barbiga-Jamui-Jhajha-Katoria-Banka-Panjwara-Bihar/Jharkhand of NH-333A from existing km 0.000 to km 198.450 in the State of Bihar.

2. The above DPR is being prepared by DPR consultant M/s FEEDBACK through RCD Bihar. A presentation on alignment of the above stretch of NH 333A was made by DPR consultant on 28.11.2019 at MoRTH, HQ, Transport Bhawan, New Delhi, wherein CE(NH) South RCD Bihar was also present.
3. As per presentation made by the DPR consultant, the bypasses i.e. Sheikhpura Bypass, Sikandra Bypass, Jamui Bypass, Khaira Bypass, Mangobander Bypass, Kendua Bypass, Tola Sono Bypass, Jhajha Bypass, Narganjo Bypass, Bhairoganj Bypass, Katoria Bypass, Banka Bypass, Lakhpura-Panjwara Bypass have been proposed including some geometrical improvement with minor re-alignment.
4. Ministry vide letter cited as ref (ii) above had requested Principal Secretary, RCD, Bihar to take due public consultation at district level meeting for this alignment and give consent of State Government of Bihar to Ministry to consider for approval of the proposed alignment.
5. As mentioned in your letter cited as ref (i) above, the above proposed alignment of Barbiga-Sheikhpura-Jamui-Banka-Panjwara-Jharkhand Border has been discussed in the district level meetings in the concerned district i.e. Sheikhpura, Jamui & Banka on 27.01.2020 & 11.01.2020. After due deliberation, alignment option-I of Sikandra bypass, Option-II of Banka and Lakhpura & Panjwara Bypass along with option -III of Sheikhpura, Khaira, Jamui, Mangobandar, Kendua, Tola Sono, Jhajha, Narganjo, Bhairoganj, Katoria were approved. All these bypasses/realignments option on which consensus has been given by the Hon'ble Members are in line with the alignments options proposed by the MoRTH after discussion with DPR consultant and RCD officials in the meeting dated 28.11.2019 with minor change in Jamui and Lakhpura & Panjwara bypasses.



6. It is further mentioned that the Alignment approval committee of the Road Construction Department, Govt. of Bihar has already communicated its consent over these alignment options of the DPR Consultant vide its letter no. CDO-27/alignment-03/2018-564(we) dated 27.06.2018, which has been communicated to CE-RO, Patna letter no. NH-24/Pari-01-01/2016-2030(we) dated 12.07.2018.

7. As per the minutes of the aforesaid District level meetings in the concerned district i.e. Sheikhpura, Jamui & Banka on 27.01.2020 & 11.01.2020 and as per recommendation of the Alignment approval committee of the Road Construction Department, Govt. of Bihar, the details of discussion and recommendations for various realignments/bypasses in this stretch is as under :


Sr No	Bypass	Length	Recommendation of Committee/State Govt
1	Sheikhpura Bypass	4.3 km	Option 3 recommended for approval as length of proposed option is comparatively shorter resulting in substantial savings in project and land acquisition cost
2	Sikandara re-alignment	0.903 km	Option 1 recommended for approval.
3	Jamui Bypass	4.335 km	Option -3 recommended for approval
4	Khaira Bypass	2.05 km	Option 3 recommended for approval as bypass, as it avoids the entire build up area and provides a better geometry with a new major bridge approximately 200mD/S of the existing major bridge.
5	Mangobandar Bypass	1.954 km	The consultant submitted that the existing road has deficient geometry at the approach to the major bridge, the condition of existing bridge is poor and the road passes through built up area. Option 3 was discussed and recommended for approval as bypass as it avoids the entire build up area and provides for better geometry and new major bridge approximately 400m D/S of the existing major bridge.
6	Kendua Bypass	1.48 km	The options were discussed in detail and option 3 was recommended for approval .
7	Tola Sono Bypass	1.60 km	The existing road at Tola Sono has deficient geometry and passes through thickly populated / built up area.. Option 3 was discussed in detail and recommended for approval.
8	Jhajha Bypass	9.264 km	Option -3 was preferred as the common section of NH 333 and NH 333A plus the existing settlements and deficient geometry could be avoided. The existing length of 12. 974 km is being bypassed by this option whose design length is 9.200 km. The option 3 is futuristic as it bypasses most of the built up locations and is comparatively away from the town thus it would take significant time to get congested.
9	Simultala Bypass	<del>deleted</del>	As there is significant forest areas surrounding the built up area, thus it would be difficult to get



			Environmental / Forest Clearance, hence to avoid such delays, proposal of viaduct / demolition of encroachment & existing acquisition of alignment may be explored so as to fit in the required cross sections. The bypass options thus proposed were deleted / not recommended.
10	Narganjo Bypass	1.925 km	The consultant submitted that the existing road at Narganjo has deficient geometry which traverses along the existing Nala. The option 3 has been recommended for approval as the consultant conveyed that this option provides better geometry and adequate vertical clearance requirement of RUB.
11	Bhairoganj Bypass	2.029 km	Option 3 was discussed and recommended for approval as bypass as it avoids the entire build up area and provides better geometry..
12	Katoria Bypass	1.681 km	As there is significant built up area near the T-junction, option 3, which is shorter in length which implies significant reduction in land acquisition & project cost and terminates well before the railway crossing is recommended for approval.
13	Banka Bypass	7.194 km	It was discussed and option 2 was found suitable. End point of this alignment has been proposed near the junction from where an option of bypass towards North side (near Teliya-Jodiha village) takes off, so as to serve as ring road for Banka town.
14	Lakhpura Panjwara Bypass	- 5.169 km	Option 2 recommended for approval.

8. Keeping in view above, State Govt vide aforesaid letter at ref (i) has once again communicated its consent for the above mentioned alignment options after thought full consideration and requested for approval of the same at the earliest

9. In view of above, the proposed alignment, which is recommended by alignment approval committee of the Road Construction Department, Govt. of Bihar vide its letter no. CDO-27/alignment-03/2018-564(we) dated 27.06.2018 and also given the public consent and consented upon by State Govt (para 5 above) vide your letter cited as ref(i) above, is approved herewith subject to condition that it should not be passing through any religious structures, schools, water bodies/ponds, major built up/ congested area and other obligatory points.

Yours faithfully,  
  
 (Pradeep Kr Lal)  
 Superintending Engineer  
 For CE-RO, Patna

Copy to:

1. The Chief Engineer (Zone-1), Ministry of Road Transport & Highways, Transport Bhawan, N. Delhi.
2. The Chief Engineer (NH Wing)South, Road Construction Department, Vishveshwaraia Bhawan Campus, Patna - 800001.