बिहार सरकार,
कृषि विभाग।

पत्र संख्या–4/कृ0शि0को0–35/2016– 764 /कृ0, पटना, दिनांक 26/02/ 2019

प्रेषक,

रवीन्द्र नाथ राय,
विशेष सचिव।

सेवा में,

महालेखाकार बिहार,
वीरचन्द पटेल पथ, पटना।
द्वारा (+) वित्त विभाग, बिहार, पटना।

+) अनौपचारिक रूप से परामर्शित।

विषय : **बिहार कृषि विश्वविद्यालय, सबौर के दो परिसरों को जोड़ने के लिए Subway निर्माण हेतु कुल 3425.00 लाख (चौतीस करोड़ पच्चीस लाख) रू० की प्रशासनिक स्वीकृति एवं वित्तीय वर्ष 2018–19 में बजट उपबंध के अधीन तत्काल 1500.00 लाख (पन्द्रह करोड़) रू० सहायक अनुदान की निकासी एवं व्यय की स्वीकृति।**

आदेश : स्वीकृत।

निदेशानुसार बिहार कृषि विश्वविद्यालय, सबौर के दो परिसरों को जोड़ने के लिए Subway निर्माण हेतु कुल 3425.00 लाख (चौतीस करोड़ पच्चीस लाख) रू० की प्रशासनिक स्वीकृति एवं वित्तीय वर्ष 2018–19 में बजट उपबंध के अधीन तत्काल 1500.00 लाख (पन्द्रह करोड़) रू० सहायक अनुदान की निकासी एवं व्यय की स्वीकृति प्रदान की जाती है।

2. बिहार कृषि विश्वविद्यालय, सबौर का मुख्यालय परिसर के बीचों बीच रेलवे लाईन तथा राष्ट्रीय राजमार्ग गुजरता है। उत्तर भाग में विश्वविद्यालय का प्रशासनिक एवं शैक्षणिक परिसर तथा दक्षिणी भाग में आवासीय परिसर, महिला छात्रावास, कृषि विज्ञान केन्द्र, अतिथि गृह, गव्य पालन इकाई, मुर्गी पालन/मधुमक्खी पालन इकाई, बीज प्रसंस्करण/भंडारण इकाई अवस्थित है। विश्वविद्यालय कर्मियों तथा विश्वविद्यालय में आने वाले किसानों एवं आम नागरिकों का आवाजाही परिसर के एक भाग से परिसर के दूसरे भाग में लगातार होता रहता है। रेलवे लाईन के कारण यातायात बाधित होता है एवं राजमार्ग के कारण अक्सर दुर्घटना की आशंका बनी रहती है। इसी पृष्ठभूमि में बिहार कृषि विश्वविद्यालय के परिसर के दोनों भागों को जोड़ने की आवश्यकता है। विश्वविद्यालय के प्रबंध बोर्ड द्वारा परिसर के जोड़ने की अनुशंसा की गयी है।

3. कृषि विभाग द्वारा पथ निर्माण विभाग को दोनों परिसर को जोड़ने के लिए फ्लाई ओवर अथवा Subway के लिए डी.पी.आर. तैयार करने हेतु अनुरोध किया गया। पथ निर्माण विभाग के द्वारा बिहार राज्य पुल निर्माण निगम के माध्यम से Subway निर्माण की अनुशंसा की गयी। तद्नुसार परियोजना का कार्यान्वयन बिहार राज्य पुल निर्माण निगम के द्वारा किया जायेगा। बिहार राज्य पुल निर्माण निगम के प्रबंध निदेशक द्वारा 3425.00 लाख रू० की लागत पर परियोजना कार्यान्वयन की तकनीकी स्वीकृति दी गयी है। तकनीकी स्वीकृति से संबंधित विवरणी अनुसूची–1 के रूप में संलग्न है।

4. यह योजना दो वर्षों में पूरा होने की संभावना है। प्रथम वर्ष में 1500.00 लाख रू० तथा दूसरे वर्ष में 1925.00 लाख रू० व्यय का अनुमान है। राज्य सरकार द्वारा बजट उपबंध के अधीन एकमुश्त परियोजना राशि बिहार कृषि विश्वविद्यालय को विमुक्त की जायेगी। बिहार राज्य पुल निर्माण निगम से

मांग प्राप्त होने पर एक सप्ताह के अंदर विश्वविद्यालय द्वारा निगम को राशि उपलब्ध करायी जायेगी। विश्वविद्यालय एवं बिहार राज्य पुल निर्माण निगम के बीच समन्वय स्थापित करने तथा योजना के प्रगति के सतत अनुश्रवण के लिए प्रधान सचिव, कृषि की अध्यक्षता में अनुश्रवण समिति गठित की जायेगी। इस समिति में कुलपति, बिहार कृषि विश्वविद्यालय, सबौर तथा अभियंता प्रमुख, पथ निर्माण विभाग, बिहार सदस्य होंगे। प्रबंध निदेशक, बिहार राज्य पुल निर्माण निगम समिति के सदस्य सचिव हो होंगे। प्रशासी विभाग द्वारा योजना कार्यान्वयन के संबंध में आवश्यकतानुसार निर्णय लिया जा सकता है।

5. उक्त योजनान्तर्गत स्वीकृत राशि का व्यय वित्तीय वर्ष 2018–19 में निम्न के अधीन विकलनीय होगा,

(राशि लाख रू० में)

बजट शीर्ष	उपबंधित राशि	स्वीकृत राशि
मुख्य शीर्ष 2415–कृषि अनुसंधान तथा शिक्षा, उपमुख्य शीर्ष–01– फसल कृषि–कर्म, लघु शीर्ष–277–शिक्षा, मांग संख्या–1, उपशीर्ष–0108– बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड–01–2415012770108, विषय शीर्ष–0108.31.05 सहायक अनुदान– परिसंपत्तियों का निर्माण।	3253.14	1245.00
मुख्य शीर्ष 2415–कृषि अनुसंधान तथा शिक्षा, उपमुख्य शीर्ष–01–फसल कृषि–कर्म, लघु शीर्ष– 789 अनुसूचित जातियों के लिए विशेष घटक योजना, मांग संख्या–1, उपशीर्ष–0103–बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड–01–2415017890103, विषय शीर्ष–0103.31.05 सहायक अनुदान– परिसंपत्तियों का निर्माण।	627.11	240.00
मुख्य शीर्ष 2415–कृषि अनुसंधान तथा शिक्षा,उपमुख्य शीर्ष–01–फसल कृषि–कर्म,लघु शीर्ष–796 जनजातीय क्षेत्र उप योजना, मांग संख्या–1, उपशीर्ष– 0104–बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड–01–2415017960104, विषय शीर्ष–0104.31.05, सहायक अनुदान– परिसंपत्तियों का निर्माण।	39.19	15.00
कुल	**3919.44**	**1500.00**

4. स्वीकृत राशि 1500.00 लाख रूपये की निकासी प्रशासी–सह–लेखा पदाधिकारी–सह–निकासी एवं व्ययन पदाधिकारी, कृषि विभाग के द्वारा सचिवालय कोषागार, विकास भवन, पटना से करेंगे एवं बैंक ड्रॉफ्ट के माध्यम से नियंत्रक, बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर को उपलब्ध करायेंगे। विश्वविद्यालय द्वारा तुरंत कार्यान्वयन एजेंसी को राशि विमुक्त की जायेगी। विमुक्त राशि के विरूद्ध यदि कोई ब्याज आहरित होता है तो इसका उपयोग उन्हीं कार्यों के लिए किया जायेगा जो राज्य सरकार से स्वीकृत है। प्रशासी विभाग द्वारा योजना कार्यान्वयन के संबंध में आवश्यकतानुसार निर्णय लिया जा सकता है।

5. अनुदान के रूप में स्वीकृत राशि की निकासी बी०टी०सी०–42 पर की जायेगी जिसके साथ बिहार कृषि विश्वविद्यालय से पूर्व प्राप्त रसीद संलग्न की जायेगी। विपत्र में योजना का स्पष्ट रूप से उल्लेख किया जायेगा। विश्वविद्यालय द्वारा उपयोगिता प्रमाण–पत्र कृषि विभाग को उपलब्ध करायी जायेगी एवं इसकी प्रति महालेखाकार, बिहार के कार्यालय को भेजी जायेगी। साथ ही बिहार वित्तीय नियमावली के अनुरूप अंकेक्षित लेखा विवरणी उपलब्ध कराने की भी अनिवार्यता होगी। कार्यान्वयन एजेन्सी द्वारा उक्त योजना का अलग से लेखा संधारण सुनिश्चित किया जायेगा।

6. वित्त विभाग द्वारा निर्गत पत्रांक–2561 दिनांक 17.4.98 का अनुपालन निकासी एवं व्ययन पदाधिकारी द्वारा सुनिश्चित किया जायेगा। विश्वविद्यालय स्वीकृत राशि की मदवार व्यय विवरणी एवं उपयोगिता प्रमाण–पत्र, महालेखाकार, बिहार, पटना को उपलब्ध कराया जायेगा एवं इसकी प्रतिलिपि कृषि विभाग को भी उपलब्ध करायेगा।

7. महालेखाकार, बिहार, पटना को उक्त स्वीकृत राशि के व्यय का अंकेक्षण का अधिकार रहेगा। विश्वविद्यालय व्यय से संबंधित लेखा पंजी का संधारण करेगा तथा विहित अंकेक्षण दल को यथा समय उनके निरीक्षण हेतु उपलब्ध करायेगा।

8. वित्त विभाग के संकल्प संख्या–3758 दिनांक 31.05.2017 में निहित प्रावधान के आलोक में उक्त योजना के कार्यान्वयन में मंत्रिपरिषद् की स्वीकृति दिनांक 18.02.2019 को संचिका संख्या 4/कृ0शि0को0–35/2016 के 22/टि० पर प्राप्त है।

9. राज्यादेश में आन्तरिक वित्तीय सलाहकार की सहमति संचिका संख्या 4/कृ0शि0को0–35/2016 के पृ0सं0– 24/टि० पर दिनांक– 22.02.2019 को प्राप्त है।

10. वित्त विभागीय परिपत्र संख्या 7355 वि० (2) दिनांक 05.10.2007 के आलोक में महालेखाकार, बिहार, पटना से प्राधिकार पत्र की आवश्यकता नहीं है।

बिहार राज्यपाल के आदेश से,

26.2.19

(रवीन्द्र नाथ राय)
विशेष सचिव,
कृषि विभाग, बिहार, पटना।

ज्ञापांक: 4/कृ0शि0को0–35/2016 764 /कृ0, पटना, दिनांक 26/02/, 2019

प्रतिलिपि : योजना एवं विकास विभाग/वित्त विभाग/मंत्रिमंडल सचिवालय विभाग, बिहार, पटना/उप महालेखाकार (लेखा)/महालेखाकार (ले० एवं ह०) का कार्यालय, बिहार, पटना को सूचनार्थ एवं आवश्यक कार्रवाई हेतु प्रेषित।

26.2.19

विशेष सचिव,
कृषि विभाग, बिहार, पटना।

ज्ञापांक: 4/कृ0शि0को0–35/2016 764 /कृ0, पटना, दिनांक 26/02/, 2019

प्रतिलिपि : कोषागार पदाधिकारी, सचिवालय कोषागार, विकास भवन, बेली रोड, पटना/प्रशासी–सह–लेखा पदाधिकारी–सह–निकासी एवं व्ययन पदाधिकारी, कृषि विभाग, बिहार, पटना को सूचनार्थ एवं आवश्यक कार्रवाई हेतु प्रेषित।

26.2.19

विशेष सचिव,
कृषि विभाग, बिहार, पटना।

ज्ञापांक: 4/कृ0शि0को0–35/2016 764 /कृ0, पटना, दिनांक 26/02/, 2019

प्रतिलिपि : प्रधान सचिव, पथ निर्माण विभाग, बिहार, पटना/कुलपति, बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर/नियंत्रक, बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर/ प्रबंध निदेशक, बिहार राज्य पुल निर्माण निगम, बिहार, पटना/ अभियंता प्रमुख, पथ निर्माण विभाग, बिहार, पटना को सूचनार्थ एवं आवश्यक कार्रवाई हेतु प्रेषित।

26.2.19

विशेष सचिव,
कृषि विभाग, बिहार, पटना।

ज्ञापांक: 4/कृ0शि0को0–35/2016 764 /कृ0, पटना, दिनांक 26/02/, 2019

प्रतिलिपिः– उप सचिव, मुख्यमंत्री सचिवालय, बिहार, पटना/मंत्री, कृषि के आप्त सचिव/प्रधान सचिव, कृषि के आप्त सचिव/निदेशक, पी.पी.एम. (कृषि विभाग) बिहार, पटना/बजट प्रभारी, कृषि विभाग/वित्त विभाग(बजट शाखा) को सूचनार्थ एवं आवश्यक कार्रवाई हेतु प्रेषित एवं उप निदेशक (शष्य), सूचना, कृषि विभाग को विभाग के बेबसाईट पर उपलब्ध कराने हेतु प्रेषित।

26.2.19

विशेष सचिव,
कृषि विभाग, बिहार, पटना।

अनुसूची–1

(30)

अभियंता प्रमुख–सह–अपर आयुक्त–सह–विशेष सचिव का कार्यालय,

पथ निर्माण विभाग

पत्रांक:– प्र0 11/आर0ओ0बी0–04–06/2016 पटना, दिनांक : 26/11/18

लक्ष्मी नारायण दास,
अभियंता प्रमुख–सह–अपर आयुक्त–
सह–विशेष सचिव।

सेवा में,

प्रधान सचिव,
कृषि विभाग, बिहार, पटना।

विषय :– **कृषि विश्वविद्यालय, सबौर के दो परिसरों को जोड़ने हेतु Subway निर्माण हेतु DPR के गठन के संबंध में।**

प्रसंग :– आपका पत्रांक–4/कृ0शि0को0–35/2016–3463/कृ0 पटना, दिनांक–18.09.2018

महाशय,

उपरोक्त प्रासंगिक पत्र के आलोक में विषयांकित योजना के लिए प्राक्कलन की एक प्रति संलग्न कर अग्रतर कार्रवाई हेतु भेजी जा रही है। प्रबंध निदेशक, बिहार राज्य पुल निर्माण निगम लिमिटेड द्वारा प्राक्कलन पर कुल ₹3425.00 लाख (चौतीस करोड़ पच्चीस लाख मात्र) का तकनीकी अनुमोदन प्रदान किया गया है। उल्लेखनीय है कि इस योजना का कार्यान्वयन बिहार राज्य पुल निर्माण निगम लिमिटेड द्वारा कराया जाएगा।

अतः अनुरोध है कि प्रबंध निदेशक, बिहार राज्य पुल निर्माण निगम लिमिटेड द्वारा अनुमोदित ₹3425.00 लाख के लिए प्रशासनिक स्वीकृति प्रदान करने की कार्रवाई की जाय।

अनु0:– यथोक्त।

विश्वासभाजन,

23/11/18

(लक्ष्मी नारायण दास)

23/11

Dect./Amit/Dubey sir's/ Letter doc- 545

3/28

बिहार राज्य पुल निर्माण निगम लिमिटेड

(बिहार सरकार का एक प्रतिष्ठान)

CIN- U45201BR1977SGC001203

निबंधित कार्यालय : 7, सरदार पटेल मार्ग, पटना-- 800 015

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पत्रांक - 708 (3130) पटना दिनांक - 24.10.2018

सेवा में,

अभियन्ता प्रमुख–सह–अपर आयुक्त–सह विशेष सचिव,
पथ निर्माण विभाग, बिहार,
पटना।

कम्प्यूटरीकृत पंजीयन सं- 3228 दिनांक- 25/10/18

विषय :– भागलपुर जिलान्तर्गत कृषि विश्वविद्यालय सबौर के दो परिसरों को जोड़ने हेतु Subway का निर्माण।

प्रसंग:– आपका पत्रांक–ROB-04-06/2016-7040(E) दिनांक 12/12/2017

महाशय,

उपरोक्त विषयक परियोजना के लिए राशि ₹34,25,00,000/–(रूपये चौतीस करोड़ पच्चीस लाख) मात्र का प्राक्कलन तकनीकी अनुमोदनोपरांत प्रशासनिक अनुमोदन की अग्रतर कार्रवाई हेतु दो प्रतियों में भेजा जाता है।

अनु0–यथोक्त।

विश्वासभाजन
24/10/18
प्रबंध निदेशक
बि0रा0पु0नि0नि0लि0, पटना।

BIHAR RAJYA PUL NIRMAN NIGAM LTD.

The Government of Bihar

FINAL FEASIBILITY REPORT

Consultancy Services for the preparation of Final Feasibility Report for Road Under Bridge with Approaches for Bihar Agricultural University, Sabour, Bhagalpur, Bihar

LEA ASSOCIATES SOUTH ASIA PVT. LTD.

New Delhi, India

September 2018

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E. Executive Summary

E.1 PROJECT BACK GROUND

Bihar Agricultural University intends to have a seamless connectivity between its two campuses which are separated by NH-80 & Eastern Railways Lines. The University has engaged Bihar Rajya Pul Nirman Nigam Ltd to develop the proposal which in-turn has given the responsibility to M/s LEA Associates South Asia Pvt. Ltd to submit a complete proposal in this regard.

The project intends a safe, uninterrupted and efficient flow of the pedestrian traffic as well as Light Vehicular traffic between the two campuses of the University.

E.2 PROJECT TERMINALS

The project road is basically a inter campus connectivity across the Eastern Railways (Near Sabour Railway Station) and National Highway 80 running parallel to each other. The start point of the corridor (0+000) is near the nursery buildings in botanical garden in 2nd campus and it ends/merges (0+625) with the concrete road beside the administrative buildings in main campus. The structure portion starts from 0+020 and ends at 0+610, leaving 20m at starting and 15m at the end for clearing and levelling of the surrounding ground and other features. The whole project corridor includes only a grade separated structure i.e. Road Under Bridge cum Subway with its approaches. The Project Corridor is shown in Figure E-1 below.

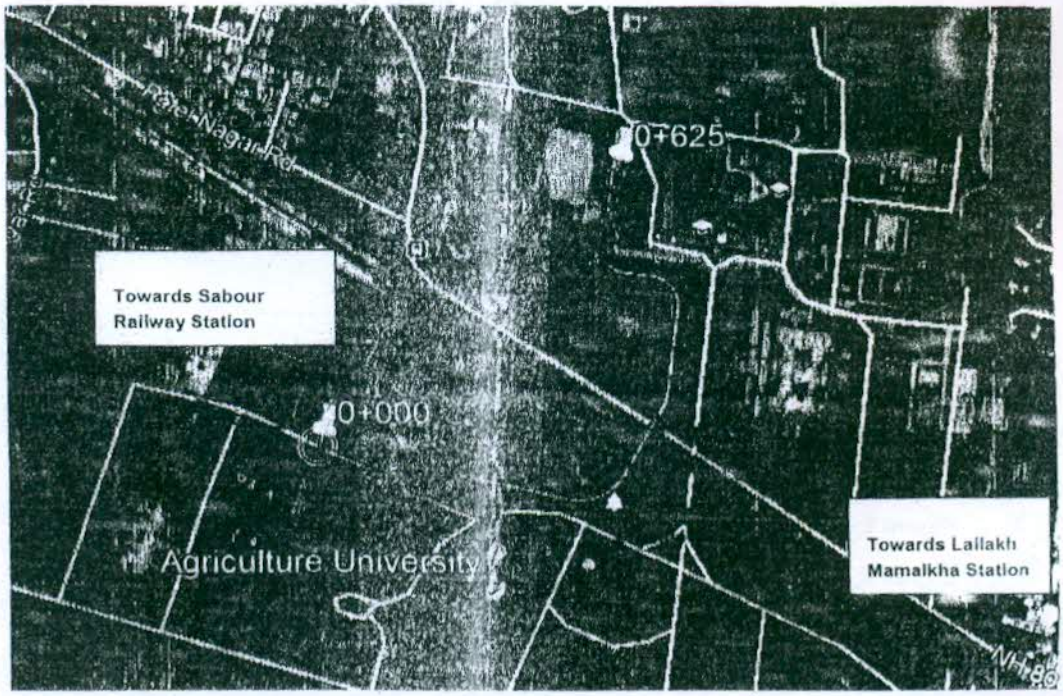

Figure E-1: Project Corridor

E.3 STUDY OBJECTIVES

The objective of the study includes the following:

- Feasibility study of RUB-cum-Underpass between the two campuses.
- Finalization of alignment after comparing various options.
- Preliminary design of RUB.
- Preliminary design of Underpass.
- Preliminary design of U-trough type approaches.
- Preparation of the Preliminary Project Report.
- Preparation of tentative Bill of Quantity for the above proposal.

E.4 METHODOLOGY FOR PROJECT STUDY

A project study is carried out and the alignment is firmed up based on the actual data of existing features collected/ developed in the following manners:

- Finding the possible options for the project road connecting the two campuses using state-of-art software.
- Verify the options as per actual site condition and assess the possible obstructions if any.
- Finalize the alignment after detailed comparison of the options.
- Data collection i.e. ground levels and other inventory data along the final alignment.
- Processing the data into General Arrangement Drawings and other relevant drawings.

E.5 PROJECT CORRIDOR

The project corridor traverses through plain terrain. The land to be used in this project belongs to the Bihar Agricultural University and the land between the two boundary walls of the university belongs to the Indian Railways & National Highway Authority of India. The existing land is currently used for Botanical Garden owned by the university on one side and a green sports field on the other side. The following Table E-1 presents the broad land use break-up along the project corridor

Table E-1: Land use pattern along the Project Corridor

Existing Chainage		Land use
From	To	
0+000	0+283	Botanical Garden of Agricultural College
0+283	0+359	Railway ROW & NH-80 Land
0+359	0+625	Sport Field of the University

Railway Level Crossings (Structure)

There is an existing level crossing at railway chainage between 297/3 and 297/4 opposite to the main gate of the University which is the only connectivity of the 2nd campus to main campus.

E.6 TRAFFIC CHARACTERISTICS

The NH-80 is one of the busiest roads in Bhagalpur town which passes between the two campuses. Because of the poor road condition especially during rainy season, slow traffic movement on NH-80 hampers normal traffic/pedestrian movement between the two campuses. Besides this, the campus traffic movement is also affected by the level crossing timings, which calls for a grade separated structure of suitable type to facilitate cross traffic movement between the two campuses irrespective of the traffic condition of the railways or NH-80.

E.7 DESIGN STANDARDS

Adoption of proper geometric standards facilitates safe, comfortable and economic operation of vehicular traffic. For this, reference has been made to different IRC & IRS standards while fixing the alignment of the RUB structure.

E.8 ENGINEERING ANALYSIS AND DESIGN

E.8.1. Typical Cross Sections

Typical cross sections have been developed for 2 lanes with footpaths on both sides. Some of the typical sections are presented below:

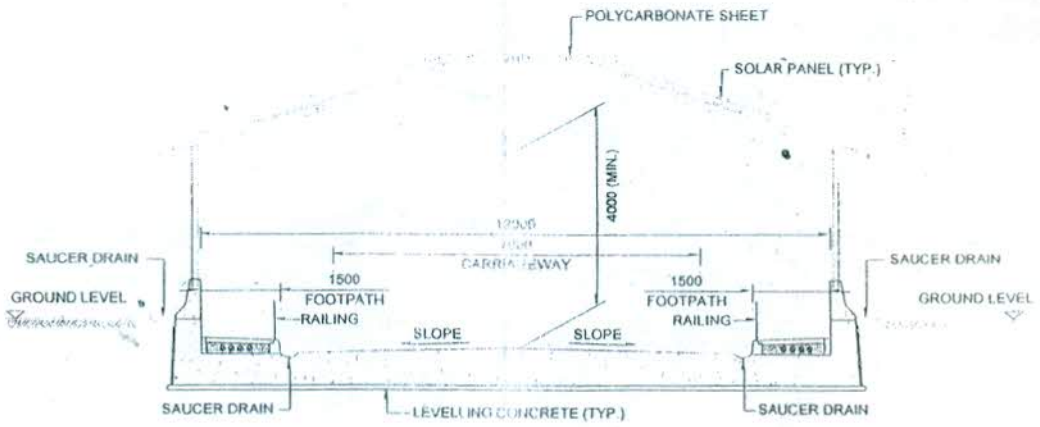

Figure E-2: Typical Cross Section for Approach Start (Type-1)

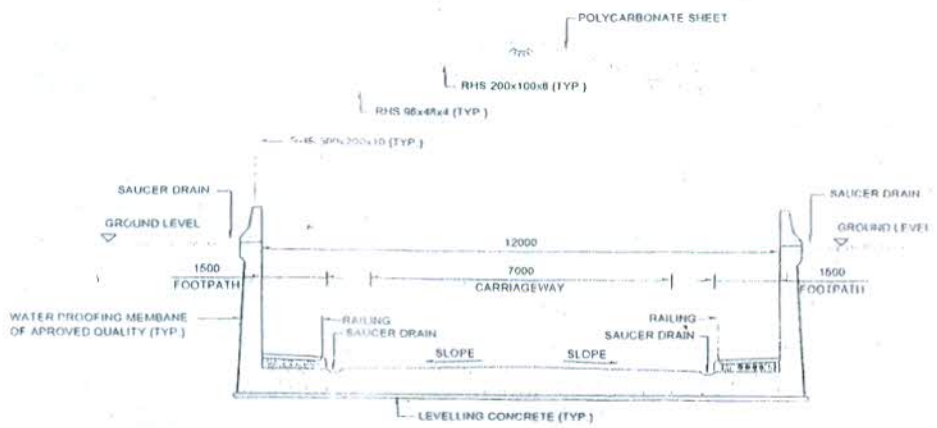

Figure E-3: Typical Cross Section for Approach End (Type-2)

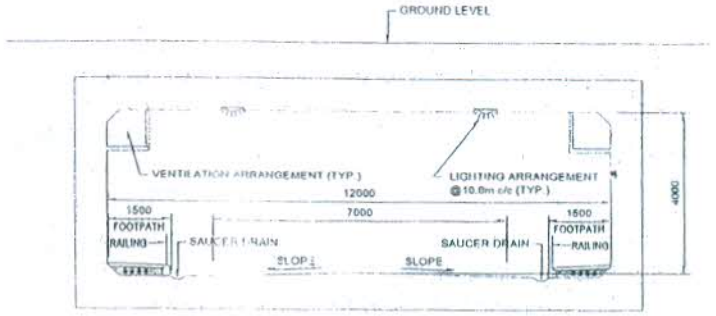

Figure E-4: Typical Cross Section for Normal Portion (Type-3)

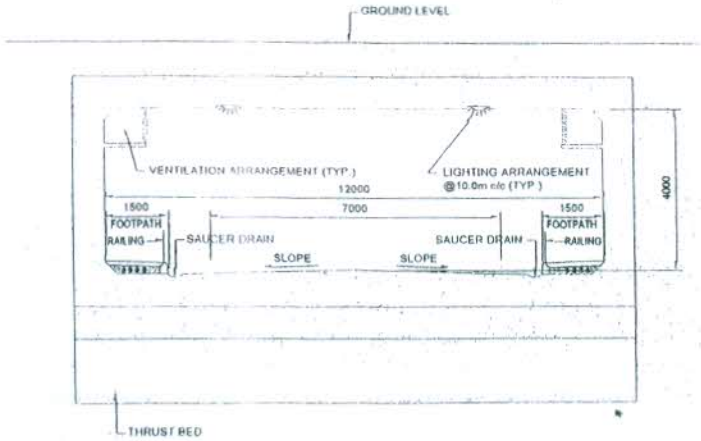

Figure E-5: Typical Cross Section for Thrust Bed Portion (Type-4)

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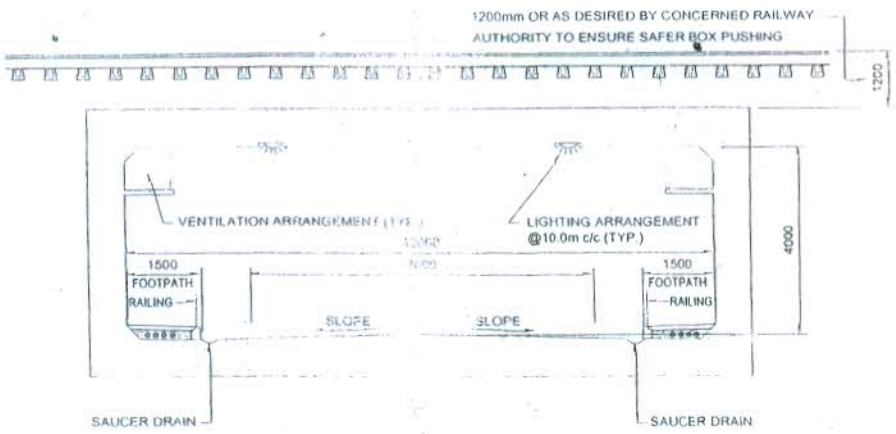

Figure E-6: Typical Cross Section for Railway Portion-Precast Box (Type-5)

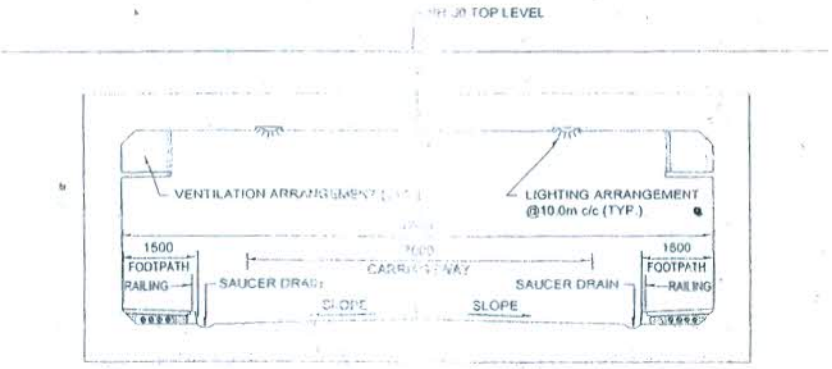

Figure E-7: Typical Cross Section for National Highway Portion (Type-6)

E.8.2. Philosophy behind Final Alignment

To finalise the alignment following principles have been followed:

I. A decent longitudinal gradient for the approaches (upto 3.3%) has been provided on either side the RUB structure.
II. With minimum affect on the existing road networks on both side of the campuses.
III. Least effect on the other adjacent existing features such as the sports field of the university inside the campus.
IV. RUB structure is placed at 0^0 degree skew with existing railway line.
V. Alignment very close to existing railway level crossing is avoided.
VI. Sufficient distance is maintained from the platform of the Sabour Railway Station nearby.

Obviously, a very smooth alignment could not be achieved after following above principles. In both the approaches of the underpass structure curvilinear alignment has been followed. Whenever very sharp horizontal curve is adopted widening of the carriage width has been made for a suitable length for better visibility and sight distance requirement for the traffic in either direction.

E.8.3. Conceptual Highway Design

The following table presents the cross section type adopted for the project.

Table E-2: Cross section type

Design Chainage		Length (m)	C/S Type
From	To		
0+020	0+270	250.000	Type1
0+270	0+288.5	18.500	Type3
0+288.5	0+304.5	16.000	Type4
0+304.5	0+320.5	16.000	Type5
0+320.5	0+365	44.500	Type6
0+365	0+610	245.000	Type1

E.8.4. Structures

The details of Recommended RUB on the basis of condition survey are given following table.

Table E-3: Recommendation for Structures along proposed Project Corridor

Type of structures	New Construction	Total no. of Structures
RUB	1	1
Underpass	1	1
Approaches	2	2

E.9 TRAFFIC SAFETY DEVICES

For the safety of both the pedestrian and vehicular traffic during their movement following provisions have been made:

I. A natural hump has been created at the start and end of the corridor to prevent storm water coming inside the approaches that may cause skidding of the vehicles.
II. The average speed of the vehicle needs to be maintained within 30kmph. The sharp curves along the alignment have been widened for better visibility and sight distance requirement thereby ensuring unhindered traffic movement from either direction.
III. The longitudinal slope of the approaches is limited to 3.3% keeping in mind the road geometry and available land.
IV. Crash barrier has been provided along either side of U-trough portion at At-grade level to ensure the safety of arterial road traffic.
V. Steel mesh is provided on the crash barrier throughout the approaches to prevent occurrence of any accident for the underpass traffic due to intentional/unintentional activity of the pedestrians at the At-grade locations.

E.10 ELECTRICALS

At modern time when the whole nation intends for use of alternate sustainable energy source the present project shall be apt to ensure that this culture is inculcated among the new generation thereby reflecting the firm belief of the government. In this line we have proposed use of solar panels to lighten the underpass 24x7 throughout the year. For this suitable number of solar panels shall be fixed on the roof the either approaches. Energy efficient LED lights shall brighten the underpass day & night. Provision of natural light is also ensured along the either approaches as an alternate. In addition normal electric connection is also proposed for the generator and pump house on either side of the approaches.

E.11 DRAINAGE

For any RUB structure with approaches drainage plays a major role in its functioning, durability and maintenance. The approaches are covered with polycarbonate sheets which will prevent the storm water from coming into the approaches. The surface of the sheets drains out the water towards a funnel which diverts the flow towards the saucer drain along the outside of the approaches. The water from these saucer drains is collected into a chamber at the start and end of the corridor and then discharged into nearest outlets. A sump is also provided inside the RUB below the footpath which collects the excess water and the pumping arrangement on top of RUB pumps out the water to the nearest discharge point.

E.12 PROJECT COST

The summary of the project cost is not shown as it is likely to vary after detailed design of the structure

Table E-4: Abstract of Cost Estimate

Sr No.	Description of work	Amount (In Rs.)
1	Road Work	22,276,978.51
2	U Trough Retaining wall	181,314,090.00
3	RUB under Railway Area	59,916,415.11
4	RUB Outer Railway Area	27,304,079.72
5	Ancillary work	150,096.00
6	Miscellaneous	10,364,132.83
	Total	**301,325,792.17**
	Supervision Charges @ 3%	9,039,773.77
	DPR Cost @ 2%	6,026,515.84
	Quality control and contingency @ 1%	3,013,257.92
	Total Cost	**319,405,339.70**

11.10.18

1. Existing Project Corridor

1.1 INTRODUCTION

There are two gates of the Bihar Agricultural University which are facing each other separated by a railway level crossing and the NH-80. The main gate of the university can be accessed easily from the NH-80 without any obstruction. The 2nd gate of the university too can be accessed from the NH-80 but through the railway level crossing in between. Below are the two images of the existing traffic movement scenario between the two campuses:

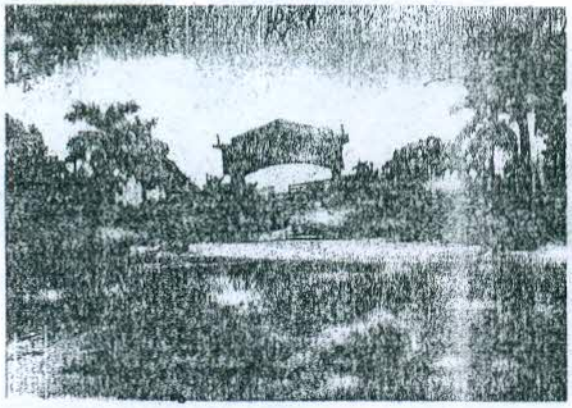

Figure 1-1: Main Gate of the University

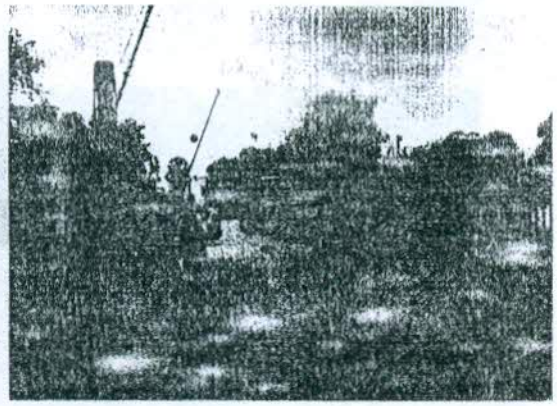

Figure 1-2: 2nd Gate of the University

1.2 SITE INVENTORY

A basic inventory survey was carried out along the proposed project corridor. It traverses through plain terrain. The existing land along the corridor covers a part of the Botanical Garden of the University, Railway & NHAI land and a green sports field that is also owned by the University. There is not much variation in the ground and railway top level and road top level. The NH-80 is a two lane carriageway of width 7.5m. There are two railway tracks and the project centreline crosses them at a distance of 275m from the Sabour Railway Station platform end. Some of the images of the proposed corridor are given below:

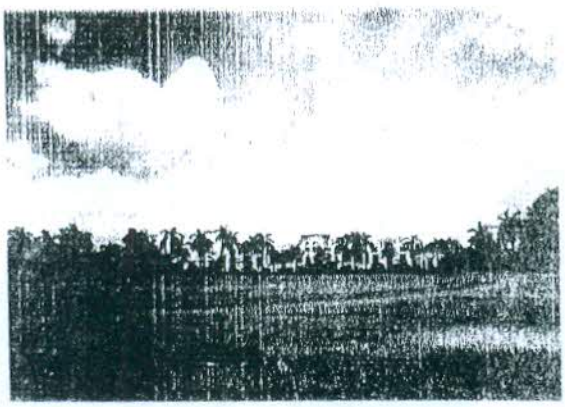

Figure 1-3: Part of the proposed alignment

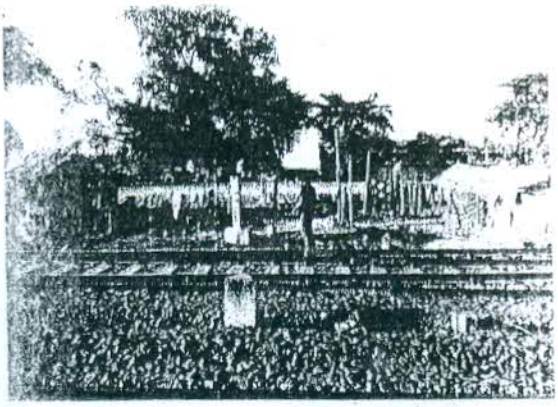

Figure 1-4: Railway portion of the alignment

1.3 RAILWAY LEVEL CROSSING

There is a railway level crossing at railway chainage between 297/3 and 297/4 opposite to the main gate of the University. Vehicles and pedestrians enter the 2nd campus through this level crossing shown in Figure 3-5. The nearest station is Sabour Railway Station which comes under Malda Town Division of Eastern Railways.

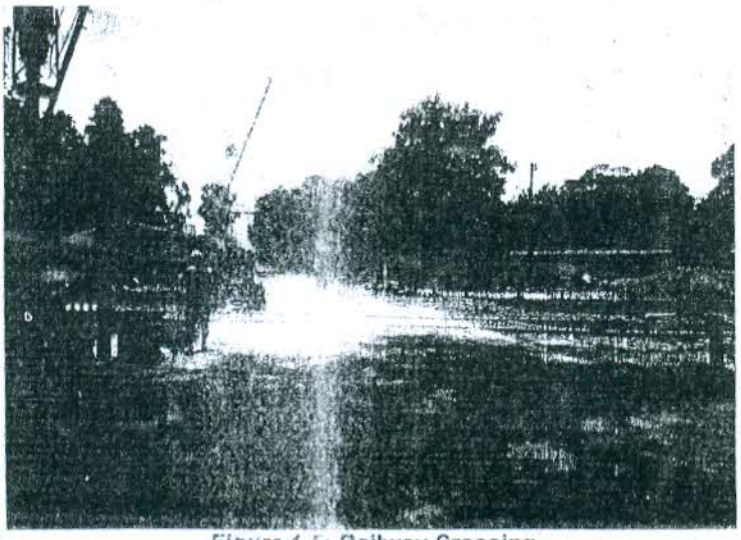

Figure 1-5: Railway Crossing

1.4 LAND USE

The proposed alignment is 625m long. It requires land from the botanical garden of the University then it crosses underneath the railway tracks and NH-80 and some portion of the sports field is required in the main campus. The land use is presented in Table 1-1

Table 1-1: **Land Use**

Chainages		Land use
From	To	
0+000	0+270	Botanical Garden of the University
0+270	0+365	Structure portion
0+365	0+625	Sports Field of the university

1.5 SOIL CHARACTERISTICS

The river Ganges divides the Bhagalpur town in two parts, north & south. The Bihar Agricultural University is situated in Sabour in south Bhagalpur. The area is an Indo-Gangetic plain of alluvial soil.

2. Summary of Improvement Proposals and Preliminary Design

2.1 HIGHWAY ASPECTS

Formulation of improvement Proposals is a pre-requisite for development of any project facility. Highway Improvement options ought to be technically sound, environmental friendly, and economically most feasible. They not only include formulation of typical cross sections separately for rural and urban areas depending on requirements of capacity augmentation, but also include:

- Provision of sidewalks to segregate pedestrian movement.
- Provision for the speed requirements at the approaches.
- Provision for the slope of the approach.
- Provision of pedestrian/vehicular underpasses.

Cross Sections

Typical cross sections have been developed for 2 lanes with footpaths on both sides. Some of the typical sections are presented below:

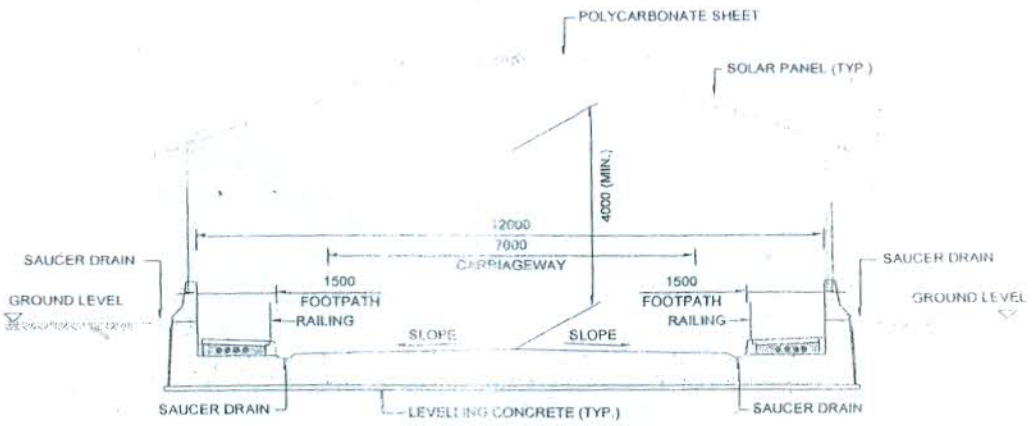

Figure 2-1: Typical Cross Section for Approach Start (Type-1)

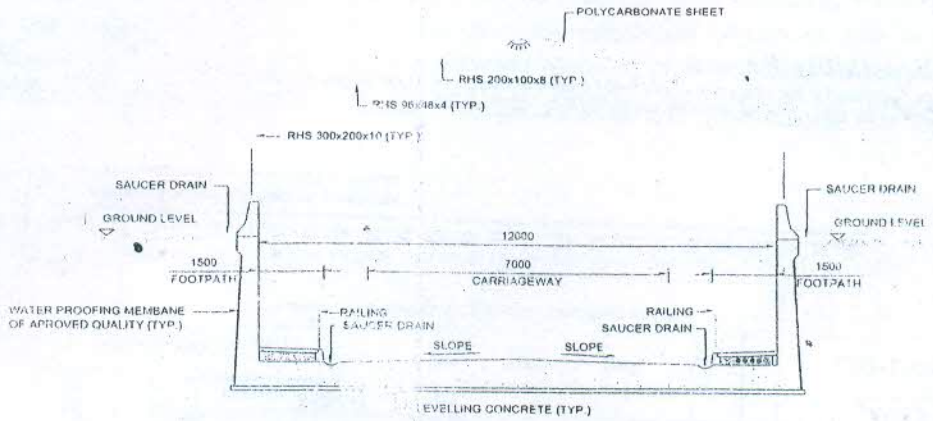

Figure 2-2: Typical Cross Section for Approach End (Type-2)

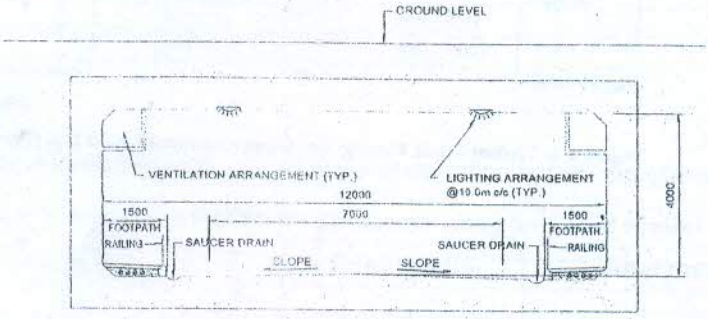

Figure 2-3: Typical Cross Section for Normal Portion (Type-3)

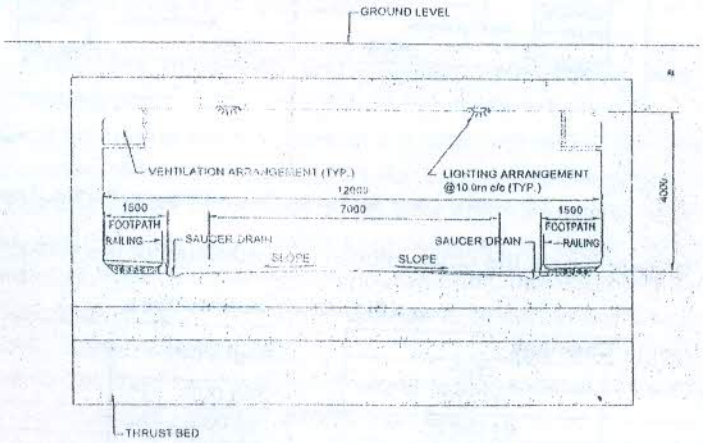

Figure 2-4: Typical Cross Section for Thrust Bed Portion (Type-4)

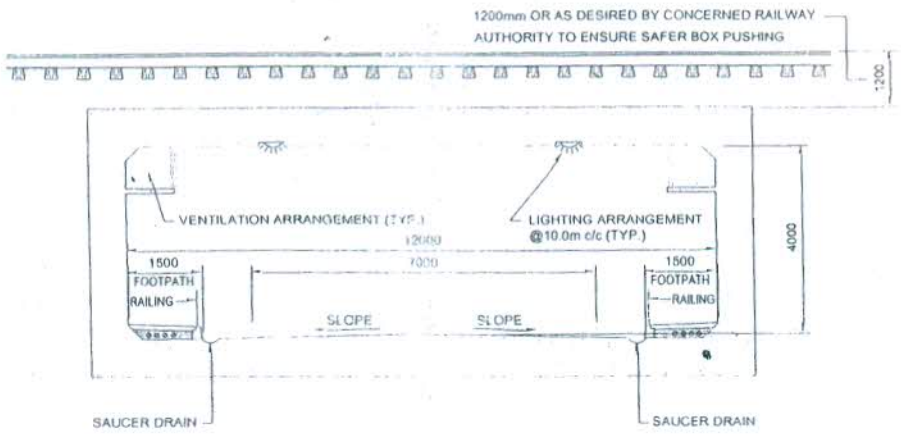

Figure 2-5: Typical Cross Section for Railway Portion-Precast Box (Type-5)

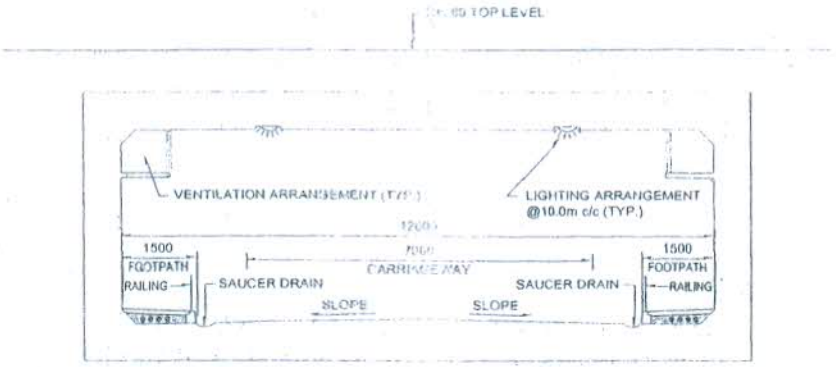

Figure 2-6: Typical Cross Section for National Highway Portion (Type-6)

The following table presents the cross section type adopted for the project.

Table 2-1: Cross section type

Design Chainage		Length (m)	C/S Type
From	To		
0+020	0+270	250.000	Type1
0+270	0+288.5	18.500	Type3
0+288.5	0+304.5	16.000	Type4
0+304.5	0+320.5	16.000	Type5
0+320.5	0+365	44.500	Type6
0+365	0+610	245.000	Type1

Improvement for the Existing Campus roads

The proposed corridor connects the existing road networks of the two campuses for the ease of traffic movement. Now the existing road network that will provide access to the RUB shall be

improved. Because the traffic on these existing roads will increase substantially as they intend to use the new RUB structure. The existing road that leads to the entry of the approach near the botanical garden is of 3.5m width. This road needs to be improved to cater for the increased traffic.

2.2 DRAINAGE ASPECTS

For any RUB with approaches drainage plays a major role in its functioning, durability and maintenance. The approaches are covered with polycarbonate sheets which will prevent the storm water from coming into the approaches. The surface of the sheets drains out the water towards a funnel which diverts the flow towards the saucer drain along the outside of the approaches. The water from these saucer drains is collected into a chamber at the start and end of the corridor and then discharged into nearest outlets. A sump is also provided inside the RUB below the footpath which collects the excess water and the pumping arrangement on top of RUB pumps out the water to the nearest discharge point.

The university is situated at the southern bank of the river Ganges at a distance of about 1.5 km. However as per the local enquiry the University premises have never been affected due to floods in the last 10-15 years. But the other areas near the river have been affected due to floods. So the uncertainty of the future and the proximity of the river Ganges makes the RUB structure vulnerable to floods. This calls for some arrangement to prevent flood water from coming into the RUB structure. Metal lock gates on both the end of the Box structure are provided which can be operated from the top slab of the box. The gates shall be lowered to close the opening of the structure to prevent flood water.

2.3 MAINTENANCE REQUIREMENTS

Periodic maintenance of various items of the structure is needed. The drains need to be cleaned once in a while. The ventilation arrangement is to be checked for functionality.

2.4 STRUCTURE ASPECTS

2.4.1. Improvement Proposal for Structures

There is only one structure i.e. Road Under Bridge with approaches. The following table gives the summary of the improvement scheme for the structures that are coming under this project.

Table 2-2: Details of Improvement for Structures

Type of structures	Repair & Widening	Re-construction	Abandoned due to realignment	New Construction	Total no. of Structures
RUB	-	-	-	1	1
Total	-	-	-	1	1

2.5 DESIGN PHILOSOPHY

For the construction of the RUB, precast RCC Box Structure, cast in situ Box Structure & RCC U-Trough for approaches has been proposed. The total length of the box has been divided into

several parts as per the loading pattern. The railway portion shall be designed as per IRS standards & the box below NH-80 portion shall be designed as per IRC standards. Design has been done considering all load cases mentioned below:

2.5.1. Design Standard

Codes & Standards

The design of various components of the bridge/culvert, in general are based on provisions of IRC/IRS/IS codes. Wherever IRC/IRS/IS code is silent, reference is made to other Indian/International codes and standards. The list of IRC/IRS/IS codes (latest revisions) given below will serve as a guide for the design of structures.

IRC: 5 – 2015 STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION I – GENERAL FEATURES OF DESIGN.

IRC: 6 – 2017 STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION II – LOADS AND LOAD COMBINATIONS.

IRC: 78 – 2014 STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION-VII – FOUNDATIONS AND SUBSTRUCTURES (REVISED EDITION).

IRC: 112 – 2011 CODE OF PRACTICE FOR CONCRETE ROAD BRIDGES.

IRS CONCRETE BRIDGE CODE

IRS BRIDGE RULES

IRS BRIDGE SUB-STRUCTURES AND FOUNDATION CODE

2.5.2. Design Loads

Load Description	Cast in-situ RCC Box for Highway portion	Precast RCC Box for Railway portion
Dead Load (DL)	RCC Unit weight for Dead Loads calculation has been considered 25kN/m3 as per IRC: 6 – 2017.	RCC Unit weight for Dead Loads calculation has been considered 25kN/m3 as per IRS Bridge Rules.
Super Imposed Dead Load (SIDL)	Unit weight for superimposed dead load shall be in conformity with IRC: 6 – 2017	Unit weight for superimposed dead load shall be in conformity with IRS Bridge rules
Load due to Earth Pressure	Earth Pressure at rest has been considered to be acting on the vertical walls of the structures. The Co-efficient of Earth pressure at rest is taken as K_o = 1-sinφ where φ is the angle of internal friction of backfill material as per IRC: 6 – 2017	Earth Pressure at rest has been considered to be acting on the vertical walls of the structures. The Co-efficient of Earth pressure at rest is taken as K_o = 1-sinφ where φ is the angle of internal friction of backfill material as per IRC: 6 – 2017
Carriageway Live Load (LL)	Live Load conforming to IRC: 6 – 2017 have been considered in the analysis of the structure and the Class of loading whichever produces the severe effect has been considered in the design. Class AA Track, Class A and 70R	Railway live load conforming to Appendix – XXII of IRS Bridge Rules has been considered. The Equivalent Uniformly Distributed Load (EUDL) for "25t Loading – 2008" for Broad Gauge track is considered in the design.

Load Description	Cast in-situ RCC Box for Highway portion	Precast RCC Box for Railway portion
	Wheel load has been considered in the design. Dispersion of live has been calculated as per IRC: 112-2011 (Annexure – B3).	
Live Load Surcharge	The structure has been analysed considering a Live Load surcharge equivalent to 1.20 mts. height of earth-fill as per IRC: 6 - 2017	Live Load Surcharge conforming to IRS Bridge Substructures and Foundation Code is considered.
Braking Force	The Braking Force has been calculated for 20% of total carriageway live load at that designed section	The braking force has been calculated as per IRS Bridge Rules.

COST ESTIMATE OF SUBWAY NEAR AGRICULTURE COLLEGE, SABOUR, BHAGALPUR

S#	ITEM DESCRIPTION	UNIT	Length	Width	Hight/ Thickness	QTY	Rate	Amount
I	ROAD							
(a)	Diversion							
2.3	**Clearing and Grubbing Road Land** (Clearing and grubbing road land including uprooting rank vegetation, grass, bushes, shrubs, saplings and trees girth up to 300 mm, removal of stumps of trees cut earlier and disposal of unserviceable materials and stacking of serviceable material to be used or auctioned up to a lead of 1000 meters including removal and disposal of top organic soil not exceeding150 mm in thickness.)							
(ii)A	By Mechanical In area of light jungle	Ha.	500.000	9.000		0.45	66,160.00	29,772.00
3.16	**Embankment Construction with Material Obtained from Borrow Pits** (Construction of embankment with approved material obtained from borrow pits with all lifts and leads, transporting to site, spreading, grading to required slope and compacting to meet requirement of table 300-2.)							
(i)	Rolling with vibratory roller	m^3	500.000	9.000	0.500	2,250.00	230.00	517,500.00
4.2	**Granular Sub-Base with Coarse Graded Material**							
(i)	for grading- I Material	m^3	500.000	8.000	0.200	800.00	651.00	520,800.00
4.9	**Water Bound Macadam** (Providing, laying, spreading and compacting stone aggregates of specific sizes to water bound macadam specification including spreading in uniform thickness, hand packing, rolling with vibratory roller 8-10 tonnes / Smooth 3 wheeled Steel Roller in stages to proper grade and camber, applying and brooming requisite type of screening/ binding Materials to fill up the interstices of coarse aggregate, watering and compacting to the required density)	m^3	500.000	7.300	0.200	730.00	858.00	626,340.00
5.2	Tack Coat Providing and applying tack coat with bitumen emulsion using emulsion pressure distributor at the rate of 0.20 kg per sqm on the prepared bituminous/granular surface cleaned with mechanical broom.							
	Tack coat	m^2	500.000	7.000	0.550	1,925.00	11.10	21,367.50
5.6	**Dense Graded Bituminous Macadam** (Providing and laying dense bituminous macadam with 100-120 TPH batch type HMP producing an average output of 75 tonnes per hour using crushed aggregates of specified grading, premixed with bituminous binder @ 4.0 to 4.5% by weight of total mix of mix and filler, transporting the hot mix to work site, laying with a hydrostatic paver finisher with sensor control to the required grade, level and alignment, rolling with smooth wheeled, vibratory and tandem rollers to achieve the desired compaction as per MoRTH specification clause No. 507 complete in all respects.)							
(i)	for Grading I (40 mm nominal size)	m^3	500.000	7.000	0.075	262.50	6,456.00	1,694,700.00
(b)	Approaches							
3.6	**Excavation in Soil** using Hydraulic Excavator CK 90 and Tippers with disposal upto1000 meters (Excavation for roadwork in soil with hydraulic excavator of 0.9 cum bucket capacity including cutting and loading in tippers, trimming bottom and side slopes, in accordance with requirements of lines, grades and cross sections, and transporting to the embankment location within all lifts and lead upto 1000m.)							
(i)	Excluding the cost of watering, rolling & compaction	m^3	500.000	17.600	3.000	26,400.00	94.00	2,481,600.00
3.19	**Compacting original ground supporting subgrade** (Loosening of the ground upto a level of 500 mm below the subgrade level, watered, graded and compacted in layers to meet requirement of table 300-2 for subgrade construction.)							
(i)	Rolling with vibratory roller	m^3	500.000	17.600	0.200	1,760.00	88.40	155,584.00
3.16	**Embankment Construction with Material Obtained from Borrow Pits** (Construction of embankment with approved material obtained from borrow pits with all lifts and leads, transporting to site, spreading, grading to required slope and compacting to meet requirement of table 300-2.)							
	Rolling with vibratory roller	m^3	500.000	17.600	1.500	13,200.00	230.00	3,036,000.00

COST ESTIMATE OF SUBWAY NEAR AGRICULTURE COLLEGE, SABOUR, BHAGALPUR

S#	ITEM DESCRIPTION	UNIT	Length	Width	Hight/ Thickness	QTY	Rate	Amount
17.6	**Providing 65mm thick wearing course** comprising of 40mm thick Bituminous Concrete overlaid with 25 mm bitumen mastic layer as per Technical Specification Section 2700	m^2	595.000	8.500		5,057.50	638.00	3,226,685.00
	Speed braker	m^3	7.000	0.031	4.000	0.88	6,743.00	5,931.45
(C)	FOOTPATH							
4.16	**Footpaths and Separators** (Construction of footpath/separator by providing a 150 mm compacted granular sub base as per clause 401 and 25 mm thick cement concrete grade M15, over laid with precast concrete tiles in cement mortar 1:3 including provision of all drainage arrangements but excluding kerb channel.)	m^2	595.000	3.000		1,785.00	799.00	1,426,215.00
8.21	**Tubular Steel Railing** on Precast RCC posts, 1.2 m high above ground level (Providing, fencing and erecting 50 mm dia painted steel pipe railing in 3 rows on precast M20 grade RCC vertical posts1.8metres high (1.2 m above GL) with 3 holes 50 mm dia for pipe, fixed 2 meters center to, complete asper approved drawing.)	m	595.000	2.000		1,190.00	1,217.00	1,448,230.00
8.1	**Cast-in-Situ Cement Concrete M20 kerb** (Construction of cement concrete kerb with top and bottom width 115 and 165 mm respectively, 250 mm high in M 20 grade PCC on M-10 grade foundation150 mm thick, foundation having 50 mm projection beyond kerb stone, kerb stone laid with kerb laying machine, foundation concrete laid manually, all complete as per clause 408.)							
A	Using Concrete Mixer	m	595.000	2.000		1,190.00	188.00	223,720.00
(d)	ROAD SIDE DRAINS							
3.24 (a)	**Excavation**	m^3	1,000.000	1.000	1.000	4,000.00	82.00	328,000.00
12.8 (A)	**PCC M-15**	m^3	1,000.000	1.100	0.050	55.00	3,683.00	202,565.00
12.8 (C)	**RCC M-20 For Drain**	m^3	1,000.000		0.520	1,040.00	4,028.00	4,189,120.00
12.41	**Reinforcement**	Mt				29.12	67,263.00	1,958,698.56
12.8 (A)	**Saucer Drain PCC-M15**	m^3	500.000	0.500	0.100	50.00	3,683.00	184,150.00
								22,276,978.51
2	RETAINING WALL							
12.1 (B) (i)	**Excavation of structure**	m^3	500.000	1.600	1.000	1,600.00	76.00	121,600.00
12.8 (A)	**PCC M-15**	m^3	500.000	15.300	0.150	2,295.00	3,683.00	8,452,485.00
12.8 (G)	**Concrete M-30**							
	Road foundation	m^3	500.000	0.800	15.000	12,000.00	4,424.00	53,088,000.00
	Wall	m^3	500.000	0.800	2.000	1,600.00	4,424.00	7,078,400.00
12.4	**Reinforcement**	Mt				1,360.00	66,747.00	90,775,920.00
13.9 (a)	**Back filling** behind abutment, wing wall and return wall complete as per drawing and Technical specification with Granular Material	m^3	500.000	1.000	3.000	3,000.00	537.00	1,611,000.00
8.22(i)	**Crash Barrier**	Lm	500.000	2.000		1,000.00	2,891.00	2,891,000.00
14.16	**Painting on concrete surface** (Providing and applying 2 coats of water based cement paint to unplastered concrete surface after cleaning the surface of dirt, dust, oil, grease, efflorescence and applying paint @ of 1 litre for 2 Sq.m.)	m	595.000			595.00	97.00	57,715.00

COST ESTIMATE OF SUBWAY NEAR AGRICULTURE COLLEGE, SABOUR, BHAGALPUR

S#	ITEM DESCRIPTION	UNIT	Length	Width	Hight/ Thickness	QTY	Rate	Amount
	Water Proofing Mambane	m^2	595.000	2.000	3.200	7,616.00	15.00	114,240.00
	Polycarbonate Sheet	Lm	500.000	13.000		6,500.00	492.78	3,203,070.00
8.7 (A)	Truss and Vertical Support	Mt	260.000			260.00	53,541.00	13,920,660.00
								181,314,090.00
3	RUB Under railway area							
(i)	**CONSTRUCTED WITH BOX PUSHING TECHNIQUE Including cost of reliving girder**	m	16.000			16.00	2,500,000.000	40,000,000.00
(ii)	**BOX CONSTRUCTED WITH OPEN CUT METHOD**							
12.1 (B) (i)	Excavation of structure	m^3	30.680	17.600	6.400	6,911.59	76.00	525,280.87
13.9 (a)	Back filling behind abutment, wing wall and return wall complete as per drawing and Technical specification with Granular Material	m^3	30.680	2.000	6.400	785.41	537.00	421,764.10
12.8 (A)	PCC M-15	m^3	30.680	14.700	0.150	67.65	3,683.00	249,152.74
12.8 (G)	Concrete M-30	m^3	30.680		47.400	1,454.23	4,424.00	6,433,522.37
12.4	Reinforcement	Mt				145.42	66,747.00	9,706,562.33
	Railway supervision cost 4.5%							2,580,132.71
								59,916,415.11
4	RUB Outer railway area							
	BOX CONSTRUCTED WITH OPEN CUT METHOD							
12.1 (B) (i)	Excavation of structure	m^3	48.320	17.600	6.400	10,885.53	76.00	827,300.25
13.9 (a)	Back filling behind abutment, wing wall and return wall complete as per drawing and Technical specification with Granular Material	m^3	48.320	2.000	6.400	1,236.99	537.00	664,264.70
12.8 (A)	PCC M-15	m^3	48.320	14.700	0.150	106.55	3,683.00	392,407.44
12.8 (G)	Concrete M-30	m^3	48.320		47.400	2,290.37	4,424.00	10,132,588.03
12.4	Reinforcement	Mt				229.04	66,747.00	15,287,519.29
								27,304,079.72
5	Ancillary Work							
8.4	Retro- reflectorized Traffic signs							
(i)	Road sign 90 cm equilateral triangle	No	8.000			8.00	4,887.00	39,096.00
8.13	**Road Marking** with Hot Applied Thermoplastic Compound with Reflectorizing Glass Beads on Bituminous Surface (Providing and laying of hot applied thermoplastic compound 2.5 mm thick including reflectorizing glass beads @ 250 gms per sqm area, thickness of 2.5 mm is exclusive of surface applied glass beads as per IRC:35 The finished surface to be level, uniform and free from streaks and holes.)	sqm	1,500.000		0.100	150.00	740.00	111,000.00
								150,096.00
6	Miscellaneous							
(i)	Drainage Pipe 150 dia PVC Pipe	m	306.000			306.00	250.00	76,500.00

COST ESTIMATE OF SUBWAY NEAR AGRICULTURE COLLEGE, SABOUR, BHAGALPUR

S#	ITEM DESCRIPTION	UNIT	Length	Width	Hight/ Thickness	QTY	Rate	Amount
(ii)	Solar lighting Panale (10 KW)	unit	1.000			1.00	1,300,000.00	1,300,000.00
(iii)	Reconstruction university boundary wall	m	100.000			100.00	3,721.00	372,100.00
(iv)	LED Lighting	No	122.000			122.00	5,000.00	610,000.00
(v)	Exhaust Fan	No	26.000			26.00	70,000.00	1,820,000.00
(vi)	Pump House with Pump inclusive of down pipe	No	2.000			2.00	108,939.00	217,878.00
(vii)	Utility Duct	M	1,190.000		2.000	2,380.00	1,492.29	3,551,654.83
(viii)	Catel trap	m	10.000	7.000	2.000	140.00	300.00	42,000.00
8.19	Fencing with welded steel wire Fabric	m	1,000.000		2.000	2,000.00	507.00	1,014,000.00
	Metal Gate for Emergency	No	2.000			2.00	680,000.00	1,360,000.00
								10,364,132.83
							TOTAL AMOUNT	301,325,792.17
							TOTAL AMOUNT IN Cr.	30.13 -(A)

Add Contage @ 7% upto 10.00 Cr & @ 5% upto 100.00 Cr on A — 1.71

Price Escalation @ 8% on A — 2.41

Grand Total — ₹ 34.25 Cr.

11/X/18

Senior Project Engineer
Bihar Rajya Pul Nirman Nigam
Works Division, Bhagalpur

Cs

for ₹ 34.25 Cr

23.X.18

Dy. Chief Engineer
South Bihar Circle
B.R.P.N.N. Ltd
PATNA-800 01

23/X

23.10

Technically Approved for Rs 34,25,00,000/- thirty four crore twenty five lac only.

24/10/18

MD

BRPNNL Patna

अनुसूची-2

बिहार सरकार

योजना एवं विकास विभाग

संचिका संख्या-- 4/कृ0 वि0-35/2016

ज्ञापांक: 25 लो0 वि0 /यो0वि0, पटना, दिनांक 21/01/2019

प्रतिलिपि: मंत्री, योजना एवं विकास विभाग के आप्त सचिव/मंत्री, कृषि विभाग के आप्त सचिव को सूचनार्थ प्रेषित।

21.1.19
संयुक्त निदेशक

ज्ञापांक: /यो0वि0, पटना, दिनांक 2018

प्रतिलिपि: प्रधान सचिव, वित्त विभाग, बिहार, पटना/प्रधान सचिव/सचिव, कृषि विभाग, बिहार, पटना को सूचनार्थ एवं आवश्यक कार्रवाई हेतु प्रेषित।

21.1.19
संयुक्त निदेशक

27/28

दिनांकः 18.01.2019 को कृषि विभाग से संबंधित प्रस्ताव पर आयोजित लोक वित्त समिति की बैठक की कार्यवाही।

1. विषय एवं प्रस्तावः बिहार कृषि विश्वविद्यालय, सबौर के दो परिसरों को जोड़ने के लिए Subway निर्माण हेतु कुल 3425.00 लाख (चौतीस करोड़ पच्चीस लाख) रू० की प्रशासनिक स्वीकृति एवं वित्तीय वर्ष 2018–19 में बजट उपबंध के अधीन तत्काल 1500.00 लाख (पन्द्रह करोड़) रू० सहायक अनुदान की स्वीकृति का प्रस्ताव है।

2. संचिका संख्या : 4/कृ०शि०को०–35/2016

3. संलेख का ज्ञापांक एवं तिथि : ज्ञापांक–18 दिनांकः 03.01.2019

4. योजना का कोड : ए0जी0।

5. बजटशीर्ष/उप शीर्ष/पृ0सं0 एवं निधि की उपलब्धता : (राशि लाख रूपये में)

बजट शीर्ष	उपबंधित राशि	प्रस्तावित योजना की आवश्यकता
मुख्य शीर्ष–2415–कृषि अनुसंधान तथा शिक्षा, उप मुख्य शीर्ष 01–फसल कृषि कर्म–लघु शीर्ष–277–शिक्षा, मांग सं०–1 उपशीर्ष–0108–बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड– 01-2415012770108 विषय शीर्ष 0108.31.05 सहायक अनुदान – परिसंपत्तियों के निर्माण	3253.14	1245.00
मुख्य शीर्ष–2415–कृषि अनुसंधान तथा शिक्षा, उप मुख्य शीर्ष 01–फसल कृषि कर्म–लघु शीर्ष–789–अनुसूचित जातियों के लिए विशेष घटक योजना, मांग सं०–1, उपशीर्ष–0103–बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड– 01-2415017890103 विषय शीर्ष 0103.31.05 सहायक अनुदान – परिसंपत्तियों के निर्माण	627.11	240.00
मुख्य शीर्ष–2415–कृषि अनुसंधान तथा शिक्षा–उप मुख्य शीर्ष 01–फसल कृषि कर्म–लघु शीर्ष–796–जनजातीय क्षेत्र उप योजना, मांग सं०–1, उपशीर्ष–0104–बिहार कृषि विश्वविद्यालय, सबौर, भागलपुर, विपत्र कोड– 01-2415017960104 विषय शीर्ष 0104.31.05 सहायक अनुदान – परिसंपत्तियों के निर्माण	39.19	15.00
सकल योग	**3919.44**	**1500.00**

6. प्रस्ताव पर चर्चा : प्रस्ताव पर विचार विमर्श किया गया।

7. समिति का निर्णय : स्वीकृत।

18.1.2019
(सुधीर कुमार)
प्रधान सचिव,
कृषि विभाग, बिहार, पटना।

18/1/2019
(डॉ० एस० सिद्धार्थ)
प्रधान सचिव,
वित्त विभाग, बिहार, पटना।

18/1/19
(मनीष कुमार वर्मा)
सचिव,
योजना एवं विकास विभाग,
बिहार, पटना।

(अरूण कुमार सिंह)
विकास आयुक्त
बिहार, पटना।

28/28