BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI

Execution Application No. 49 OF 2025

In

Execution Application No. 46 of 2018

In

O.A No. 234 of 2015

Veterans Forum for Transparency in Public Life ...Applicant

VERSUS

Chapra Nagar Prishad & Ors. ...Respondents

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Chapra Nagar Parishad & Ors. ...Respondents

COUNTER AFFIDAVIT ON BEHALF OF RESPONDENT No. 4.

I, NILABH DHRUVA, aged about 41 years, Male, son of- ASHOK KR. SINGH, Resident of- L-28, KESHAR BHAWAN, Police Station- RAMPUR, District- GAYA-823001, do hereby solemnly affirm and declare as follows: -

1. That I am presently working as MANAGER LEGAL at

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the Bihar Urban Infrastructure Development Corporation Limited (hereinafter referred to as 'BUIDCo') and looking after the orders and directions passed by this Hon'ble Tribunal and as such I am well acquainted with the facts and circumstances of the present case.

2. That I am duly authorised by competent authority to swear this counter affidavit in the instant case on behalf of the answering Respondent, BUIDCo.

3. That I, the deponent, state that I have meticulously perused the contents of Execution Case No. 49 of 2025 under reply, the preceding orders of this Hon'ble Tribunal, specifically the order dated 06.02.2026, and the annexures appended thereto, and have fully understood the implications of the same.

4. That the deponent craves leave to file supplementary affidavits as and when directed by this Hon'ble Tribunal on any points that may not have been expressly dealt with herein. The deponent further craves leave to place on record all relevant documents as required to assist this Hon'ble Tribunal. It is submitted that all averments made in the Execution Application are vehemently denied, save

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and except those which are expressly and specifically admitted in the present affidavit.

PRELIMINARY OBJECTIONS

5. That at the very outset, before adverting to a detailed paragraph-wise traverse, it is respectfully submitted that the answering Respondent has been impleaded in the present proceedings solely pursuant to the order dated 06.02.2026 passed by this Hon'ble Tribunal. The said impleadment was occasioned after Respondent No. 1 submitted in their Counter Affidavit that the renovation work is being executed by BUIDCo, and that the Project Director, BUIDCo, would be the appropriate authority to apprise the Tribunal regarding the completion timeline.

6. That it is respectfully submitted that the present Execution Application is misconceived, not maintainable, and is liable to be dismissed *in limine*, as it endeavours to travel far beyond the scope and mandate of the original order dated 08.03.2021 passed by this Hon'ble Tribunal. It is a crystallized principle of law that execution proceedings cannot be utilized as a mechanism to seek modification, reconsideration, or a fresh adjudication of the



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original decree. The Applicant's attempt to challenge the technical widths of the newly engineered drain and question the construction quality amounts to raising fresh, disputed questions of fact that are legally untenable in an execution proceeding. The answering Respondent expressly adopts the preliminary objection raised by Respondent No. 1 that execution proceedings cannot be permitted to expand the scope of the original mandate.

7. That it is germane to state that the answering Respondent operates exclusively as an executing agency under the administrative control of the Urban Development and Housing Department (UD&HD), Government of Bihar. This organization is a state-owned enterprise, specifically established for the sole purpose of implementing critical urban infrastructure development projects across the State. BUIDCo functions strictly within the parameters of the mandate conferred by the State Government. The answering Respondent is devoid of any statutory authority, jurisdiction, or police power to forcibly clear land, remove civic encroachments, or unilaterally alter third-party infrastructure.

8. That the answering Respondent cannot be held legally culpable for



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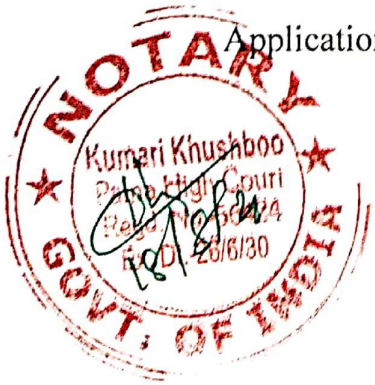
delays emanating from civic enforcement and law-and-order issues. The statutory duty to identify, manage, and remove encroachments over the Khanua Nala vests exclusively with the District Administration, Saran, and the Chapra Municipal Corporation. This jurisdictional division has been formally acknowledged, and as sworn in the Supplementary Counter Affidavit dated 02.02.2026 filed by Respondent No. 1. As officially recorded in the order of this Hon'ble Tribunal dated 06.02.2026, the removal of this remaining structure requires heavy machinery and is slated for demolition concurrently with the arrival and deployment of the answering Respondent's construction equipment. To avoid multiplicity of records, the answering Respondent respectfully relies upon and adopts the Joint Committee Report dated 09.11.2025 (annexed as Annexure R/13 to the Supplementary Counter Affidavit filed by Respondent No. 1), which officially confirms the clearance of the said encroachments.

9. That it is further respectfully submitted that the present Execution Application has been rendered infructuous and is devoid of any



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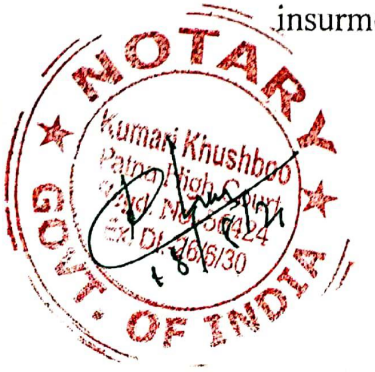
subsisting cause of action. The primary grievances agitated by the Applicant—namely the removal of encroachments and the structural restoration of the Khanua Nala—have already been substantially remedied. With the encroachments cleared by the civil authorities and the physical progress of the drain construction standing at an overwhelming 97.7 percent for Phase I, the mandate of this Hon'ble Tribunal is already being executed with paramount priority.

10. That addressing the specific query of this Hon'ble Tribunal regarding the project timeline, it is submitted that the answering Respondent has demonstrated utmost diligence, having successfully executed 97.7 percent of the scheduled work for Phase I, completing 1,710 meters out of the total 1,750 meters. The execution of the fractional remaining portion of exactly 40 meters is presently paralyzed solely due to severe third-party jurisdictional hurdles that remain beyond the unilateral control of the answering Respondent.

11. That specifically, the execution is impeded by three distinct, insurmountable bottlenecks. Firstly, 15 meters remain pending at



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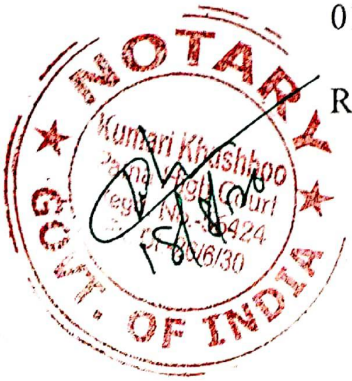
Municipal Chowk, where work cannot proceed without a formal No Objection Certificate (NOC) for road cutting and utility shifting from the Road Construction Department (RCD). Secondly, a further 15 meters are stalled at Karim Chowk, where the answering Respondent awaits mandatory clearances from the RCD to demolish an existing, undersized culvert spanning the road. Lastly, the final 10-meter stretch falls exclusively within the territorial jurisdiction of the Indian Railways, requiring their specific statutory authorization and formal site demarcation up to the Sadhanapuri Railway Crossing before any construction machinery can be deployed.

12. That the answering Respondent has not remained a mute spectator to these encumbrances but has undertaken continuous, proactive administrative measures to achieve 100 percent execution. The answering Respondent has persistently pursued the respective competent authorities to urgently resolve these bottlenecks. In this regard, the answering Respondent, *vide* Letter No. 1303 dated 01.08.2026, urgently requested the resolution of the RCD and Railway bottlenecks; *vide* Letter No. 516 dated 16.03.2026, sought



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the necessary permission to demolish the old culvert at Karim Chowk; and further, *vide* Letter No. 676 dated 16.04.2026, formally submitted the NIT Patna-vetted drawings and Level Sheets to the RCD to expedite the NOC for road cutting.

True copies of Letter No. 1303 dated 01.08.2026, Letter No. 516 dated 16.03.2026, and Letter No. 676 dated 16.04.2026 are annexed herewith and marked as **Annexure R/1**, **Annexure R/2**, and **Annexure R/3** to this affidavit.

13. That in view of the limited statutory scope of the answering Respondent, the overwhelming physical progress already achieved, and the relentless administrative steps taken to resolve the remaining inter-departmental hurdles, the present Execution Application is devoid of merit against the answering Respondent and is fit to be dismissed.

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FACTS OF THE CASE

14. That the brief procedural history of the dispute is that the Applicant originally instituted O.A. No. 234 of 2015 on 07.07.2015 for the removal of encroachments and desilting of the Khanua Nala. This application, along with M.A. No. 830 of 2015, was disposed of on 27.10.2016 and 30.10.2017 with an observation that the State and concerned authorities would take appropriate steps to clean and restore the Nala. Following inaction by the Municipal Authorities, O.A. No. 444 of 2017 was filed and subsequently disposed of on 30.10.2017 with strict directions to Respondent No. 1. Due to continued non-compliance, Execution Application No. 46 of 2018 was filed, culminating in the order dated 08.03.2021, which directed the Secretary, UD&HD, to ensure further action through continuous monitoring. Thereafter, Misc. Application No. 29 was filed on 27.02.2025 for restoration, leading to the initiation of the present Execution Case No. 49 of 2025.

15. That historically, the Khanua Nala spans a total length of 3,200 meters within the municipal area, functioning as a major live drain and a vital lifeline for Chhapra city. Over decades, due to a

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profound lack of desilting and rampant encroachment by the general public, with approximately 330 unauthorized structures established on the main alignment of the Nala, its original hydraulic capacity and existence were severely compromised.

16. That taking judicial notice of these circumstances, this Hon'ble Tribunal passed an interim order on 24.04.2019 directing that all necessary restorative works be executed in a time-bound manner. A high-level meeting was convened by the UD&HD with the District Magistrate, Saran, Managing Director, BUIDCo, and Municipal Commissioner, Chapra, wherein BUIDCo was directed to prepare an immediate technical estimate. A comprehensive joint survey conducted by the district administration revealed massive encroachments and established that the historic width of the Nala ranged from 24 feet to 60 feet.

17. That pursuant to the instructions of the UD&HD, an engineering estimate was prepared by the consultant M/s Secon Pvt. Ltd., selected by BUIDCo. For the purpose of execution, the project was strategically bifurcated into two phases: Phase I (Part-2) covering 1,750 meters from Jagdamb College, Railway Puliya *via* Patel

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Chhatrawas, Visheshwar Seminary School, Zila Parishad, Sulabh Sauchalay, Court premises, Purani Gurhatti, Sahebganj, Tinkoniya to Karim Chowk, Sluice Gate; and Phase II (Part-1) covering 1,450 meters from Jatahi Pokhar via Sadha Dhala, Mauna Chowk, Bhaggi Sah lane to Tinkoniya. The original administrative approval of Rs. 29.95 Crores accorded *vide* Departmental Approval Order No. 90 dated 27.02.2019 (annexed as Annexure R/1 to the Counter Affidavit filed by Respondent No. 1) and the principal contract agreement i.e., Agreement No.-BUIDCo/Yo-598/14-34 dated 22.08.2019 (annexed as Annexure R/2 to the Counter Affidavit filed by Respondent No. 1) have already been placed on record by Respondent No. 1.

18. That the engineering and structural design of the Phase I drain was meticulously prepared based on detailed topographical surveys, land availability, hydraulics, and maximum rainfall intensity calculations. In eschewing an unscientific uniform width, the 1,750-meter alignment was scientifically divided into three distinct, engineered sections: 126 meters constructed with a 3-meter width, 1,171 meters constructed with a 4-meter width, and

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453 meters constructed with a 6-meter width. These hydraulic and structural designs were formally vetted and approved by NIT Patna.

19. That furthermore, to permanently insulate the drain from future encroachments and to accommodate the city's modernization and mobility needs, the State Government explicitly mandated that the drain be designed to Class-A Loading standards. This ensures the top surface functions concurrently as a primary urban road. Regular vehicular movement is already taking place on the completed sections of the drain from the Sulabh Sauchalaya to the Court premises and from the double decker bridge to the Board office, unequivocally demonstrating the structural integrity and success of the Class-A Loading design. Considering the city's rapid demographic and infrastructural development, the District Administration is actively formulating an action plan to utilize the Khanua drain as a primary arterial road.

20. That the execution timeline of the project faced severe and unavoidable external disruptions, most notably a two-year judicial stay. The most formidable logistical challenge in implementing this

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scheme was executing construction without obstructing the flow of the Khanua Nala, as it is a perennial, live drain. It was determined that construction had to be executed in small, isolated segments utilizing high-capacity dewatering pumps to maintain uninterrupted flow. When the then District Magistrate directed the demolition of 61 shops at Municipal Chowk in 2021, and proceeded towards Kareem Chowk, considerable public unrest ensued. A writ application bearing CWJC No. 15979 of 2021 (*Dewanti Devi & Ors. vs. State of Bihar*) was instituted before the Hon'ble High Court of Judicature at Patna by local shopkeepers challenging the removal of encroachments, resulting in a judicial stay being imposed on the work. The Hon'ble High Court passed an order of *status quo* on 30.09.2021, which legally paralyzed construction on the encroached stretches until the petition was ultimately dismissed on 26.09.2023. Upon the final direction of the Hon'ble High Court, the District Administration successfully removed the encroachments, primarily at Kareem Chowk. Additional delays were incurred due to the COVID-19 pandemic, heavy seasonal flooding in the live drain, and design adjustments



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necessitated by the Double Decker bridge construction.

21. That based on the robust Class-A Loading design and the initial funding quantum, the Government directed BUIDCo to prepare revised estimates for comprehensive completion. During the preparation of the estimate for the 665-meter portion, it was discovered that legacy housing and densely populated residential areas existed immediately adjacent to the alignment. Prioritizing public safety and foundational integrity, a highly technical provision for Sheet Piling was integrated into the estimate. The State Government accorded revised administrative approval for this 665-meter section for a total revised amount of Rs. 51.2038 Crores *vide* Letter No. 2710 dated 23.06.2023. Furthermore, the remaining Phase II portion of 1,450 meters was granted administrative approval under the Saat Nishchay-2 scheme *via* Letter No. 5588 dated 27.09.2023, with a targeted completion date of 05.08.2026.

22. That proactive steps were continuously undertaken to mitigate site-specific obstructions. When work commenced in front of the Civil Court, large trees within the alignment posed an imminent risk of

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structural collapse and damage to nearby residences during excavation. Upon the District Magistrate taking immediate cognizance, the Forest Department safely removed the trees, enabling the drain work at that location to be swiftly completed. Similarly, in the old Gurhatti area, residential structures protruding directly onto the alignment of the 665-meter section were successfully cleared by the District Administration.

Para-wise Reply:

23. That with respect to paragraph Nos. 1 to 5 of the Execution Application under reply, the same are largely matters of record and require no specific comment from the answering Respondent, save and except what has already been clarified in the preceding paragraphs of this Counter Affidavit.

24. That with respect to the assertions made in paragraph No. 6 of the Execution Application under reply, contending that construction activities are moving at a snail's pace, that only 20 percent of the scheduled work has been completed, and that water stagnation is a chronic affair, the averments contained therein are completely misconceived, factually incorrect, and are vehemently denied. As

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detailed in the factual conspectus above, the physical progress of Phase I stands at an overwhelming 97.7 percent (with 1,710 meters fully constructed out of 1,750 meters), thereby wholly refuting the baseless contentions of the Applicant. As formally communicated to the Chapra Nagar Nigam *vide* BUIDCo Letter No. 1128 dated 25.09.2025 (annexed as Annexure R/4 to the Counter Affidavit filed by Respondent No. 1), the minor residual delays in Phase I were occasioned by *force majeure* and third-party factors including: (1) widespread encroachment, (2) the COVID-19 pandemic, (3) severe overcrowding and floods, (4) construction of the Double Decker Bridge, and (5) large trees and electricity utilities in the alignment. To resolve these final bottlenecks, a targeted completion date of 10.08.2025 has been stipulated. Regarding the Phase II section of 1,450 meters under Saat Nishchay-2, the execution agreement was formalized on 06.08.2024, and construction is actively underway in accordance with the stipulated timelines. The fractional remaining portion of Phase I is being pursued with utmost diligence but is presently stalled entirely due to statutory constraints and mandatory



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clearances from the Road Construction Department and Indian Railways, and not due to any operational laxity by the answering Respondent.

25. That with respect to the averments made in paragraph No. 7 of the Execution Application under reply, claiming that the drain is being arbitrarily narrowed to 3.5–5.5 meters, constructed over debris, and that topographical gradients have been ignored, the same are specifically and vehemently denied. Considering the hydraulic requirements and maximum rainfall intensity, the design was meticulously engineered. The structural design, incorporating calculated widths of 3 meters, 4 meters, and 6 meters, was rigorously formulated and officially vetted by IIT/NIT Patna, thereby ensuring vastly superior hydraulic capacity compared to the archaic, unengineered structure. Furthermore, topographical gradients have been strictly executed in accordance with the vetted Level Sheets, dictating precise top levels relative to existing road surfaces to guarantee unimpeded gravity flow and a proper outfall.

26. That with respect to the assertions made in paragraph No. 8 of the Execution Application under reply, questioning the construction



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quality based on an isolated and unverified newspaper report in "Prabhat Khabar" dated 22.12.2024, the same are respectfully denied as being devoid of any evidentiary value. No compromise whatsoever has been made regarding the quality of the project; all works are being executed in strict compliance with prescribed standards, guidelines, and approved Design/Drawing and Hydraulics. The construction is subjected to continuous, rigorous technical monitoring by the Road Construction Department, Road Division Chhapra, and NIT Patna, ensuring strict adherence to Class-A Loading standards and vetted structural designs.

27. That with respect to the averments made in paragraph No. 9 of the Execution Application under reply, contending that the Khanua Nala is the solitary drainage channel and any blockage will result in flooding, it is submitted that proactive engineering mechanisms have already been deployed to wholly mitigate such risks. To ensure the long-term ecological sustainability of the project and completely prevent urban flooding, the final outfall of the Khanua Nala has been seamlessly integrated with the Namami Gange scheme. Under the Namami Gange project, a Sewage Treatment

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Plant (STP) has been commissioned in Chhapra city, the operation of which is based directly on the sewage received from the Khanua Nala. An Intermediate Pumping Station (IPS-1) has been constructed at the terminus of the Nala to efficiently intercept the flow, ensuring that all sewer water is safely diverted directly to the STP for comprehensive biological treatment.

28. That with respect to the assertions made in paragraph No. 10 of the Execution Application under reply, averring violations of the Construction and Demolition Waste Management Rules 2016, the same are specifically denied. The answering Respondent is in strict and full compliance with all relevant environmental statutes. During the construction of the Khanua drain, all construction and demolition waste generated is systematically managed in accordance with the Waste Management Rules 2016. Suitable excavated soil is effectively repurposed for backfilling behind the newly constructed drain walls, while all unserviceable soil, aggregate, and demolition waste are safely transported and securely stored at designated disposal sites.

29. That with respect to the Grounds (1, 2, and 3) and the Prayers set



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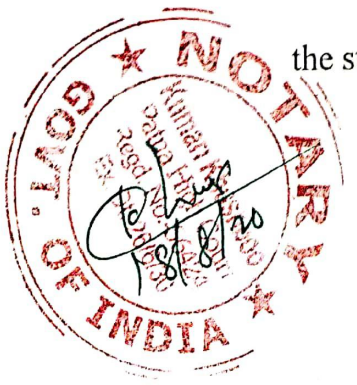
out in the Execution Application under reply, the assertions contained therein are misconceived, legally untenable, and are hereby denied. In view of the facts and circumstances elucidated hereinabove, it is manifestly evident that the answering Respondent has acted with the utmost diligence and technical precision to restore the structural integrity and flow of the drain, skillfully navigating complex jurisdictional and logistical challenges, thereby rendering the present Execution Application entirely devoid of merit. From the official records, it is clear that BUIDCo is merely the executing agency of the UD&HD, mandated solely with technical urban infrastructure development, and all public safety and environmental provisions are being strictly adhered to. Insofar as the issue of encroachment upon the Khanua Nala is concerned, the same falls exclusively within the statutory purview of the Chapra Municipal Corporation and the District Administration, and BUIDCo has no direct jurisdiction over civic enforcement.

30. That anything which has not been expressly admitted and is against the stand taken by the answering Respondent is hereby assumed to



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be denied.

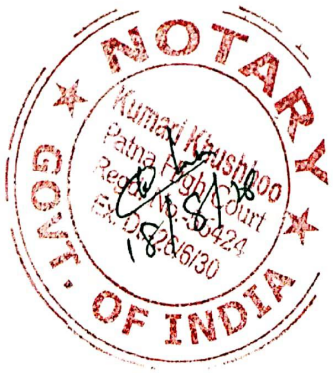
31. That the answering Respondent has the highest regard for this Hon'ble Tribunal and would abide by any and all the orders of this Hon'ble Tribunal.

32. That I have gone through the contents of this counter affidavit and have understood the same. The statements made herein are true to my knowledge and belief, and the information is derived from the official records of the case.

PRAYER

In light of the detailed facts, official records, and circumstances stated hereinabove, it is respectfully submitted that the executing agency has taken all necessary, bona fide, and lawful steps to fulfill the mandate of this Hon'ble Tribunal.

It is therefore most humbly and respectfully prayed that this Hon'ble Tribunal may be pleased to



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graciously accept this Counter Affidavit on record, take judicial notice of the substantive physical progress already achieved alongside the specific jurisdictional constraints causing the fractional remaining delay, and pass any such further directions as deemed fit and proper to facilitate the amicable resolution and final completion of the project.

AND FOR THIS ACT OF KINDNESS, THE ANSWERING RESPONDENT AS IN DUTY BOUND SHALL EVER PRAY.

Nilabh Dhruva
18.8.26
(NILABH DHRUVA)

Sri/Smt. Mr./Mrs. Nilabh Dhruva
who has been identified by R. K. Prakash, Adv.
Advocate, solemnly affirmed & declared
the same before me
18/8/26
NOTARY, PATNA HIGH COURT
GOVT. OF INDIA

NOTARY
Kumari Khushboo
Patna High Court
Regd. No. 56420
Ex. Dt. 26/6/30
GOVT. OF INDIA

I identify the signature/thumb impression of the deponent/executed who signed thumb impression in my presence
Advocate .....
Regd. No. ...

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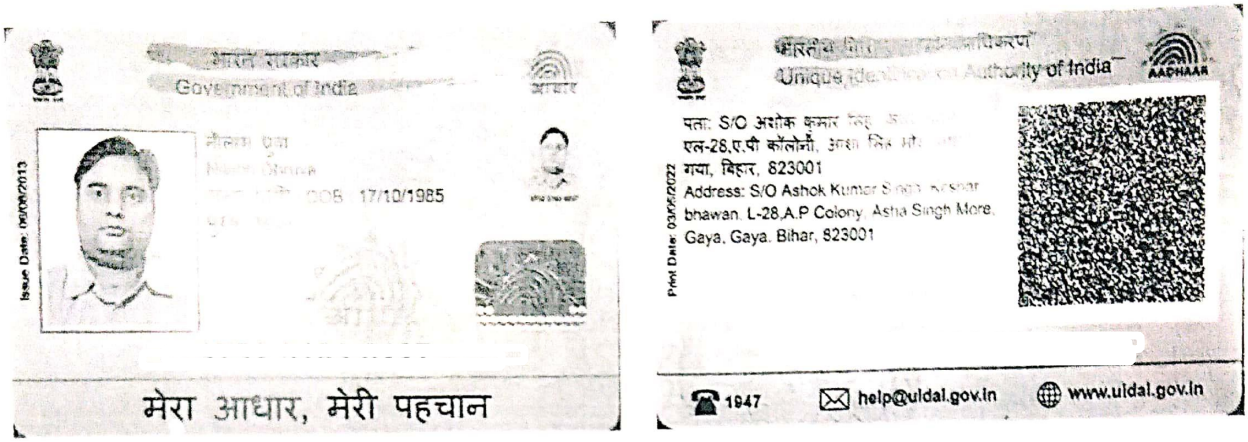

Nilabh Dhruva
18.8.26.

(NILABH DHRUVA)



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Annex 171 R/1 24

बिहार शहरी आधारभूत संरचना विकास निगम लि०
Bihar Urban Infrastructure Development Corporation Ltd.
(बिहार सरकार का उपक्रम)

Building Better Tomorrow
ISO 9001:2008 14001:2004

पत्रांक:– 1303 / बुडको, छपरा दिनांक:– 01/08/26	पता : कमिश्नरी कॉलोनी, जिला अल्पसंख्यक कल्याण पदाधिकारी के आवास के बगल में छपरा, सारण 841301, ईमेल / E-mail : buidcosaran@gmail.com, website: http://buidco.in CIN : U45200BR2009SGC014600

सेवा में,

जिला पदाधिकारी,
सारण, छपरा।

विषय :– नगर निगम, छपरा अन्तर्गत क्रियान्वित स्ट्रॉम वाटर ड्रेनेज (खनुआ नाला) योजना एवं सात निश्चय–2 अन्तर्गत स्ट्रॉम वाटर ड्रेनेज योजना के निर्माण के क्रम में आ रही बाधाओं की सूचना के संबंध में।

महाशय,

उपर्युक्त विषय के संबंध में सादर सूचित करना है कि दिनांक–31.07.2026 को भवदीय द्वारा समीक्षात्मक बैठक में दिए गये दिये गये निदेश के आलोक में कहना है कि बुडको, छपारा द्वारा नगर निगम, छपरा क्षेत्रान्तर्गत निम्नलिखित कार्य कराया जा रहा है, जिसमें कुछ बाधाएँ आ रही है जो कार्य को अवरूद्ध कर रहा है:–

1. **स्ट्रॉम वाटर ड्रेनेज (खनुआ नाला) योजना:–** इस योजनान्तर्गत वर्तमान में साधनापुरी से म्युनिशिपल चौक, करीम चौक होते हुए रूपगंज IPS-I तक, उक्त कार्य में दो बाधाएँ आ रही है–

(a) म्युनिशिपल चौक के पास पथ निर्माण विभाग का अनापत्ति प्रमाण पत्र एवं Utility Shifting (विद्युत पोल, विद्युत तार इत्यादि) की आवश्यकता है।

(b) करीम चौक के पास भी पथ निर्माण विभाग का अनापत्ति प्रमाण पत्र एवं Utility Shifting (विद्युत पोल, विद्युत तार इत्यादि) की आवश्यकता है।

2. **सात निश्चय–2 अन्तर्गत स्ट्रॉम वाटर ड्रेनेज योजना:–** इस योजनान्तर्गत निम्निलिखित स्थानों पर बाधाएँ है जिनका विवरण निम्न प्रकार है–

(a) तिनकोनिया से मौना चौक होते हुए साढ़ा ढाला तक कार्य के मध्य मौना चौक पर नाले के सरेखण (Alignment) पर बिहार राज्य पुल निर्माण निगम द्वारा निर्मित किए जा रहे Double Decker के Pile Cap के आ जाने के कारण कार्य बाधित है। Pile Cap के कारण खनुआ नाला का संरेखण परिवर्तित हो रहा है, जिसके लिए भूमि–अधिग्रहण की आवश्यकता है। भूमि–अधिग्रहण हेतु कार्रवाई अपेक्षित है। इस संबंध में इस कार्यालय के पत्रांक–930, दिनांक–21.05.2026 के माध्यम से विशेष कार्य पदाधिकारी, जिला गोपनीय शाखा, सारण, छपरा तथा पत्रांक–692, दिनांक–18.04.2026 के माध्यम से नगर आयुक्त महोदय, नगर निगम छपरा को सूचित किया जा चुका है। (पत्र एवं प्रस्ताव की छायाप्रति संलग्न)

(b) R.D.S Public School से साधनापुरी रेलवे क्रोसिंग तक उक्त कार्य के सम्पादन हेतु प्रस्तावित स्थल के Demarcation की आवश्यकता है।

(c) साढ़ा ढाला ओवरब्रिज के नीचे से ईदगाह होते हुए जटही पोखर तक ROW का चिन्हांकन कर प्रतिवेदन उपलब्ध कराया गया है, परंतु उक्त प्रतिवेदन के अनुसार स्थल पर विद्यमान अतिक्रमण की स्थिति स्पष्ट नहीं है, जिसको स्थल पर स्पष्ट कराने की आवश्यकता है।

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(d) ब्रह्मपुर से दरोगा राय चौक तक नाला निर्माण के दौरान नाला के संरेखन में लगभग 55 विद्युत पोल एवं 26 वृक्षों की संख्या आ रही है जिनके विस्थापन की आवश्यकता है। इस संबंध में अधोहस्ताक्षरी के कार्यालय से पत्रांक–746 दिनांक–24.04.2026 के माध्यम से अनुमंडल पदाधिकारी सदर, छपरा को सूचित किया गया है।

(e) बाटा शोरूम से मेवालाल चौक तक नाला निर्माण कार्य, सदर अंचल कार्यालय/नगर निगम, छपरा द्वारा ROW स्पष्ट नही किए जाने के कारण प्रारम्भ नहीं हो सका है।

(f) जगदम कॉलेज से साढ़ा ढाला बस स्टैंड तक नाला निर्माण कार्य पूर्ण कर दिया गया है। केवल दो स्थानों पर कार्य शेष है, जिसमें प्रथम स्थान R.D.S. Public School के विपरीत दिशा में Transformer होने के कारण तथा दूसरे स्थान पर पानी टंकी के पास एक वृक्ष अवस्थित होने के कारण नाले का मिलान नहीं हो पाया है। तथापि उक्त दोनों स्थानों पर कच्चा नाला काट दिया गया है, जिससे पानी का प्रवाह हो रहा है।

(g) साढ़ा ढाला बस स्टैंड से प्रभुनाथ नगर जंक्शन के मध्य TVS Agency के सामने अन्नपूर्णा स्वीट्स हाउस एवं महावीर मेडिकल स्टोर के पास अतिक्रमण की पैमाइश एवं उसके उपरांत आवश्यक कार्रवाई अपेक्षित है। इस संबंध में अधोहस्ताक्षरी के कार्यालय से पत्रांक–1220, दिनांक–06.07.2026 के माध्यम से अनुमंडल पदाधिकारी, सदर, छपरा को सूचित किया जा चुका है।

(h) प्रभुनाथ नगर क्षेत्र में नाला निर्माण कार्य हेतु विद्युत पोलों के स्थानांतरण के लिए विद्युत विभाग से प्राक्कलन प्राप्त हो चुका है तथा स्थानांतरण का कार्य प्रगति पर है। प्रभुनाथ नगर क्षेत्र में जलजमाव एवं भू–जल स्तर (Water Table) अधिक होने के कारण नाला निर्माण कार्य अस्थायी रूप से स्थगित है। इसके अतिरिक्त मुख्य पथ पर कुल 04 स्थानों पर पथ निर्माण विभाग की सड़क को काटकर नाला निर्माण किया जाना है। इस हेतु अधोहस्ताक्षरी कार्यालय के पत्रांक–375 दिनांक–17.02.2026 एवं पत्रांक–473 दिनांक–06.03.2026 के माध्यम से पथ निर्माण पत्र प्रमण्डल, छपरा से अनापति प्रमाण पत्र की मांग कि गई है, जो अबतक प्राप्त नहीं हुआ है।

अनु0:–यथोक्त।

विश्वासभाजन

01.08.26

परियोजना निदेशक

बुडको, छपरा (सारण)

01/08/26

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Annex-173 R/2

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बिहार शहरी आधारभूत संरचना विकास निगम लि०
Bihar Urban Infrastructure Development Corporation Ltd.
(बिहार सरकार का उपक्रम)

Building Better Tomorrow
ISO 9001:2008, 14001:2004

पत्रांकः–516 /बुडको, छपरा
दिनांकः– 16/03/26

पता : कमिश्नरी कॉलोनी, जिला अल्पसंख्यक कल्याण पदाधिकारी, के आवास के बगल में छपरा, सारण–841301,
ईमेल / E-mail : buidcosaran@gmail.com, website: http://buidco.in
CIN – U45200BR2009SGC014600

सेवा में,

कार्यपालक अभियंता,
पथ प्रमंडल, छपरा।

विषय :– नगर निगम, छपरा अन्तर्गत क्रियान्वित स्ट्रॉम वाटर ड्रेनेज (खनुआ नाला) योजना कार्य के संबंध में।

महाशय,

उपर्युक्त विषय के संबंध में कहना है कि स्टॉर्म वाटर ड्रेनेज (खनुआ नाला) योजना का कार्य प्रगति पर है। इस योजना के अन्तर्गत करीम चौक पर बने हुए कलवर्ट को काटकर नाला निर्माण का कार्य किया जाना है। इस हेतु दिनांक–14.03.2026 को बुडको के उप परियोजना निदेशक, पथ निर्माण पथ प्रमंडल, छपरा के कनीय अभियंता एवं योजना के संवेदक द्वारा संयुक्त स्थल निरीक्षण किया गया। निरीक्षण के क्रम में कनीय अभियंता द्वारा बताया गया कि पुराने बने हुए कलवर्ट का Section खनुआ नाला के Section से काफी कम है तथा जल के सुगम बहाव के लिए पुराने कलवर्ट को हटाते हुए खनुआ नाला का जो Section एवं Design है के अनुसार कार्य किया जाना आवश्यक है। इस संबंध में आपसे कहना है कि विषयांकित योजना का कार्य दिनांक–31.03.2026 तक पूर्ण करने का लक्ष्य निर्धारित किया गया है। वर्तमान में कलवर्ट के दोनों भाग में नाला निर्माण का कार्य अंतिम चरण में है। इस कार्य के पश्चात् कलवर्ट को आधे–आधे भाग में तोड़कर कार्य कराना प्रारंभ किया जाएगा। कार्य प्रारंभ करने से पूर्व आपको इसकी सूचना दे दी जाएगी।

अतः कार्य करने की अनुमति प्रदान कि जायें।

अनु0:–यथोक्त।

विश्वासभाजन

16/03/26

परियोजना निदेशक
16/03/2026 बुडको, छपरा (सारण)

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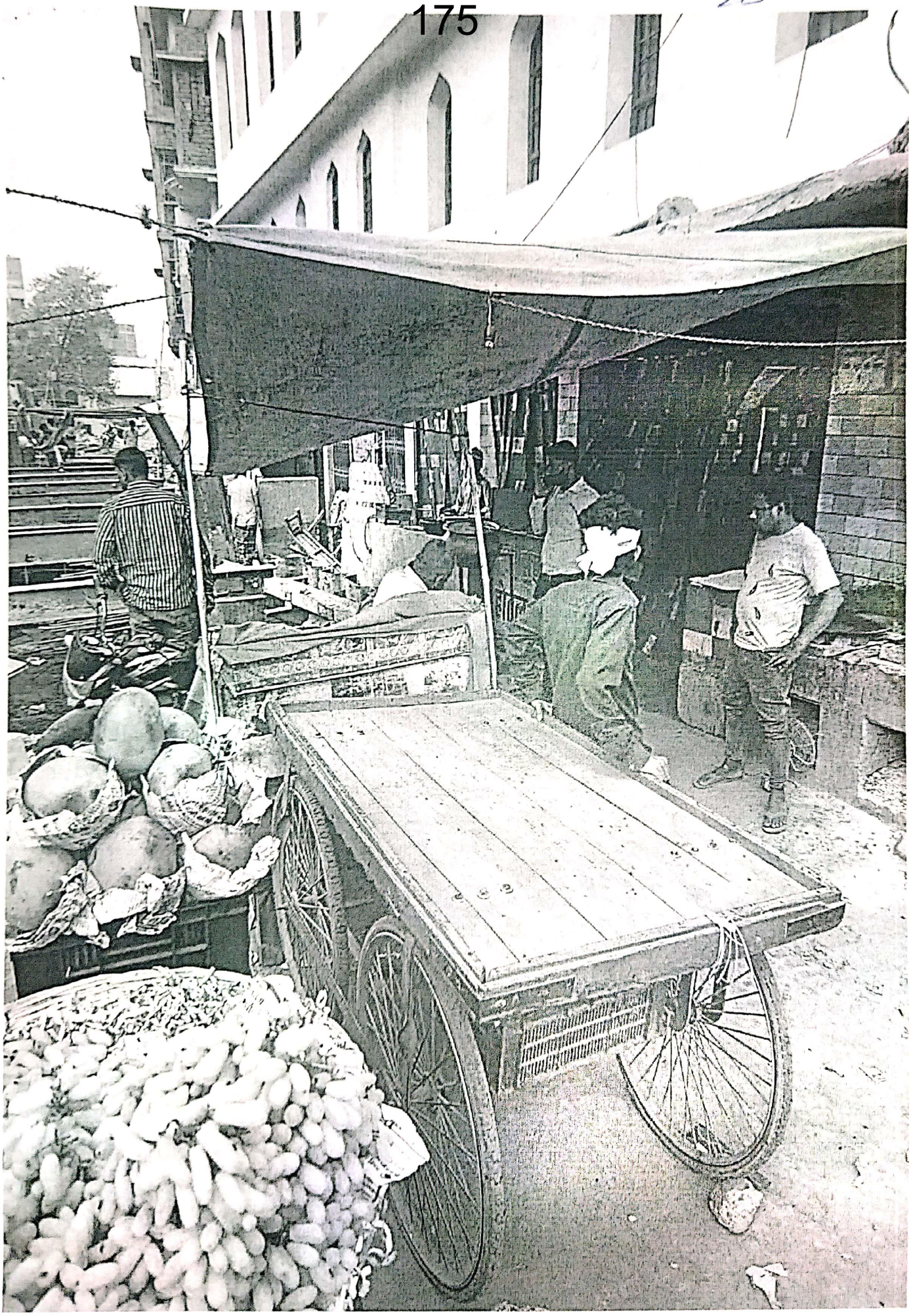

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Annexure- R/3

बिहार शहरी आधारभूत संरचना विकास निगम लि०
Bihar Urban Infrastructure Development Corporation Ltd.
(बिहार सरकार का उपक्रम)
Building Better Tomorrow
ISO 9001:2008, 14001:2004

पत्रांकः– 676 /बुडको, छपरा
दिनांकः– 16/04/26

पता : कमिश्नरी कॉलोनी, जिला अल्पसंख्यक कल्याण पदाधिकारी, के आवास के बगल में छपरा, सारण–841301,
ईमेल / E-mail : buidcosaran@gmail.com, website: http://buidco.in
CIN – U45200BR2009SGC014600

सेवा में,

कार्यपालक अभियंता,
पथ प्रमंडल, छपरा।

विषय :– थाना चौक से योगिनिया कोठी पथ में पथ कटिंग वाले स्थान पर किये जाने वाले खनुआ नाला निर्माण कार्य का ड्राईंग उपलब्ध कराने के संबंध में।

प्रसंग :– 1.आपका पत्रांक–958 (अनु0), दिनांक–04.04.2026
2.इस कार्यालय का पत्रांक–360 दिनांक–13.02.2026
3.आपका पत्रांक–435 (अनु0), दिनांक–10.02.2026

महाशय,

उपरोक्त विषयक प्रासंगिक पत्र के आलोक में कहना है कि आपके द्वारा थाना चौक से योगिनिया कोठी पथ में पथ कटिंग वाले स्थान पर किये जाने वाले खनुआ नाला निर्माण कार्य का ड्राईंग उपलब्ध कराने हेतु कहा गया है। इस संबंध में कहना है कि इस कार्यालय के पत्रांक–360 दिनांक–13.02.2026 के माध्यम से आपको थाना चौक से योगिनिया कोठी पथ में पथ कटिंग वाले स्थान पर (सुधा पार्लर के निकट) किये जाने वाले खनुआ नाला निर्माण कार्य सें संबंधित Level Sheet एवं प्रतिवेदन उपलब्ध कराया गया था। पथ कटिंग वाले स्थान पर (सुधा पार्लर के निकट) किये जाने वाले खनुआ नाला निर्माण कार्य Cross Sectional Drawing एवं NIT Patna से Vetted Drawing पत्र के साथ संलग्न अग्रेत्तर हेतु समर्पित कि जा रही है। स्लोप के संबंध में कहना है कि Load Bearing Drain पर वाहनों के आवागमन हेतु आप स्लोप निर्धारित कर ले ताकि निर्धारित स्लोप के आधार पर नाला के Top Level में यदि बदलाव आवश्यक हो तो इस संबंध में कार्रवाई कि जा सकें।

अनु0:–यथोक्त।

विश्वासभाजन
16/04/26
परियोजना निदेशक
बुडको, छपरा (सारण)

16/4/26

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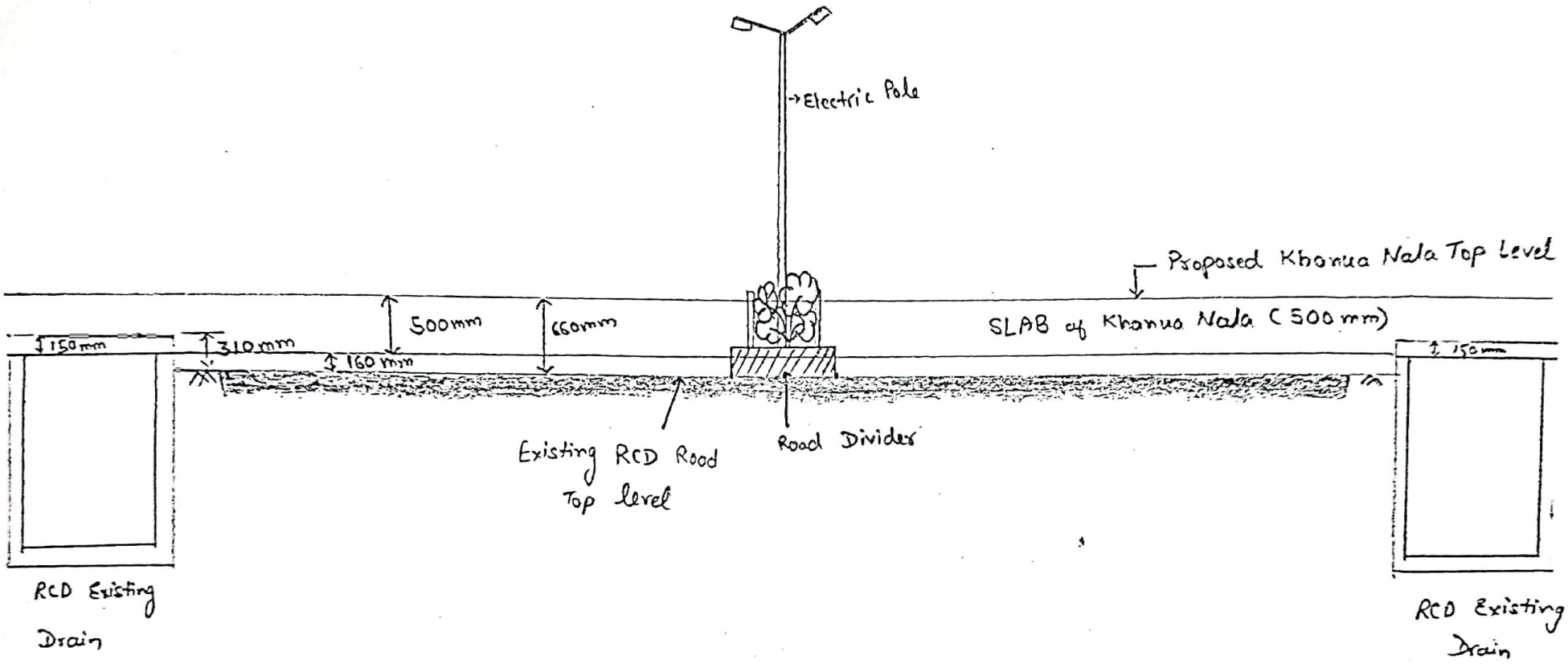

16/04/26

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Cross - Sectional Drawing of RCD Road and Drain

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AT municipality chowk Near Sudha milk

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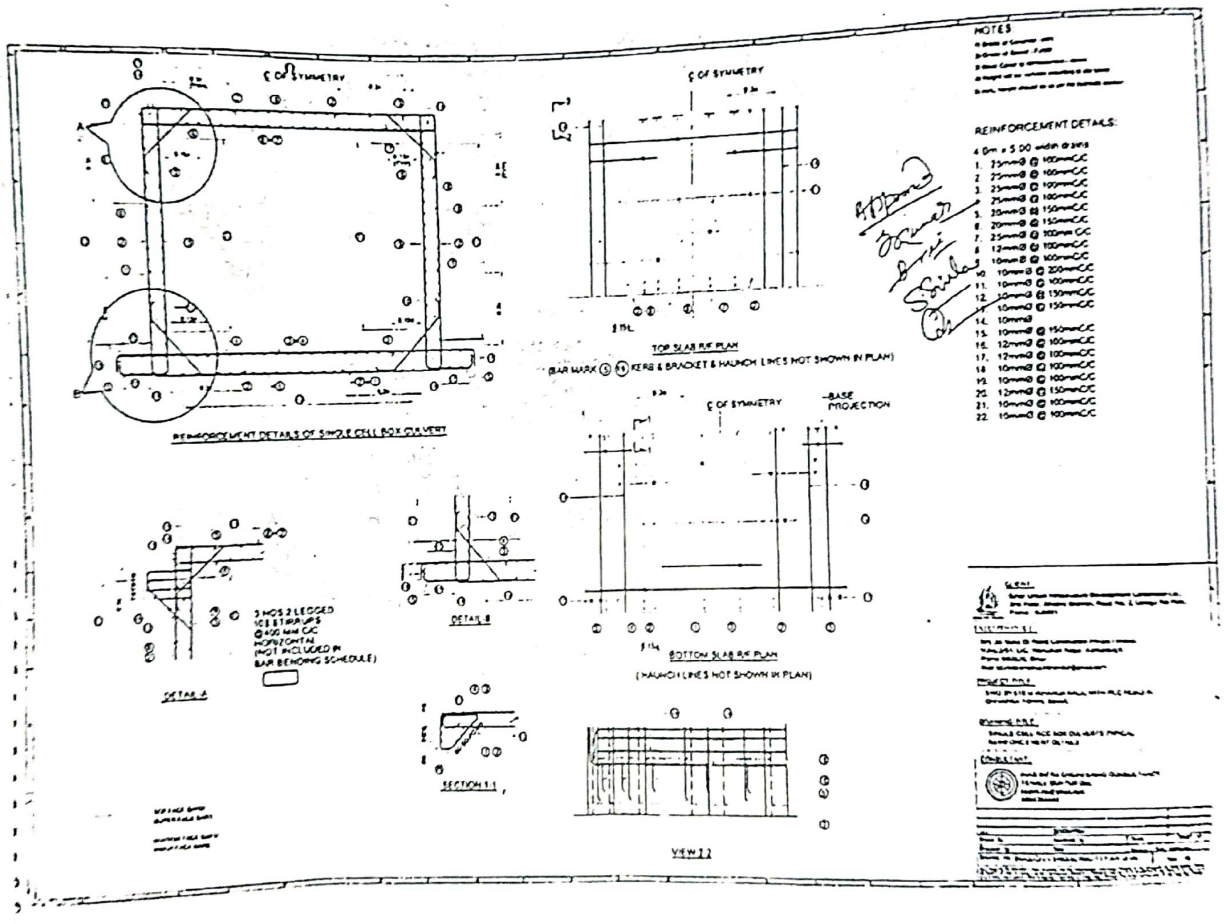
℄ OF SYMMETRY
REINFORCEMENT DETAILS OF SINGLE CELL BOX CULVERT
TOP SLAB R/F PLAN
BOTTOM SLAB R/F PLAN
(HAUNCH LINES NOT SHOWN IN PLAN)
BASE PROJECTION
DETAIL A
DETAIL B
SECTION 1-1
VIEW 2-2
NOTES
REINFORCEMENT DETAILS: