

Project Name : Rehabilitation and Upgradation of Moga (Lohara Chowk on NH 05) at Design Ch 0+000 (Existing Km 0+000) to Makhu (At Junction with NH 703A) at Design Ch 33+611 (Existing Km 33+622) (Design Length =33.611 Km including construction of ROB at LC 81-S/2-E at Design Ch 32+240) via Kot Ise Khan and Harike (On NH-54 near Harike Town) at Design Ch 44+680 (Existing Km 44+680) to Khalra (Up to International Border) at Design Ch 86+236 (Existing Km 86+203) (Design Length =41.556 km including construction of ROB at LC No B 53/ E2 at Design Ch 59+007) via Bhikhiwind to two lane with paved shoulders of NH-703B (Project Length = 75.167 Km) in the state of Punjab on Engineering, Procurement & Construction (EPC) Mode

JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST LAND


The rehabilitation and up-gradation is to be undertaken within the existing ROW of Moga to Khalra Road (SH 19) section. The project section is from Ch 0+000 (Lohara Chowk, District Moga) to Ch 33+611 (Near Makhu, District Ferozepur) in the state of Punjab. The length of this stretch of the project is 33+611 Km.

The present condition of existing road is poor in various stretches of the road and hampering the traffic movement drastically causing inconvenience to Public. Therefore it is proposed to upgrade and rehabilitate the existing road i.e widening of the road from 5.50 meter to 10.00 meter within available ROW of road.

If the realignment or new alignment of the existing road is followed then there will be difficulties regarding magnitude of land acquisition and social disruption also involve. Therefore, the project has adopted the policy of widening within existing ROW in order to minimise new land requirements to the extent possible and negative environmental and social impacts.

The existing Right of Way (ROW) of the road varies from 28m to 30m. Since the linear plantation within the ROW of this road section has been notified as Protected Forest and that is the only option left for widening of the road. Due to avoidance of any social issue mostly concentric widening is being followed.

**Date: 15.02.2018
Place: Ferozepur**


**Executive Engineer,
Central Works Division,
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