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JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST LAND

Name of Company: South East Central Railway

Name of Project:- Construction of 3rd Railway Line between Darekasa-Salekasa Station of Villages Salekasa, Dhansuwa, Nawatola and Jamakudo of Tahsil Salekasa in District Gondia”

Project Length:

Darekasa to Salekasa station = 11.43 Km (In detour alignment)

Project Description:-

The Railway line between Rajnandgaon-Kaumna (Nagpur) forms a part of Hawrah – Mumbai trunk route. The route length of the project section is 228.3 Kms. This line plays an important role in transportation of freight and passenger traffic from Eastern and Southern regions to Northern and Western regions and vice versa over the country. This route is a nerve centre of Railway by virtue of connecting trunk route of Kowrah-Mumbai line and playing an important role for transportation. Many power plants and other industries are growing gradually in this section. The existing traffic in the form of either raw materials or finished products moves both ways. Many existing industries are functioning and many are under process over this projected section. With the expansion and modernisation of existing steel and cement plants and setting of new subsidiary industries along the project section, there has been a substantial increase in the various industrial requirements.

Length of railway line proposed to be constructed between Rajnandgaon - Kalumna is 228.3 km. 208.02 km out of 228.30 km is proposed to be constructed in existing railway land parallel to running DN Line. 3rd line of 8.86 Km out of 228.30 Km is proposed to be constructed between Panajob & Bortaleo station in Rajnandgaon district of CG State. 3rd line of 11.43 Km out of 228.30 Km between Darekasa-Salekasa is proposed to be constructed.

Details of Forest land for proposed 3rd line between Darekasa & Salekasa is as tabulated below:-

Sr No	Stations	Length between station	Tehsil	District	Forest Land Proposed in ha.
1	Darekasa-Salekasa	11.43 KM	Salekasa	Gondia	34.1914

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There are numerous patches of forest in between between Darekasa & Salekasa. All efforts were made to find a viable route which involves minimum/least forest land. However it was found that, there is no viable route that could avoid forest land.

JUSTIFICATION FOR SELECTION OF ROUTE ALIGNMENT BETWEEN DAREKASA-SALEKASA STATION

The most suitable alignment is **Route II** as this route alignment have less no of curves, less no of ROB, Less linear water way of bridges, well connected by road network, no rehabilitation of people involved, no flood prone area near this alignment, which makes it convenient for Construction and Maintenance and more economical as cost of construction is less.

Sl. No.	DESCRIPTION	Route – I (Alternate –I)	Route- II (Final Alignment)	Route- III (Alternate-II)
1	Route Particulars			
	a) Length of the route	7.58 Km	7.30 Km	8.1 Km
	b) No of Curve	5 nos	8 nos	4 No
	c)No of ROB	Nil	Nil	Nil
	d) No of Major Bridges	3 No	3 No	2 No
	e) No of Minor Bridges	19 No	19 No	15 No
	f) No of RUB	2 No	2 No	2 No
	g) Average height of filling	8.67m	6.655m	12.18m
	h) Max height of filling	16.39m	20.396	23.18m
	i) Average depth of cutting	8.46m	0.903m	6.09m
	j)Max depth of filling	16.78m	18.23m	21.67m
	k) Quantity of Earth Work for formation of Railway track	Filling 15,47,862 cum Cutting 3,68,954 cum	Filling 22,40,343 cum Cutting 2,19,807 cum	Filling 35,44,901 cum Cutting 1,06,244 cum
	l) Land			
	(i) Forest Land	37.935 Hec	34.1914 Hec	36.045 Hec
(ii) Non Forest Land	12.350 Hec	6.223 Hec	8.164 Hec	
Total Land	50.285 Hec	40.4144 Hec	44.209 Hec	
2.	Environmental Impact			
	a) Houses within Alignment	Yes, houses coming within the alignment near Nawatola village.	No houses within alignment.	Yes, houses coming within the alignment near Nawatola village.

Sr. No.	DESCRIPTION	Route- I (Alternate -I)	Route - II (Final Alignment)	Route- III (Alternate-II)
2	b) Trees and its Extent of damage	Some scattered tress like Babool, Bair, Mango bearing trees, Teak, Palas, Anjan, Gulur, kaitha ,Mauha etc are coming in the private land which are more as compared to route II and III. Tress in the forest areas required to be cut. In fact damage to tress in forest area are comparatively more than route II & III in this alignment.	Some scattered tress like Jamun Teak, Anjan, Palas, etc are coming in the private land which are more than trees coming in route II & III. Tress in the forest areas required to be cut which are less as compared to route I & III.	Some scattered tress like Babool, Bair, Mango bearing trees, Teak, Palas, Anjan, Gulur, kaitha ,Mauhaetcare coming in the private land which are more as compared to route I. Tress in the forest areas required to be cut. In fact damage to tress in forest area are comparatively more than route I in this alignment.
3.	a) Forest Involvement	Most of the forest involvement is of Zudpi jungle, Protected Forest. No sanctuary, Eco-Sensitive Zone, Buffer Zone, Biosphere is evolved in this alignment. A water fall name HAZARA along with pone is coming in this alignment. Forest office, and other asssets of forest department located near Hazara fall are coming in this alignment.	Most of the forest involvement is of Zudpi jungle, Protected Forest. No sanctuary, Eco-Sensitive Zone, Buffer Zone, Biosphere is involved in this alignment.	Most of the forest involvement is of Zudpi jungle, Protected Forest. No sanctuary, Eco-Sensitive Zone, Buffer Zone, Biosphere is evolved in this alignment. A water fall name HAZARA alongwith pone is coming in this alignment. Forest office, and other asssets of forest department located near Hazara fall are coming in this alignment.
4.	Construction Problems	This alignment is running away from existing running line. Height of bank/cutting is more as compared to route II. Shifting of houses is required in this route. Hazara fall also coming in this alignment. Thus, in this route construction hurdles are more as compared to other route-II.	This alignment is running very nearer to existing running railway line. Existing running line will facilitated in many way during execution of 3 rd line work. Height of bank/cutting is less as compared to other two routes. Shifting of houses is not required in this route. Thus in this route construction hurdles are less as compared to other two route.	This alignment is running in deep forest area and far away from existing running line. Height of bank/cutting is more as compared to route I. Shifting of houses is also required in this route. Hazara fall also coming in this alignment. A tunnel also required to be constructed in this alignment. Thus, in this route construction hurdles are more as compared to other route-I & II.

5.	Operating & Maintenance problem	Operating & Maintenance problem in this alignment is more as it is away from existing running track.	Operating & Maintenance problem in this alignment is less as it is very nearer to existing running track.	Operating & Maintenance problem in this alignment is more as it is away from existing running track.
6.	Approaches along the route	Not Good, as this alignment is located away from existing running track. Road approaches are same for all three alignments.	Good as this alignment is located very nearer to existing running track. Road approaches are same for all three alignments.	Not Good, as this alignment is located far away from existing running track. Road approaches are same for all three alignments.
7.	Recommendation	This route alignment have more length, involve rehabilitation of people, requirement of Forest land as well as overall of land is more as compared to route I & III, passing very near to tourist place i.e HAZARA waterfall, and also passing far away from existing running line which make it difficult for Construction and Maintenance and less economical as cost of construction is more as compare to route I & III. Thus, Over all this alignment is not suitable on technical as well as financial ground.	This route alignment have less length, involved no rehabilitation of people, requirement of Forest land as well as overall of land is less as compared to route I & III, passing far away from tourist place i.e HAZARA waterfall, and passing very near to existing running line which makes it convenient for Construction and Maintenance and more economical as cost of construction is less as compare to route I & III. Thus, Over all this alignment is most suitable on technical as well as financial ground.	This route alignment have more length, involverehabilitation of people, requirement of Forest land as well as overall of land is more as compared to route I, passing very near to tourist place i.e HAZARA waterfall, and also passing far away from existing running line which make it difficult for Construction and Maintenance and less economical as cost of construction is more as compare to route I & III. Thus, Over all this alignment is not suitable on technical as well as financial ground.


 (Pradip Goswami)
 Deputy Chief Engineer (Con)
 S.E.C. Railway Gondia
 Dy. Chief Engineer (Con)
 दक्षिण पूर्व मध्य रेलवे, गोंदिया
 South East Central Rly., Gondia