

PROJECT NOTE

Name of Agency: South East Central Railway, Gondia

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 for facilitating for transportation of freight and traffic movement between Darekasa to Salekasa station which comes 11.43 Km.

1.1 Administrative Sanction

The Project sanctioned by Government Of India, Ministry of Railways (PB item no. 22 of 2017-18) and the detailed project report of aforesaid project sanctioned in terms of Railay Board. The copy of sanctioned Detail Estimate is enclosed in the proposal (FNo. 2015/W2/SECRDL/DPR/22, NEW DELHI Dated 08.09.2016)

Project Length:

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

1.2 Brief Note

The railway line between Rajnandgaon – Kalumna (Nagpur) forms a part of Howrah Mumbai trunk route. The route length of the project sanctioned is 228.3 Km. This line plays an important role in transportation of freights and passanger traffic from northern and southern regions and vice-versa over the country. This route is nerve centre of railway by virtue of connecting trunk route of Howrah 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 eiher raw materials or finished products moveboth ways. Many existing industrie are functioning and many are under process over this projected section. With the expansion and mordernisation of existing steel and cement plants and sitting of new subseduary industries along the project section. There had been substaintial increase in the various industries requirements.

Length of railway line proposed to be constructed between 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 Paniajob & 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

There are numerous patches of forest in 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.

The most suitable alignment is Route II (Final route) as this route alignment has less number of curves, less number 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.

Final alignment having some miscellaneous trees and this route alignment have minimum length, no rehabilitation of people, requirement of forest land as well as overall of land is less as compared to Route I and III. Construction and maintenance and more economical as cost of construction is less as compared to Route I and III. Thus, overall this alignment is most suitable on technical as well as financial ground. The final selected 34.1914 ha involves the forest land which is barest minimum.

The alignment chosen is most suitable because...

- Very less involvement of Forest land.
- Not going from any sanctuary, eco sensitive zone, buffer zone biosphere.
- The selected route alignment has no dismantling of residential as well as other houses.
- Major habitation and settlement area avoided.
- Minimum vegetation/tree cutting in the proposed railway line.
- Lowest minimum forest area acquired/demanded in the project.
- Notified industrial area/MIDC area/ villagers area etc. has been avoided.
- Having less no. of curves.
- Having less linear water way of major bridge.

Preliminary survey and detailed survey has been carried out at various stages considering following major factors to decide alignment of railway line:

- A) Major habitation and settlement area avoided.
- B) Wild life sanctuary's, Biosphere's, Dense forest avoided.
- C) Minimum Vegetation /tree cutting in the line proposed.
- D) Minimum No of Highway crossing, River crossing.
- E) Lowest minimum forest area demanded in the project.
- F) Notified industrial area etc. to be avoided.
- G) Economic viability of the route.

2. Project Cost

The estimated cost of total project (Construction of 3 rd line between Rajnandgaon-Kalumna) is Rs. 2686.63 Cr. Department wise break-up details of project's cost is as below.

Department	Total Estimated (Rs. in Cr.)
Civil Engineering	1872.90
Electrical Engineering	307.29
S & T Engineering	506.44
Total Cost (in Cr.)	2686.63

3. Administrative Approval, Estimates & Technical Details

All the related documents of Administrative approval of the project by component authority duly signed by Project authority are here with enclosed for reference.


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