

Justification for Locating the Project in Forest Area

The Gauge Conversion from Meter Gauge to Broad Gauge of Mhow- Khandwa Railway line is sanctioned by Ministry of Railways vide Pink Book item no. 6 of 2008-09

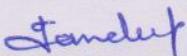
Existing MG alignment between Patalpani to Mukhtiara Balwara is built by achieving 307 m level difference in 34 km which is very steep. This gradient achievement is done by providing very sharp grade up to 1 in 40 (between Patalpani to Kalakund). Alignment mostly passes along the river at edge of hills and very sharp curvatures are provided. This section is having 58 curves in 37 km and maximum degree of curve is 9.40 degree. Hence Patalpani to Mukhtiara Balwara is very complicated section with very steep grade and sharp curvatures leading to restricted sectional speed. Detail of sectional speed of existing Meter Gauge line is as follows:-

Block section	Km	Maximum permissible speed (KMPH)
Mhow-Patalpani	Km 514.20-Km 519.71	55
Patalpani-Kalakund	Km 519.71-Km 529.23	30/20
Kalakund-Mukhtiara Balwada	Km 529.23-Km 543.00	55
	Km 543.00-Km 551.89	30

Proposed BG section will be designed for 100 km design speed with 1 in 100 ruling gradient and maximum 2.75 degree curvature.

Hence, it is planned to detour Patalpani to Mukhtiara Balwara section of existing alignment for proposed BG line so that curves can be smoothed and grade can be flattened.

The proposed diversion between existing Patalpani and Mukhtiara Balwada railway stations (MG) is unavoidable. The proposed diverted alignment has been finalized with due consideration to the aspect that the alignment should involve minimum forest land.


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