

PROJECT JUSTIFICATION:

The proposed Broad Gauge line from Tindivanam to Nagari is connecting Tindivanam which is an existing crossing station at Km 125.48 on Chennai Beach - Villupuram main line. Nagari is a crossing station at Km:100.699 from Chennai on the Arakkonam - Renigunta B.G section of Southern Railway. Tindivanam is an important Town adjoining GST road from where roads branch off to Pondicherry in the East, Arcot in the North, to all the major cities of Tamil Nadu in the south and north.

Distance:- It is proposed to transport coal and rice from Neyveli & Tanjore to other state. There is a substantial saving in terms of the rail distance by 70 km.

Operational Flexibility - The projected coal traffic is about 3 million tonnes per annum from Neyveli to other state and rice traffic is about 3 million tonnes per annum from Tanjore to other state. The projected traffic will result in saving of 210 Million Ton-KM due to lesser lead and operational flexibility. This will also ease the congestion on existing Villupuram - Chennai section and Arakkonam - Chennai sections. This project will reduce distance from South districts of Tamilnadu cities like Tiruchy, Madurai, Tirunelveli to Mumbai BG by about 70 KM, thus reducing passenger and goods freight chargers.

Alternative proposal to alignment passing through Pullur west reserve forest :-

The proposed alignment passes through Vengunnam reserve forest from chainage 38920.00 to chainage 40452 for a length of 1.532 km. The proposed ruling gradient for new railway line is 1:100. This alignment has been fixed taking into account the ruling gradient of 1:100.

However, the alternative routes were examined to minimize the length of the new railway line passing through reserve forest. The alternative routes are shown in the enclosed sketch.

Alternative -1 Blue


- This alignment will pass through the urban land area, it involves acquisition of buildings and involves high cost for acquisition.
- This alignment also will pass through forest area with tunnel.
- The proposed station of Vandavasi will be on curvature; this will not be permitted as per Railway standards.

Alternative -2 Magenta

- The gradient will be higher than the required for laying railway project.
- A major bridge across Cheyyar river and Purasi canal has to be constructed in curve. This will be a problem for maintenance and safety factor for Railways.

- This alignment will required to cross the MDR / SH three times while comparing with proposed alignments. It involves more cost for laying Railway line.
- This alignment will passes through the two major tanks almost middle of the tanks.

In view of the above only the proposed alignment shown in separate sketch is technically feasible.


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