

# **PROJECT NOTE**

## **DIVERSION OF 1.24 HA. FOREST LAND FOR FOR THE PROPOSAL OF CONSTRUCTION OF RAIL OVER RAIL (ROR) B.G. RAILWAY LINE BETWEEN GONDIA TO HIRDAMALI STATION AT VILLAGE- DHAKANI, PINDKEPAR & KARANJA OF TEHSIL GONDIA, DISTRICT GONDIA**

- Name of the Agency: South East Central Railway
- Name of Project: Construction of Rail over Rail (ROR) New B.G. Railway Line between Gondia-Hirdamali.

### **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)

Construction of New ROR B.G. Railway line between Gondia-Hirdamali has been sanctioned in the year 2017-18. The project section spreads over Gondia district of Maharashtra. It is a well developed district with total population of about 30 lakh.

### **Brief of ROR Gondia:**

- Gondia ROR is part of the Rajnandgaon- Nagpur (Kalumna) 3rd Line Project (228.3 KM) with year of inclusion in budget as 2015-16 (PB item no. 22 of 2017-18).

### **Project Length**

ROR Between Gondia - Hirdamali station 13.4 Km (In detour alignment)

### **Brief Note**

The railway line between Rajnandgaon – Kalumna (Nagpur) forms a part of Howarh 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 Howarh 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 move 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 sitting of new subsidiary industries along the project section. There had been substantial increase in the various industries requirements.

Length of railway line proposed to be constructed between Gondia to Hirdamali station is 13.4 Km. Details of forest land along with the private and Government land for proposed Rail Over Rail line is as tabulated below:

S No.	Project Length	Land Proposed in Ha.				Remark
		Forest	Govt.	Private	Total	
1	13.4 Km	1.24	1.04	39.004	41.284	

There are 7 patches of forest between Gondia to Hirdamali ROR Project. All efforts were made to find available route which involves minimum/at least forest land. However it was found that, there is no available route that could avoid forest land.

The most suitable alignment is **Route III** (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.

S. No.	DESCRIPTION	Route - I	Route -II	Route - III (Final Alignment)
1	Length of the route	14.20	15.30	13.40
	Proposed Forest land	3.50 (Approx)	2.80 (Approx)	1.240

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 II. Construction and maintenance and more economical as cost of construction is less as compared to Route I and II. Thus, overall this alignment is most suitable on technical as well as financial ground. The final selected 1.240 ha involves the forest land which is barest minimum.

- Presently Gondia yard is handling traffic from the following four directions:-  
1) Traffic from East i.e. from Howrah direction.

- 2) Traffic from West i.e. from Nagpur direction.
- 3) Traffic from North i.e. from Balaghat direction.
- 4) Traffic from South i.e. from Ballharshah / Chanda-fort direction.

- Surface crossing is required at Gondia for movement of traffic from Balaghat to Ballharshah, and Nagpur to Howrah interrupting the movement of Howrah-Mumbai main line. After completion of ROR this interruption will be eliminated.

- Gauge conversion of Jabalpur-Gondia section has been recently completed therefore traffic movement will substantially be increased.

- ROR is essential to avoid surface crossings at Gondia between two directional movements

- 1) Patna-Chennai route and
- 2) Mumbai-Howrah route.

- ROR at Gondia has been planned at Nagpur end of Gondia station at a distance of 3.58 km on Main Line.

- ROR will take off from line No. 9 of Gondia yard and after crossing main line at a distance of 3.58 Km towards Nagpur, will connect Ballharshah/Chanda-fort line at a distance of 5.3 Km from Gondia towards Ballharshah through junction cabin. The total length of ROR is 13.4 Km.

- ROR Project has been declared as special Railway project under Railway Act .in order to expedite land acquisition. Land will be acquired through direct Purchasing method as per the instructions issued by Govt of Maharashtra.

- The alignment chosen is most suitable because...
- Very less involvement of Forest land i.e. Jhudapi jungle.
- 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.
- Well connected with road network to attend immediately in case of emergency.
- Having less no. of curves.
- Having less linear water way of major bridge.

- Easy approach makes it convenient for construction and maintenance and more economical as cost of construction is less about 135.77 Cr.

- **Recommendations-**

This project will save 245 km. route length of each train during running from North India to South India.

This project will generate employment both temporary as well as permanent.

- 5) ROR is a fly over type project, spiral in shape. Because it has to cross perpendicularly to main line, i.e. Nagpur-Howrah line. The alignment finalized is of very economical type, disturbing very less area of forest. And forest area coming in alignment is only of Jhudapi Jungle type. Details are as under.

Sr. No.	Village	Gat No	Proposed Area ( ha)	Legal Status
1	Dhakni	151	0.07	Road
		687	0.01	Govt (ZJ)
2	Pindkepar	228	0.12	Govt (ZJ)
3	Karanja	86	0.81	Z.J. FD
		56	0.15	Z.J. FD
		162	0.08	Govt (Grazing)
<b>Total</b>		<b>6 Gat</b>	<b>1.240</b>	

- 6) Most of the forest involvement is of Jhudapi jungle.
- 7) No sanctuary, eco sensitive zone, buffer zone biosphere is involved in the alignment.
- 8) Some miscellaneous trees like Palas, Neem, Chichwa, and Sagwan are coming in the forest areas required to be cut. In fact damages to trees are comparatively very-very less in this alignment.
- 9) Location of this alignment is fixed all along the outer edge of city from west direction. Major River Wainganga is 43 km. away from this proposed alignment has no issue of flood and backwater in Monsoon.

Hence this route is most suitable technically and economically with less disturbance to forest area. Thus highly recommended.

  
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