

**Certificate regarding Alternatives examined for liner project**

**Name of Project:** Diversion of 18.1824 ha. Forest land for Construction of link road between Thane Belapur Road to National Highway No. 4 Pune Road including Tunnel through Parsik Hill in Taluka Thane Dist. Thane.

Certified that following alternatives have been examined in detail and have come to conclusion that the alternative Sr. No. 1 is the most suitable for forestry point of view. The other alternatives are being rejected on grounds specified below.

Sr. No.	Village	S.No/Gut No.	Sq.m.	Area ha.	Legal Status	Remarks
1	Chinchavali	65 pt./ Gut No 85,86	5627	0.5627	Acquired Private Forest	<ul style="list-style-type: none"> <li>Option- I is selected in this option minimum forest area is affected</li> <li>The curves and gradient are maintained in such order that road area required in this option is minimum.</li> <li>From traffic point of view also this alignment is best suitable.</li> </ul>
		66pt./GutNo.108, 109,63,102,105	10057	1.0057		
		102/ Gut No. 87	16055	1.6055	Protected Forest	
				<b>3.1739</b>		
	Rabale	256/A Gut No.110	35880	3.5880	Reserved Forest	
		256/B Gut No. 221	12980	1.2980	Protected Forest	
				<b>4.8860</b>		
	Kausa	161	93340	9.3340	Reserved Forest	
		99	7885	0.7885		
				<b>10.1225</b>		
	Total			<b>18.1824</b>		
2		Area same as per Alignment 1.		<b>18.1860</b>		<ul style="list-style-type: none"> <li>In this option FRL of the proposed road is kept at higher level due to which tunnel is splitted in three parts. Due to splitting of tunnel forest area and cutting of trees is more in this option.</li> <li>Due to openings in between tunnels which is for short distance lighting effect during day is likely to create blindness to the drivers.</li> </ul>
3		Area same as per Alignment 1.		<b>20.14</b>		<ul style="list-style-type: none"> <li>In option No. 3 tunnel length is reduced however, due to increase road of length, the forest area required is more.</li> <li>The tunnel length is reduced thus road option in open area is increased effecting cutting of large forest area.</li> <li>The curves &amp; the gradients in this option are also not suitable from traffic point of view.</li> </ul>

Alignment at Sr. No. 1 is a suitable and minimum tree cutting and minimum surface of Forest area will be disturbed for this project and no alternative other than alignment at Sr.No.1 is suitable. Hence selected and recommended.

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