

Project Note

Name of Project: Diversion 0.8325 ha. Forest land for Construction of Elevated road and road on embankment (Link Road) from N.H.4 (Mumbai - Pune) to Katai junction In Thane Dist.

Project Authority: Mumbai Metropolitan Region Development Authority (MMRDA)

Introduction

Mumbai is the most populous city in the world and the most populous city in India. The city is driven by commerce and attracts people in search of livelihood from across the country. The population of the city has grown exponentially over the past few decades. The current infrastructural facilities are under severe stress. Roads, at key junctions, are clogged with vehicles resulting Traffic Jams at peak hours. This affects people's movement across various parts of the city and indirectly affects business and commerce.

People have to run long via Mahape to reach Shilphata and then Kalyan / Dombivali / Badlapur etc. In view of exponential increase in traffic on this route, and to cater to further increase, Mumbai Metropolitan Road Development Authority (MMRDA) proposes to construct elevated road and road connecting NH-4 to Katai (near toll Naka on Kalyan Shil Road). This new road will help smoothen traffic flows, shorten the travel distance between Navi Mumbai and towns like Kalyan, Dombivali, Badlapur etc

Since, in the proposed alignment passes through scanty Mangrove Land /Creeks at village Desai and followed by urbanized area. In order to have minimum disturbance, this stretch will be elevated. Since, In the proposed road alignment passes through Mangrove land, Forest Clearance is mandatory for the Mangrove land.

PROJECT DESCRIPTION & ACTIVITIES

The project road starts at NH-4, consists elevated and road on embankment till village Katai on Kalyan – Shil Road. To serve better connectivity to NH-4 and few other places will be provided.

The alignment is proposed on embankment as well as elevated. It will pass through open areas/agriculture fields etc. sufficient number of cattle passes. Under passes, culverts and other necessary provisions will be made. Ahead on its way, alignment crosses subsidiary rivulets of

Ulhas River, Mumbai – Mangaon Railway line (Kokan Railway) with a Rail Over bridge (ROB), avoiding existing and ongoing developments along subsidiary rivulet and railway line. Finally, road will terminates near toll Naka in Katai village on Kalyan – Shil Road .

Estimated construction cost of the link road is approx. Rs. 331 Crores.

There is negligible felling of trees in Mangrove area as the link road passing through maximum marshy land and creek. The project authority is ready to bear the cost of exploitation as directed by the Forest Department..

Details of Mangrove Forest land required for the proposed road project road are as under

Sr. no.	District	Taluka	Village	Mangrove Land in Ha.	Legal status	Non Forest Area (Ha.)	Total Ha.
1	Thane	Thane	Kausa	-	-	1.0125	1.0125
2			Shil	-	-	2.2005	2.2005
3			Davale	-	-	7.1775	7.1775
4			Desai	0.8325	Mangroves / Mud flat	9.5580	10.3905
5		Kalyan	Katai		-	6.2730	6.2730
	Total			0.8325		26.2215	27.0540

PROJECT BENEFITS

Reduction in Traffic Congestion

This corridor will provide direct transport connectivity to the existing built up areas of southern parts of Thane Municipal Corporation (TMC), Kalyan Dombivali Municial Corporation(KDMC). This proposed project aims to reduce the traffic load on this route.

Reduction in Pollution

With the reduction of traffic congestion the concentration of pollution will be comparatively reduced.

Reduction in Vehicle Operating cost

With the reduction of travelling time, the fuel consumption of the vehicles will also be reduced. This will reduce travelling cost. Also the maintenance of the vehicles will be reduced thereby reducing the vehicle operating cost.

This new road will help smoothen traffic flows, shorten the travel distance between Navi Mumbai and towns like Kalyan, Dombivali, Badlapur etc.

In this project minimum/minor area of mangrove affected area required. This portion is also being constructed by elevation and minimum surface area will be disturbed.

This project will save time fuel and reduce traffic congestion as well as Pollution.

Considering the necessity of Mumbai Metropolitan region it is earnestly requested to accord approval under section 2 of Forest (Conservation) Act 1980 for the diversion of required Mangrove land for construction of proposed link road.


(M.V. Jaitpal)

Executive Engineer

MMRDA
EXECUTIVE ENGINEER
ENGINEERING DIVISION
MMRDA.

Name of Project: Diversion of 0.8325 ha. Mangrove land for Construction of Link road from N.H.4 (Mumbai - Pune) to Katai junction .In Thane Dist.

Project Authority: Mumbai Metropolitan Region Development Authority (MMRDA)

JUSTIFICATION FOR LOCATING THE PROJECT ON FOREST LAND

The population of the city has grown exponentially over the past few decades. The current infrastructural facilities are under severe stress. Roads, at key junctions, are clogged with vehicles resulting Traffic Jams at peak hours. This affects people's movement across various parts of the city and indirectly affects business and commerce.

People have to run long via Mahape to reach Shilphata and then Kalyan / Dombivali /Badlapur etc. In view of exponential increase in traffic on this route, and to cater to further increase, Mumbai Metropolitan Road Development Authority (MMRDA) proposes to construct road connecting NH-4 to Katai (near toll naka on Kalyan Shil Road). This new road will help smoothen traffic flows ,shorten the travel distance between Navi Mumbai and towns like Kalyan, Dombivali, Badlapur etc

Since, in the proposed alignment passes through Mangrove Land /Creeks at village Desai and Katai followed by urbanized area. In order to have minimum disturbance, this stretch will be elevated. Since, In the proposed road alignment passes through Mangrove land, Forest Clearance is mandatory for the Mangrove land.

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	Total			0.8325		26.2215	27.0540

There is negligible felling of trees in Mangrove area as the link road passing through maximum marshy land and creek. with minimum disturbance of surface in Mangrove area. The project authority is ready to bear the cost of exploitation as directed by the Forest Department. Minimum mangrove land is required i.e.0.8325 ha. as compared to non forest land i. e 26.2215 ha. The proposed road is so aligned that the requirement is barest minimum which is unavoidable. This project will save time fuel and reduce traffic congestion as well as Pollution.

M. M. R. D. A.
EXECUTIVE ENGINEER
ENGINEERING DIVISION
M.M.R.D.A.

JOINT INSPECTION REPORT

Sr. No.	Items	Observations & Remarks
1.	Name of the Project and location (Range, Round, Beat)	<div> <div> <div> <div>Range</div> <div>Round</div> <div>Beat</div> <div>Village</div> </div> <div> <div>Thane</div> <div>Kalwa</div> <div>Shil</div> <div>Desai</div> </div> </div> </div>

Range

Round

Beat

Village

Thane

Kalwa

Shil

Desai

			<p>Kalyan, Shil Road, at present and can be developed in feature for Multi Model Corridor. This project will help smoothen traffic flows, shorten the travel distance between Navi Mumbai and town like Kalyan, Dombivali & Badlapur.</p> <p>Since in the proposed alignment passes through Mangrove land/creek at village Desai followed by urbanized area. In order to have minimum disturbance, this stretch will be elevated.</p> <p>Though the alignment passes through minimum Mangrove area (Not notified as Protected Forest) it is mandatory to obtain Forest Clearance.</p>
10.	Whether the proposal involves any violation of Forest (Conservation) Act 1980? If yes, a detailed report on violation including action taken against the concerned officials to be attached.	:	No
11.	Whether the proposal involved rehabilitation plan has been approved by the State Government?	:	No
12.	Details on catchment and culturable command area under the project (if applicable)	:	Not Applicable.
13.	Utility of the project	:	<p>This corridor would provide direct transport connectivity to the existing built up areas of the NH-4 (Mumbai Pune Road) at present and can be developed in feature for Multi Model Corridor. This project holds an important strategy for the future development of Kalyan, Dombivali and Badlapur. This new road will help smoothen traffic flows, shorten the travel distance and also save fuel, time and energy.</p>
14.	Whether land being diverted has any socio-cultural/religious values? Whether any sacred grove or very old growth trees/ forests exist in the areas proposed for diversion?	:	<p>No.</p> <p>No.</p>
15.	Any other important information related to the project (Separate note may be attached, if required)	:	No.

It is agreed that the forest area mentioned above is found correct on the spot and in map.

(Sanjay Lachake)
 (Sanjay Lachake)
 Asst. Conservator of Forests
 (LRP) Wildlife, Thane.

(M.V.Jaitpal)
 Executive Engineer (Engineering Division)
 M.M.R.D.A.
 Project Authority *M.V.Jaitpal*
EXECUTIVE ENGINEER
ENGINEERING DIVISION
M.M.R.D.A.


Statement showing details of forest Area required with its boundary


Name of Proposal : Construction of link road between N.H.4 (Mumbai-Pune Road) to Katli Junction in

Taluka & District Thane.

PROJECT BY M.M.R.D.A.

Taluka	Village	Old Survey No. under which area required for the project	Survey No./Gut No.		Area in Ha.	Boundaries				Legal Status
						North	East	South	West	
1	2	3	4		6	7	8	9	10	Mangrove land not notified as protected forest.
Thane	Desai	174	174 pt.		0.0234	174, 235	235	174	174	
		235	235 pt.		0.1782	235	223 pt.	235	174	
		223 pt.	223 pt.		0.0928	180, 223pt.	180	223 pt.	235	
		180	180 pt.		0.1340	180	74	223 pt.	223 pt.	
		74	74 pt.		0.0626	75	74	74	180	
		75	75 pt.		9.0115	75	74	180, 74	180	
		90	90 pt.		0.0550	90	91	90	90	
		91	91 pt.		0.2750	91	91	91	90, 91	
	Total				0.8325					


 Project Authority
EXECUTIVE ENGINEER
ENGINEERING DIVISION
M.M.R.D.A.


Deputy Conservator of Forests,
Thane Forest Division, Thana.

Statement showing Component wise break up of Total land required for the Project.


Name of Project : Diversion of 0.8325 Mangrove Land for Construction of Link Road between

NH-4 (Mumbai Pune Road) to Katai Junction in Thane Dist.

PROJECT BY M.M.R.D.A.

Component	Forest Area					Non Forest area				Total (Ha.)
	Length in.K.M.	Average Width m.	Sq. M.	Area in ha..		Length in K.m	Average Width in m.	Sq..m	Area in Ha.	
	0.185	45	8325	0.8325		0.350	45	15750	1.5750	2.4075
Fly over										
At Grade	-	-	-	-		5.477	45	246465	24.6465	24.6465
Total			8325	0.8325				262215	26.2215	27.0540


 Deputy Conservator of Forests,
 Thane Forest Division, Thana.


 EXECUTIVE ENGINEER
 ENGINEERING DIVISION
 M.M.R.D.A.

Name of Proposal : CONSTRUCTION OF LINK ROAD FROM N.H.4 (MUMBAI-LUNE ROAD) To KATAI- JUNCTION IN THANE TALUKA ,DISTRIC-THANE(PROJECT BY MMRDA)

ABSTRACT -VILLAGE WISE BREAKUP OF NON FOREST &MANGROVE FOREST LAND

SR.NO.	VILLAGE	ITEM	NON-FOREST LAND							FOREST LAND						
			GAT/SU RVEY NO.	OLD SURVEY NO.	DIMENSION		AREA		LEGAL STATUS OF LAND	GAT/SUR VEY NO.	OLD SURVEY NO.	DIMENSION		AREA		LEGAL STATUS OF LAND
					AVG. LENGTH (M)	AVG.WID TH(M)	AREA IN SQM	AREA IN Ha				AVG. LENGTH (M)	AVG.WI DTH(M)	AREA IN SQM	AREA IN Ha.	
1	KAUSA		91		38.80	10	388	0.0388	NON FOREST			0	45	0	0	
			92		20.36	11	224	0.0224	NON FOREST							
			93		91.16	45	4102	0.4102	NON FOREST							
			94		60.10	45	2705	0.2705	NON FOREST							
			87		60.13	45	2706	0.2706	NON FOREST							
					TOTAL		10125.0000	1.0125				TOTAL		0.00	0.0000	
2	SHIL		168		107.56	45	4840	0.4840	NON FOREST			0	0	0	0	
			167		78.24	45	3521	0.3521	NON FOREST							
			169		13.56	45	610	0.0610	NON FOREST							
			170		56.93	45	2562	0.2562	NON FOREST							
			171		9.67	45	435	0.0435	NON FOREST							
			163		76.93	45	3462	0.3462	NON FOREST							
			172		93.98	45	4229	0.4229	NON FOREST							
			173		52.13	45	2346	0.2346	NON FOREST							
					TOTAL		22005.0000	2.2005				TOTAL		0.00	0.0000	
3	DAWALE		98		42.08889	45	1894	0.189	NON FOREST			0	0	0	0	
			97		62.8	45	2826	0.2826	NON FOREST							
			91		5.511111	45	248	0.025	NON FOREST							
			197		2.666667	45	120	0.012	NON FOREST							
			93		58.55556	45	2635	0.264	NON FOREST							
			92		96.48889	45	4342	0.4342	NON FOREST							
					28.22222	45	1270	0.127	NON FOREST							
			LAKE		55.44444	45	2495	0.250	NON FOREST							
			79		90.95556	45	4093	0.4093	NON FOREST							
			119		47	45	2115	0.212	NON FOREST							
			193		184.6222	45	8308	0.8308	NON FOREST							
			121		19.15556	45	862	0.086	NON FOREST							
			68		38.66667	45	1740	0.174	NON FOREST							
			122		75.33333	45	3390	0.339	NON FOREST							
			182		73.15556	45	3292	0.3292	NON FOREST							
			67		32.48889	45	1462	0.146	NON FOREST							
			6		88.33333	45	3975	0.3975	NON FOREST							
			7		41.35556	45	1861	0.186	NON FOREST							
			5		206.7556	45	9304	0.9304	NON FOREST							
			9		44.08889	45	1984	0.198	NON FOREST							
			181		99.11111	45	4460	0.446	NON FOREST							

		10		154.3556	45	346	0.6946	NON FOREST						
		211PT		38.8556	45	749	0.1749	NON FOREST						
		180		8.977778	45	404	0.0404	NON FOREST						
				TOTAL		71775.00	7.1775				TOTAL	0.00	0.0000	
						z								
4	DESAI	147		40.00	45	1800	0.180	NON FOREST	174		5.2	45	234	0.0234 MANGROVE FOREST
		220		205.82	45	9262	0.9262	NON FOREST	235		39.6	45	1782	0.1782 MANGROVE FOREST
		142		77.51	45	3488	0.349	NON FOREST	223PT		20.6222	45	928	0.0928 MANGROVE FOREST
		232		4.00	45	180	0.018	NON FOREST	180		29.7777	45	1340	0.134 MANGROVE FOREST
		144		58.58	45	2636	0.264	NON FOREST	74		13.9111	45	626	0.0626 MANGROVE FOREST
		218		123.29	45	5548	0.555	NON FOREST	75		2.55556	45	115	0.0115 MANGROVE FOREST
		242		4.09	45	184	0.018	NON FOREST	90		12.2222	45	550	0.055 MANGROVE FOREST
		4		113.38	45	5102	0.510	NON FOREST	91		61.1111	45	2750	0.275 MANGROVE FOREST
		5		78.80	45	3546	0.355	NON FOREST						
		1		27.69	45	1246	0.125	NON FOREST						
		216		19.42	45	874	0.087	NON FOREST						
		22		96.76	45	4354	0.435	NON FOREST						
		23		21.87	45	984	0.098	NON FOREST						
		24		0.09	45	4	0.000	NON FOREST						
		223PT		2.31	45	104	0.010	NON FOREST						
		32		74.13	45	3336	0.334	NON FOREST						
		33		7.20	45	324	0.032	NON FOREST						
		34		150.23	45	6760	0.676	NON FOREST						
		37		73.96	45	3328	0.333	NON FOREST						
		223PT		2.27	45	102	0.010	NON FOREST						
		39		88.44	45	3980	0.398	NON FOREST						
		40		25.22	45	1162	0.116	NON FOREST						
		173		46.93	45	2112	0.211	NON FOREST						
		61		34.27	45	1542	0.154	NON FOREST						
		60		146.53	45	6594	0.659	NON FOREST						
		174		146.71	45	6602	0.660	NON FOREST						
		235		3.64	45	164	0.016	NON FOREST						
		64		0.80	45	36	0.004	NON FOREST						
		223PT		2.53	45	114	0.011	NON FOREST						
		180		0.00	45	0	0.000	NON FOREST						
		74		33.93	45	1527	0.153	NON FOREST						
		73		14.36	45	646	0.065	NON FOREST						
		75		7.18	45	323	0.032	NON FOREST						
		72		131.69	45	5926	0.593	NON FOREST						
		71		10.40	45	468	0.047	NON FOREST						
		85		33.16	45	1492	0.149	NON FOREST						
		89		58.18	45	2618	0.262	NON FOREST						
		88		6.27	45	282	0.028	NON FOREST						
		90		89.29	45	4018	0.402	NON FOREST						
		91		62.49	45	2812	0.281	NON FOREST						
				TOTAL		95580.0000	9.5580				TOTAL	8325.00	0.83	

