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, Mimbai Metropolitan Road Development Authirity (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 passes through open areas/agriculture fields etc. sufficient number of cattle passes. Under passes, culvers 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
L	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

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

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, Mimbai Metropolitan Road Development Authirity (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.

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

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.

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

JOINT INSPECTION REPORT

Sr.	I	T-	
No.	Items		Observations & Remarks
1.	Name of the Project and location (Range, Round, Beat)	:	Diversion of 0.8325 ha. Mangrove land for Construction of link Road between National Highway No. 4. (Mumbai Pune Road) to Katai Junction in Thane Takuka by MMRDA. Range Round Beat Village Thane Kaiwa Shil Desai
2.	Name of the User Agency	:	MUMBAI METROPOLITAN DEVELOPMENT AUTHORITY (M.M.R.D.A.)
3.	Date of site inspection	:	17/9 /2016
4.	Extent (ha) and legal status of forest land proposed for diversion	:	Mangrove Land 0.8325 ha. of village Desai in Thane Taluka. (Not Notified as Protected Forest)
5.	a) Details of forest land proposed for diversion and activity-wise break-up of forest land b) Density and Eco-value class	:	As per Area Statement attached on page no. Density – 0.1 to 0.2
			Eco-value Class – I
6.	Whether the requirement of forest land as proposed by the User Agency in col.2 of Part-I is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternative examined.	:	Yes.
7.	Whether the proposal involves any construction of building (including residential) or not ? If yes, details thereof	:	No.
8.	a) Whether forest area proposed for diversion is important from wildlife point of view or not	:	No.
	b) Details of any rare or endangered or unique species of flora and fauna found in proposed forest land. If so, the details thereof	:	No rare or endangered or unique species of flora and fauna found in proposed forest land.
L	c) Aerial distance from the nearest boundary of any Protected Area (km)	:	10.640 km & above
	d) Remarks about sensitivity of the forest area likely to be affected due to project	:	No sensitive forest area. The proposed alignment of link road, the portion of Mangrove land is under Flyover.
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof	:	No.
	Background note on the proposal (short summary)		Proposal for obtaining approval of MoEF & C. C. Govt. of India for construction of link road between National Highway No. 4 (Mumbai Pune Road) to Katai Junction in Taluka and Dist. Thane. This corridor would provide direct transport connectivity to the existing built up areas of the NH-4 & Katai Junction on

Γ		т	1,,
			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. 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. Though the alignment passes through minimum Mangrove area (Not notified as Protected Forest) it is mandatory to obtain Forest Clearance.
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		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.
14.	Whether land being diverted has any socio-cultural/religious values? Whether any scared grove or very old growth trees/ forests exist in the areas proposed for diversion?	:	No.
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)
Asst. Conservator of Forests
(LRP) Wildlife, Thane.

(M.V.Jaitpal)

Executive Engineer (Engineering Division)

M.M.R.D.A.

Project Authority WWW 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 Kathi 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.		Bound	daries		Legal Status
					North	East	South	West	<u> </u>
1	2	3	4	6	7	8	9	10	Mangrove
Thane	Desai	174	174 pt.	0.0234	174, 235	235	174	174	land not
	<u></u> .	235	235 pt.	0.1782	235	223 pt.	235	174	notified
		223 pt.	223 pt.	0.0928	180, 223pt.	180	223 pt.	235	as
		180	180 pt.	0.1340	180	74	223 pt.	223 pt.	protected
	<u> </u>	74	74 pt.	0.0626	75	74	74	180	forest.
		75	75 pt.	9.0115	75	74	180, 74	180	1
	<u>.</u>	90	90 pt.	0.0550	90	91	90	90	1
		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 Fo	rest area		Total
	Length in.K.M.	Average Width m.	Sq. M.	Area in ha	Length in K.m	Average Width in m.	Sqm	Area in Ha.	(Ha.)
	0.185	45	8325	0.8325	0.350	45	15750	1.5750	2.4075
Fly over									
At Grade	-	-	-	1-	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 (MUMBALIUNE ROAD) TO KATAI- JUNCTION IN THANE TALUKA, DISTRIC-THANE(PROJECT BY MMRDA)

				•			ABSTRACT -VILL	AGE WISE BLEA	KUP OF NON FORE	<u>ST &MA</u>	NGROVE FO	OREST LA	AND				
						NON-F	OREST LAND								FOREST LAND		
i I			CATICU	OLD	DIME	NSION	ARE				1	OLD	DIME	NSION	ARI	EA	1
SR.NO.	VILLAGE	ITEM	GAT/SU RVEY NO.	SURVEY NO.	AVG. LENGTH (M)	AVG.WID TH(M)	AREA IN SQM AREA IN Ha	LEGAL STATUS OF LAND		GAT/SUR VEY NO.	SURVE Y NO.	AVG. LENGTH (M)	AVG.WI DTH(M)	AREA IN SQM	AREA IN Ha.	LEGAL STATUS OF LAND	
1	KAUSA		91		38.80	10	388	0.0388	NON FOREST		· -	<u> </u>	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								
\longrightarrow	•		87		60.13	45	2706	0.2706	NON FOREST								
			-		TO	TAL	10125.0000	1.0125	· · ·				TO	TAL	0.00	0.0000	<u> </u>
															- 0.00	0.0000	
2	SHIL		168	-	107.56	45	· 4840	0.4840	NON FOREST				0	0	0	0	
 -	<u> </u>		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 3462	0.0435 0.3462	NON FOREST NON FOREST		_			——			
			163 172		76.93 93.98	45 45	4229	0.4229	NON FOREST			-					
	· ·		173		52.13	45	2346	0.2346	NON FOREST			$\neg \neg$			 		
				_			•										
					TC	TAL	22005.0000	2.2005					TOT	AL	0.00	0.0000	
																	
3	DAWALE		98		42.08889	45	1894	0.189	NON FOREST		<u> </u>		0	0	0	0	
			- 97		62.8	45	2826	0.2826	NON FOREST							1	
	-		91		5.511111	45	248	0.025	NON FOREST							·	
		1	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		1270	0.127	NON FOREST			-+					
			LAKE		55.44444		2495	0.250	NON FOREST	<u> </u>							
	<u>-</u>	<u> </u>	79		90.95556	+	4093	0.4093	NON FOREST								
			119		47.	45	2115	0.212	NON FOREST NON FOREST								
			193		184.6222		8308	0.8308	NON FOREST					 -			
		<u> </u>	121		19.15556		862	0.088	NON FOREST								
		ļ	68	 	38.66667		1740 3390	0.174	NON FOREST	$\overline{}$		-+					
		 	122	<u> </u>	75.33333		3292	0.3292	NON FOREST	$\overline{}$				 -			
		 	182	 -	73.15556 32.48889		1462	0.146	NON FOREST	$\overline{}$		- -				 -	
		├	67	-	88.33333		3975	0.3975	NON FOREST	 -	 -		-+				
	-	\vdash	7	 	41.35556		1861	0.186	NON FOREST		- -						
		├	5	 	206.7556	-	9304	0.9304	NON FOREST				-+			 -	
		 	9	 	44.08889		1984	0.198	NON FOREST	$\neg \uparrow$							
		├	181	 	99.11111	-	4460	0.446	NON FOREST			_				 	

4	DESAI	211PT 180 147 220 142 232 144 218 242 4 5		40.00 205.82 77.51 4.00 58.58 123.29	45 45 3TAL 45 45 45 45 45	346 749 404 71775.00 2 1800 9262 3488 180	0.6946 0.1749 0.0404 7.1775 0.180 0.9262	NON FOREST NON FOREST NON FOREST NON FOREST				то	TAL	0.00	0.0000	
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4		220 142 232 144 218 242 4 5		40.00 205.82 77.51 4.00 58.58 123.29	45 45 45 45	1800 9262 3488	0.180 0.9262					то	TAL	0.00		
4		220 142 232 144 218 242 4 5		40.00 205.82 77.51 4.00 58.58 123.29	45 45 45 45	1800 9262 3488	0.180 0.9262					то	TAL	0.00		
4		220 142 232 144 218 242 4 5		205.82 77.51 4.00 58.58 123.29	45 45 45	1800 9262 3488	0.9262			- 7.4				ļ —	i 	
4		220 142 232 144 218 242 4 5		205.82 77.51 4.00 58.58 123.29	45 45 45	9262 3488	0.9262									
		142 232 144 218 242 4 5		77.51 4.00 58.58 123.29	45 45	3488		NON FORCET		174		5.2	45	234	0.0234-	MANGROVE FOREST
		232 144 218 242 4 5		4.00 58.58 123.29	45			NON FOREST	<u> </u>	235	·	39.6	45	1782	0.1782	MANGROVE FOREST
		144 218 242 4 5		58.58 123.29			0.349	NON FOREST	ļ	223PT		20.6222	45	928	0.0928	MANGROVE FOREST
		218 242 4 5		123.29	45		0.018	NON FOREST		180		29.7777	45 45	1340	0.134	MANGROVE FOREST
		242 4 5			4-	2636	0.264	NON FOREST	 	74	<u> </u>	13.9111		626 115	0.0115	MANGROVE FOREST
		5		احمما	45	5548	0.555	NON FOREST		75		2.55556	.45			
		5		4.09	45	134	0.018	NON FOREST		90		12.2222	45	550 2750	0.055	MANGROVE FOREST
				113.38	45	5102	0.510	NON FOREST	 	91		61.1111	45	2/50	0.275	MANGROVE FOREST
				78.30	45	3546	0.355	NON FOREST			•			<u> </u>		
		1	· · ·	27.69	45	1246	0.125	NON FOREST								
		216		19.42	45	874	0.087	NON FOREST	ļ					\vdash		
		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	igsquare					ļ		
		223PT		2.31	45	104	0.01C	NON FOREST								<u>, , , , , , , , , , , , , , , , , , , </u>
		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	L							
		37		73.96	45	3328	0.333	NON FOREST								<u> </u>
		223PT	1	2.27	45	102	0.010	NON FOREST					_			
		39		88.44	45	3980	0.398	NON FOREST								
		40	i	25.22	45	1162	0.116	NON FOREST			•		_	ļ	•	<u> </u>
		173		46.93	45	2112	0.211	NON FOREST								ļ
		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							ļ	
		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							<u> </u>	
		89		58.18	45	2618	0.262	NON FOREST]		<u> </u>
		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					_			
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				TO	TAL	95580.0000	9.5580					. TO	TAL	8325.00	0.83 .	1
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Ц.				TOT	AL	62730.0000	6.2730				7/	TAL	0.00	0.0000	
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<u>Ļ</u>		RO/	.0	94.98	45	4274	0.4274	NON FOREST			 -	 _	<u> </u>	 _	
L		10	3_[29.29	45	1318	0.1318	NON FOREST				 		 	
L		69		13.33	45	600	0.0600	NON FOREST		—- -	 -	 			
		12	6	27.24	45	1226	0.1226	NON FOREST		 	 -	<u> </u>		<u> </u>	
L		7	<u>, </u>	39.02	45	1756	0.1756	NON FOREST	 					 	
L		11	3	2.36	45	106	0.0106	NON FOREST	 			 		ļ	
Ļ		11	4	0.00	45	0	0.0000	NON FOREST							
L		11	8	0.80	15	12	0.0012	NON FOREST NON FOREST						ļ	
L		7(,	5.60	15	84	0.0248	NON FOREST		———			<u>'</u>		
Γ		11	7	16.53	15	248	0.0180 0.0248	NON FOREST							
Γ		10		12.00	15	180	0.0644	NON FOREST				<u> </u>			
		9	3	42.93	15	644	0.0100	NON FOREST		 .					
I		9	1	6.67	15	100		NON FOREST		 			L		
		7	6	228.31	45	10274	0.3104 1.0274	NON FOREST							
Γ		7		68.98	45	3104	0.2844	NON FOREST		 -	'	ļ	Ļ		
Γ		4		63.20	45	4960 2844	0.4960	NON FOREST							
Γ			0	110.22	45	120	0.0120	NON FOREST							T
Τ		2		2.67	45		0.0266	NON FOREST							
Ι		_	6 :	5.91	45	1078 266	0.1078	NON FOREST							
T			5	23.96	45 45	2500	0.2500	NON FOREST					·		
†			4	55.56	45	168	0.0168	NON FOREST					T	 	
†			3	3.20 3.73	45	144	0.0144	NON FOREST		"			· - ·		-
†			9	269.60	45	12132	1.2132	NON FOREST						 	
Ť		_	32	2.98	45_	134	0.0134	NON FOREST				1		- 	
+			09	26.93	45	1212	0.1212	NON FOREST			· · ·	 	 		. -
╁			20	207.91	45	9356	0.9356	NON FOREST				 -3 -		- -	
Т	KATAI		22	86.44	45	3890	0.3890	NON FOREST	- 1		0	45	0	0	

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EXECUTIVE ENGINEER ENGINEERING DIVISION M.M.R.D.A. Deputy Conservator of Forests, Thane Forest Division, Thens.