

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 is 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, 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
	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 between

M. V. Jaitpal

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