

Justification for Locating the Project in Forest Area

Project Introduction:

The proposed project is located in Thane District of Maharashtra state in India. The proposed project involves construction of 6 lane road on embankments (2 Nos.), bridge, 4 lane fly over with slip road, 4 lane & additional ramp, interchange with provision of RHS 2 lane ramp up, RHS 2 lane ramp down, 2 lane flyover, LHS 2 lane ramp down & LHS 2 lane U loop ramp. The project is located on east side of Thane creek. The overall length of the project is about 3.05 km. The proposed project will connect the Vashi road which is originating from Sion-Panvel Expressway and ends at Varista Junction. This will provide an alternate route parallel to Thane-Belapur Road and Palm Beach Road. This will ease off the traffic in these two roads.

Need of the Project

The population growth rate for Navi Mumbai has increased exponentially for the last decade. The major business hubs in Navi Mumbai are CBD Belapur, Vashi, Nerul and Mahape nodes. The population density is higher for Vashi, Turbhe and Airoli Nodes as compared to rest of Navi Mumbai Nodes. The major business trips to areas like Airoli, Belapur, Mahape, and to Mumbai sides originates from these nodes. The major roads in these regions are Thane-Belapur Road, MIDC Road, Palm Beach Road and Sion-Panvel Expressway.

The MIDC Road is in the outskirts of the city and is majorly occupied by heavy commercial vehicles. Thane-Belapur Road connects the regional and local traffic to Sion-Panvel Expressway. The traffic on Thane-Belapur road has increased because this road is preferred by road users over Palm Beach Road which is an alternate road and heavily congested. The development of new residential complexes has also added more traffic on Palm Beach Road and Thane-Belapur Road. With the commissioning of Navi Mumbai International Airport, more trips are expected to be generated and more road infrastructure needs to be provided in the region. Also, the development plan of Navi Mumbai shows that the undeveloped area near the proposed project will develop in nearby future adding more traffic on Palm Beach Road and Thane Belapur Road.

In view of the above, Navi Mumbai Municipal Corporation has identified requirement of construction of bridge (approx. 3.05 km) connecting Ghansoli –Airoli along the Thane creek considering traffic congestion scenario on major roads in the region.

Route Alignment Considered for Development of the Project

Three alternative routes and technical solutions are examined at planning stage. Obtaining adequate information regarding physical constrains, terrain, soil conditions and other environmental and social factors along the route is necessary so that optimum solutions are identified. Following factors were considered while selecting the project alignment.

- Major habitation & settlement area avoided.
- Nearest ecologically sensitive features.
- Minimum affected mangrove area.
- Economic viability of the project

Analysis of Alternatives for the Final Alignment...

Sr. No	Description	Alternative-1 (Final route)	Alternative-2	Alternative-3
1	Route description	<p>This route starts from sector 14 of Ghansoli, which involves project components as Road on embankment, Creek over bridge, Flyover with slip road and additional ramp & Ramps at interchange.</p> <p>This route covers existing embankment, which is part of CIDCO development for Sector-10A of Airoli peripheral road which was done 15 years back.</p>	<p>Alternative route 2 starts from sector 14 of Ghansoli and passes over mangroves and continues over Diva-Nagar road till sector 10 of Airoli. It further diverts toward existing Mulund-Airoli bridge and merges with it through interchange</p> <p>This route involves component as road on embankment, bridge over mangroves & At grade road.</p>	<p>Alternative route 3 starts from sector 14 of Ghansoli and passes over mangroves and connects Mulund-Airoli Bridge near sector 16 of Airoli.</p> <p>This route involves component as road on embankment, bridge over mangroves & At grade road.</p>
2	Length (in Km.)	3.061	2.952	2.666
3.	No. of fishing ponds affected	2	7	16
4.	Total forest area involved (Ha.)	4.0122	6.4786	5.1700
5.	Total Non-forest land involved (Ha.)	6.5552	4.8970	4.8637
6.	Total land involved (Ha.)	10.5675	11.3756	10.0337
7.	Recommendation and reason for selecting Alternative-1 as final alignment	<p>Alternative-1 has been selected as there is minimal involvement of mangrove areas in comparison to Alternative-2 & 3. Further, Alternative-1 has minimal impact on environmental, forest and social aspect in comparison to Alternative-2 & 3.</p>		

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