

Justification of Alignment

The present proposed alignment from Colaba to SEEPZ via BKC has been finalized by combining Line III and Line VI. Line III had been proposed underground from Colaba to Mahim and elevated from Mahim to Bandra. Line VI was underground from Mahim to ITO and elevated from ITO to Kanjur marg. Another alternative in this alignment was elevated from Mahim to ITO. Considering the environmental, social, traffic and land availability aspects, it was decided to keep the proposed alignment underground. The metro connectivity to the CSIA has been expedited and put in the phase 1, rather than in the phase 3 as per Metro Master Plan by merging Line 6 of phase3, named BKC-Kanjur Marg via Airport with the Line 3 of phase I, i.e Colaba- Mahim-Bandra and run through services from Colaba till SEEPZ.

Alternate alignment

Two alternatives were taken between Cuffe Parade Road and Vidhan Bhawan for analysis. These two alternatives were studied and their benefits and drawbacks were examined, which are depicted in subsequent para.

Alternative-I

From Cuffe Parade Road (fisherman colony), alignment takes left turn to cross the sea and follows the Jamnala Bajaj Road and passes in front of Vidhan Bhawan. The major disadvantage of the alignment is that the 600 m alignment was passing under sea.

Alternative-II

From Cuffe Parade Road, alignment follows Foreshore Road (Captain Prashant Pethe Marg) and takes left turn near Fire station and passes through State Govt. Barracks and between Vidhan Bhawan/SBI building. The merit of this alignment is that it is close to Mantralaya as well as Vidhan Bhawan. The major advantage is to serve the important catchment areas of Colaba localities. Also by selecting this alignment the route passing under sea in Alternative I is avoided. Hence, MMRDA has decided to adopt Alternative II to serve additional catchment areas and avoid the sea route.