Municipal Corporation of Greater Mumbai

Coastal Road Project

BACKGROUND OF THE PROJECT

- Govt. of Maharashtra constituted a Joint Technical Committee (JTC) under the Chairmanship of Municipal Commissioner, MCGM on 30 June 2011 to study and make recommendations on the subject of coastal roads in Mumbai.

- The Committee held various meetings and deliberated on the issues which were presented through its report to Govt. of Maharashtra on 29 December 2011.

- The JTC recommended about 35.60 km. coastal road comprising a combination of road based on reclamation, bridges, elevated roads and tunnels along the western side of Mumbai.

- The Committee recommended this coastal road with two options of alignments, both with a view to resolve the traffic congestion in Mumbai and to enable creation of the much needed recreational open spaces.

- MCGM had planned the Mumbai Coastal Road on western side of Mumbai to provide an alternate North-South Trunk route to improve mobility along with development of recreational open public spaces and greenery.

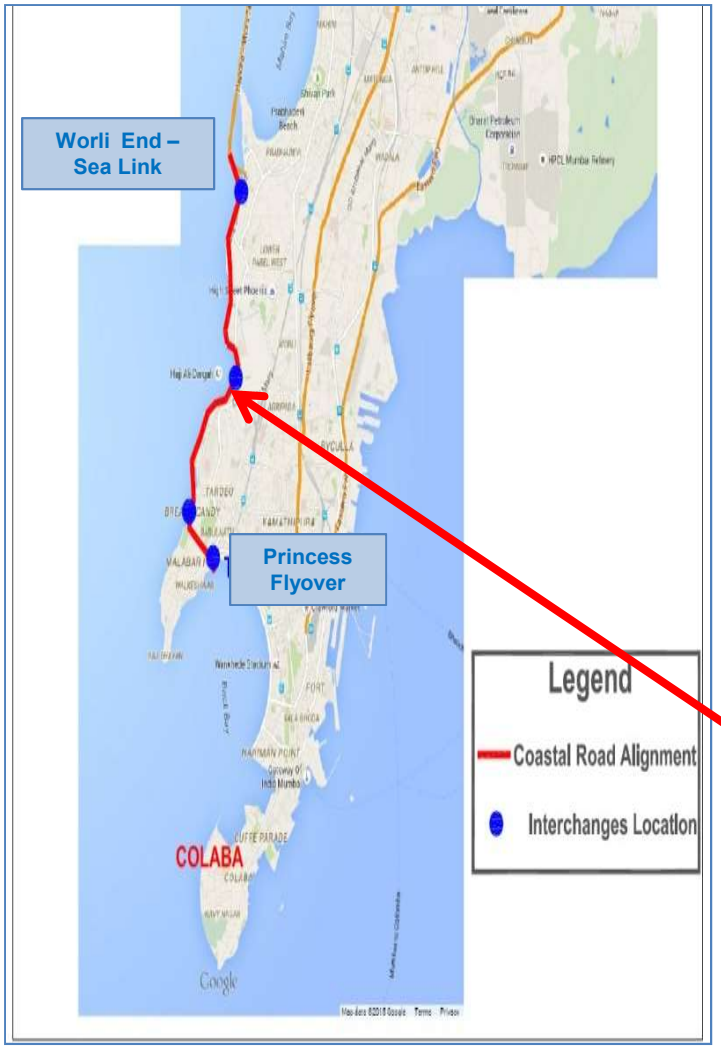
BACKGROUND OF THE PROJECT

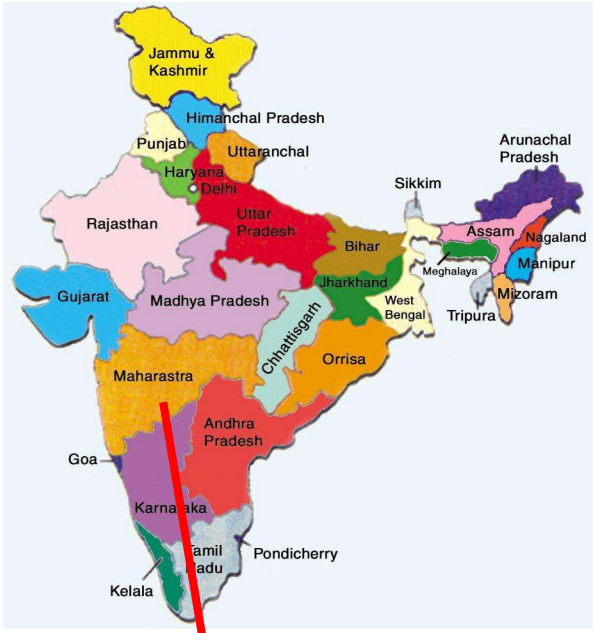
- As per feasibility study by reputed DPR consultant and peer reviewed by International consultants and Citizens of Mumbai,Coastal Road having total length of 29.20 km is planned from Princess Street flyover to Kandivali with a combination of roads on reclamation, bridges, elevated roads, tunnels along with construction of sea wall/breakwater in intertidal zone

- The final alignment of the Coastal Road is finalized in such a way that it affects minimal rehabilitation of local community and residents

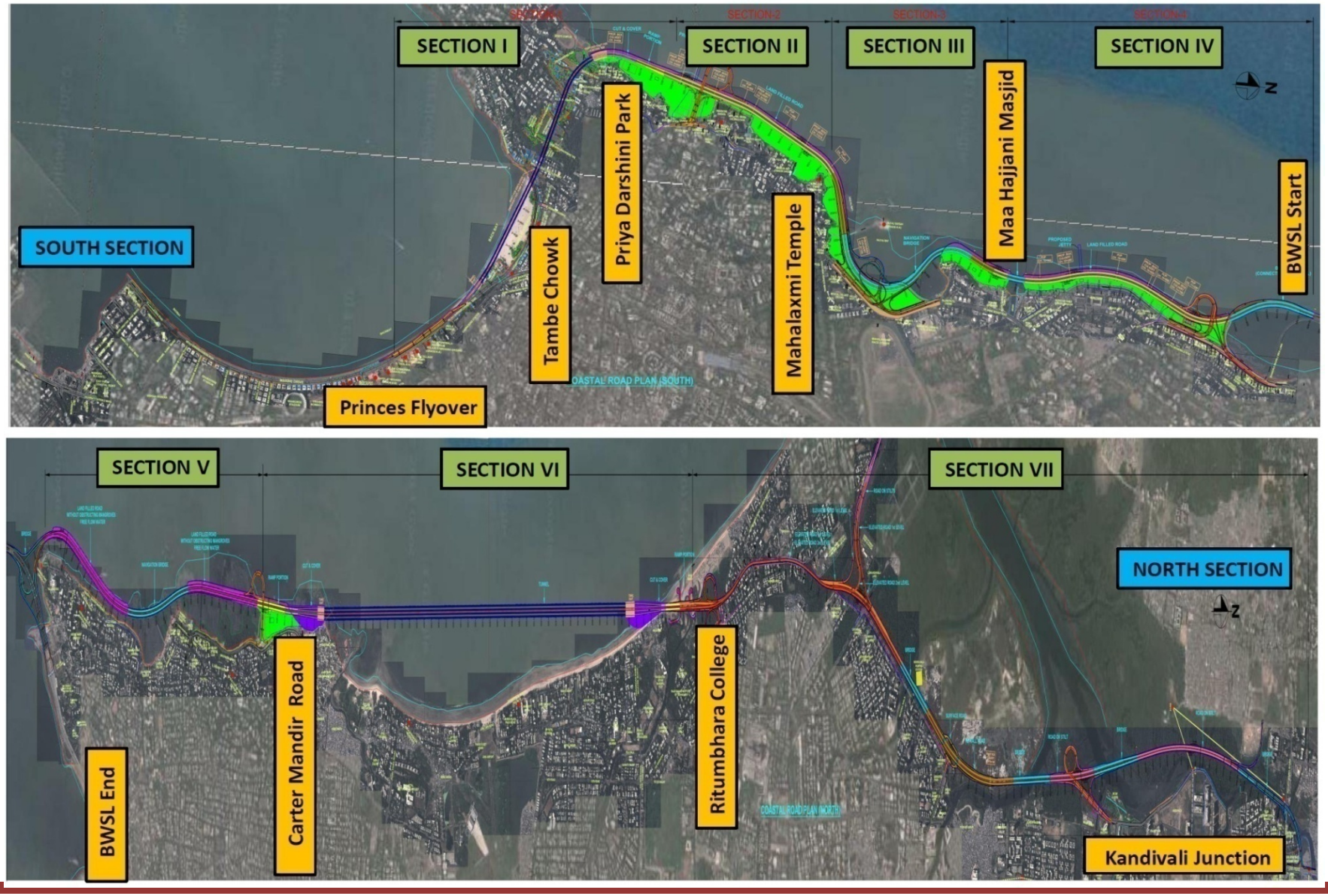
- The Coastal Road is proposed in Two Parts. The Southern Part would be from Princess Street flyover to the South End of Bandra Worli Sea Link (9.98 km) and the Northern Part would be from North End of Bandra Worli Sea Link to Kandivali for 19.22 km

PROJECT LOCATION & CONNECTIVITY (South)





FINAL ALIGNMENT OF ENTIRE COASTAL ROAD



ABOUT THE PROJECT

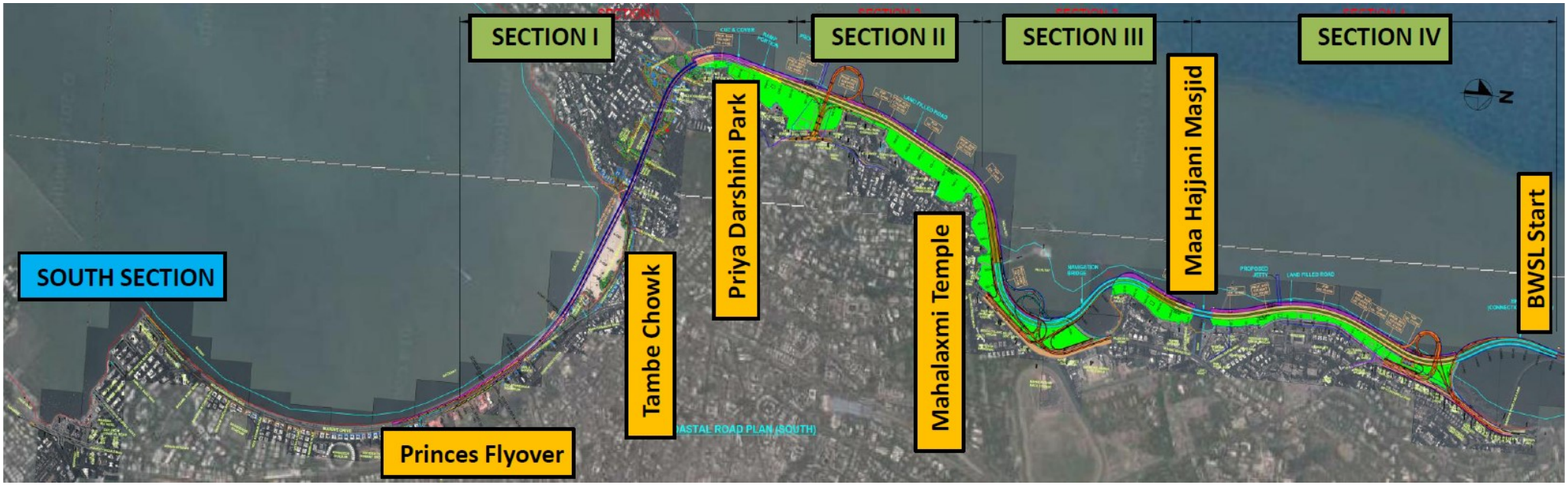
COMPONENTS OF COASTAL ROAD PROJECT

The proposed project involves construction of combination of:

- Land filled roads (on reclaimed areas)
- Bridge
- Tunnels
- Interchanges
- Culverts
- Pedestrian Underpasses & Foot Over bridges

SL. NO.	FEATURE	MUMBAI COASTAL ROAD	
		SOUTHERN	NORTHEN
1	Total Length	9.98 km	19.22 km
2	Tunnels (2 Lanes)	2 Tube	4 Tube
3	Length of Tunnels	Each Tubes 3.452 km	Each Tubes 5.775 km
4	Reclamation Area	90 Ha	32 Ha
5	Green space area	70 Ha	20 Ha
6	No of Lanes	4+4	4+4
7	Interchanges	3	7
8	CRZ areas	CRZ- IB, II, III and IVA.	CRZ- IA, IB, II, III and IVA.

FINAL ALIGNMENT



LEGEND:

- TUNNEL
- RAMP PORTION (TUNNEL)
- BRIDGE ON SEA
- ROAD ON STILTS
- LAND FILLED ROAD
- LAND FILLED ROAD IN MANGROVES
- EXISTING ROAD
- ELEVATED ROAD
- PROMENADE
- RECLEAMATION AREA

SALIENT FEATURES

Sl. No.	FEATURE	SOUTH
1	Total Length	9.98 km
2	Tunnels (2 Lanes)	2 Tube
3	Length of Tunnels	Each Tubes 3.452 km
4	Reclamation Area	90 Ha
5	Green space area	70 Ha
6	No of Lanes	4+4
7	Interchanges	3

PROPOSED INTERCHANGE LOCATIONS

SOUTH SIDE: (PART – A)

Entry & Exit of Tunnel:

1. At Princess Flyover (Dispersal Scheme) – (3D Image) – (Traffic Diversion)

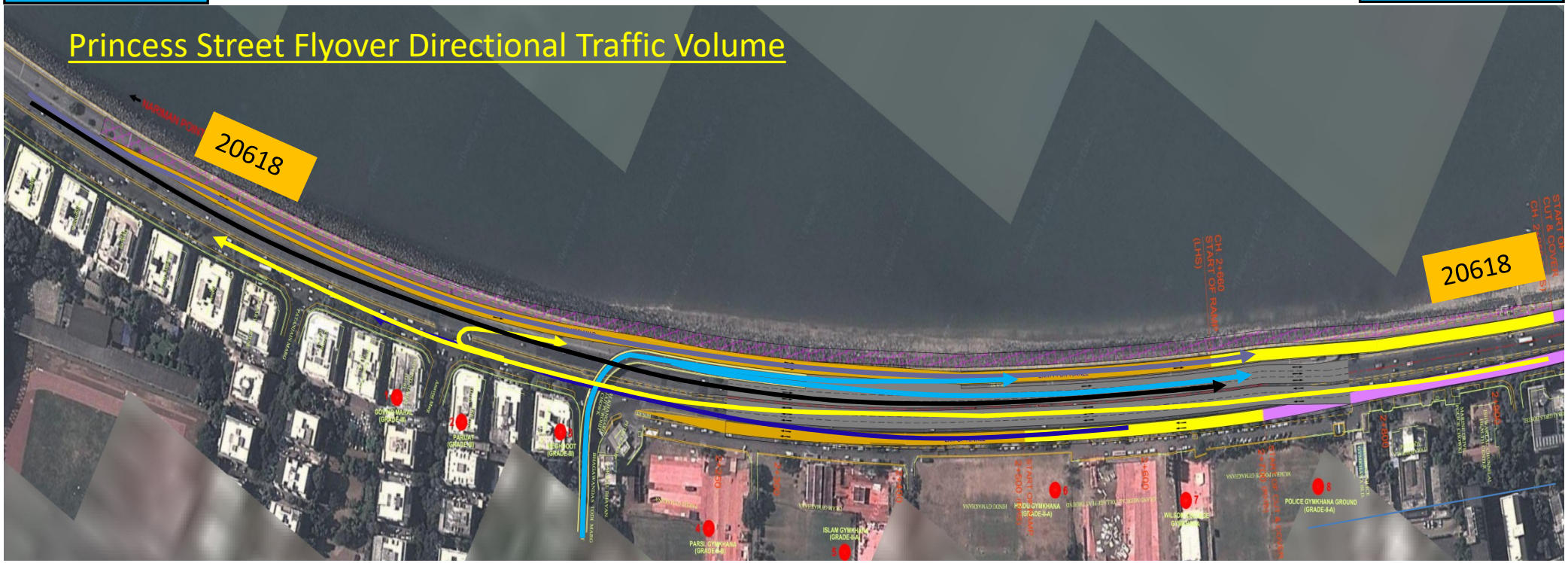
Interchanges:

1. Amarson Garden (Dispersal Scheme) – (3D Image) – (Traffic Diversion)
2. Haji Ali (Dispersal Scheme) – (3D Image) – (Traffic Diversion)
3. Worli Sea Link (At Worli End) (Dispersal Scheme) – (3D Image) – (Traffic Diversion)

TRAFFIC DISPERSAL AT INTERCHANGES

Towards Marine Drive

Towards Worli Sea Link



From Princess Flyover

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Base Year Traffic in PCU

Towards Coastal Road

From Coastal Road

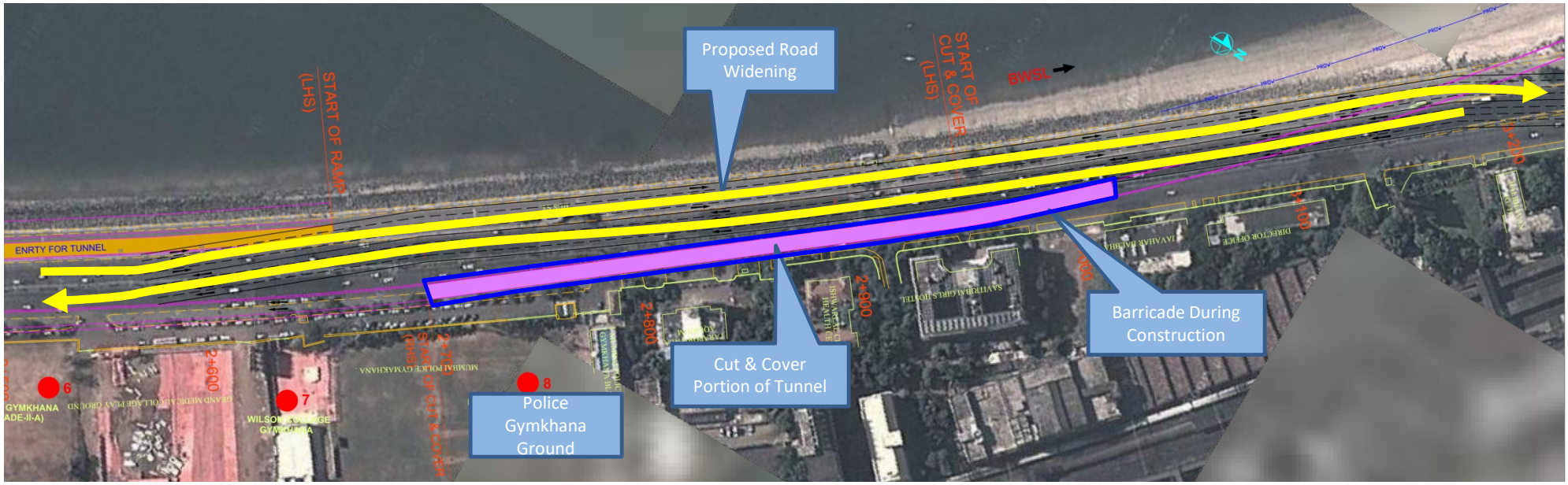
From Tambe Chowk (Existing Road)

Towards Tambe Chowk (Existing Road)

TRAFFIC DISPERSAL AT INTERCHANGES

TUNNEL ENTRY & EXIT NEAR PRINCESS STREET FLYOVER

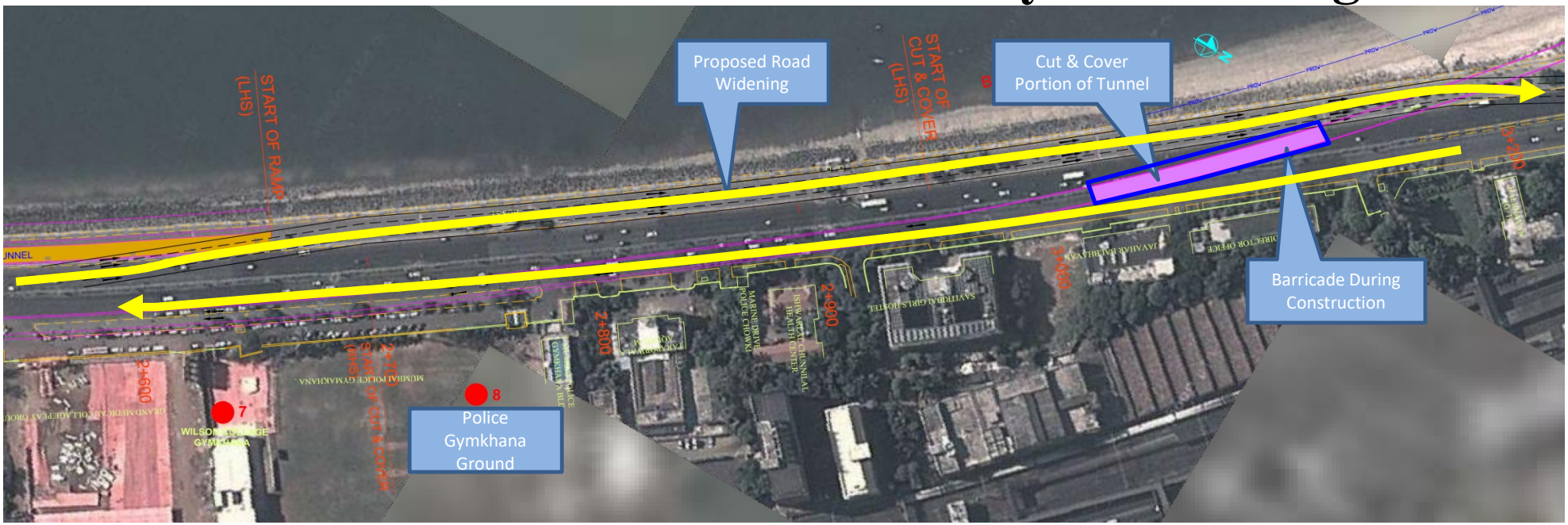
Traffic Diversion Plan at Tunnel Entry & Exit Stage - I



Stage wise Management:

1. Widening of Existing Marine Drive
2. Provide barricade during construction of Cut & Cover Portion of Tunnel on Existing Road and divert the traffic on to proposed diverted road.

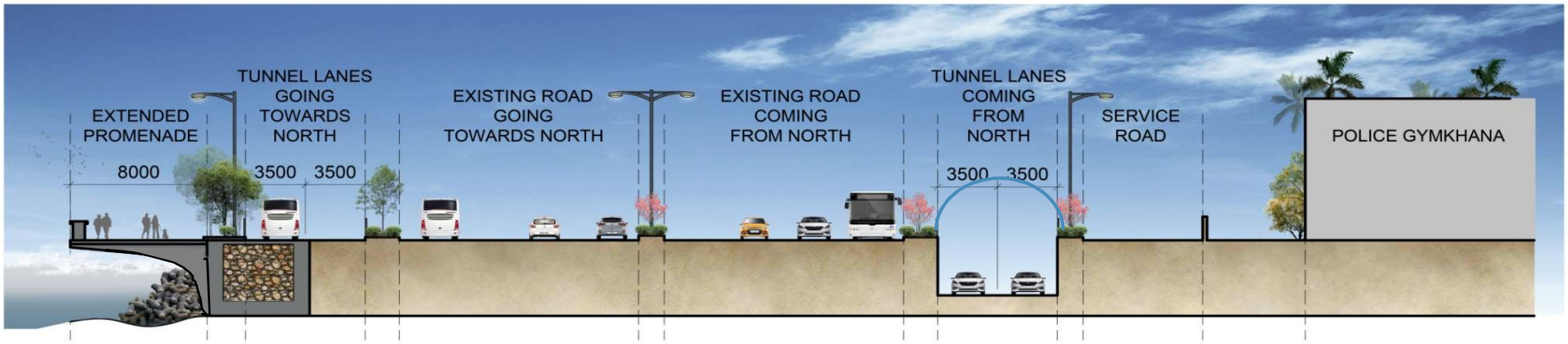
Traffic Diversion Plan at Tunnel Entry & Exit Stage - II

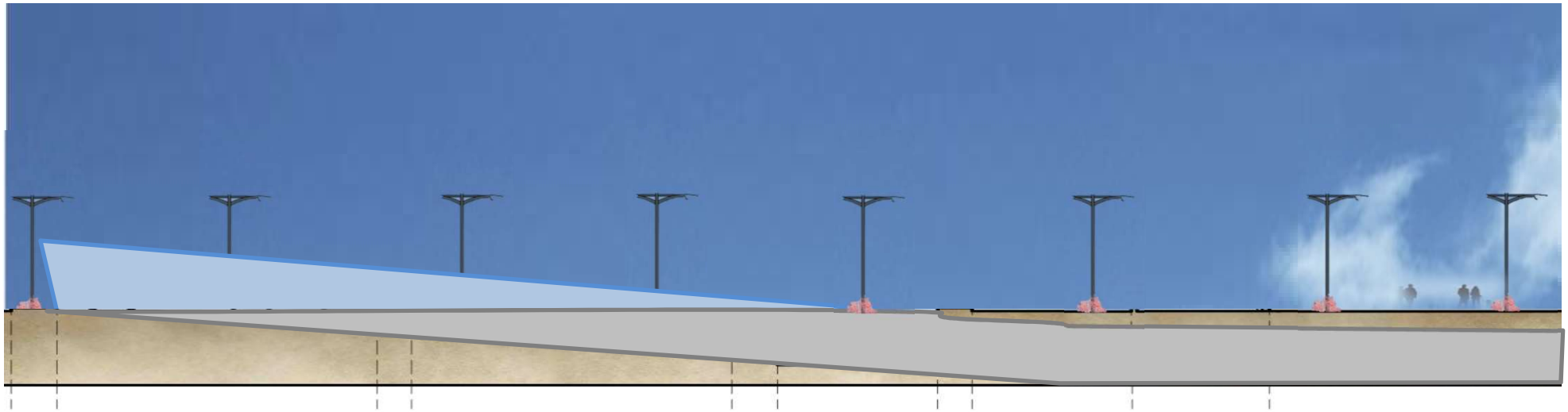


Stage wise Management:

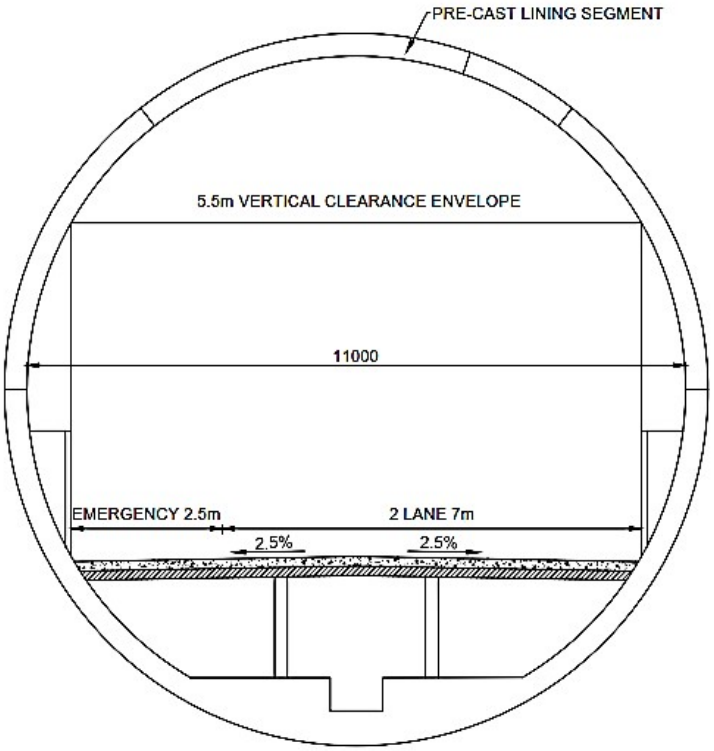
1. Widening of Existing Marine Drive
2. Provide barricade during construction of Cut & Cover Portion of Tunnel on Existing Road and divert the traffic on to proposed diverted road.

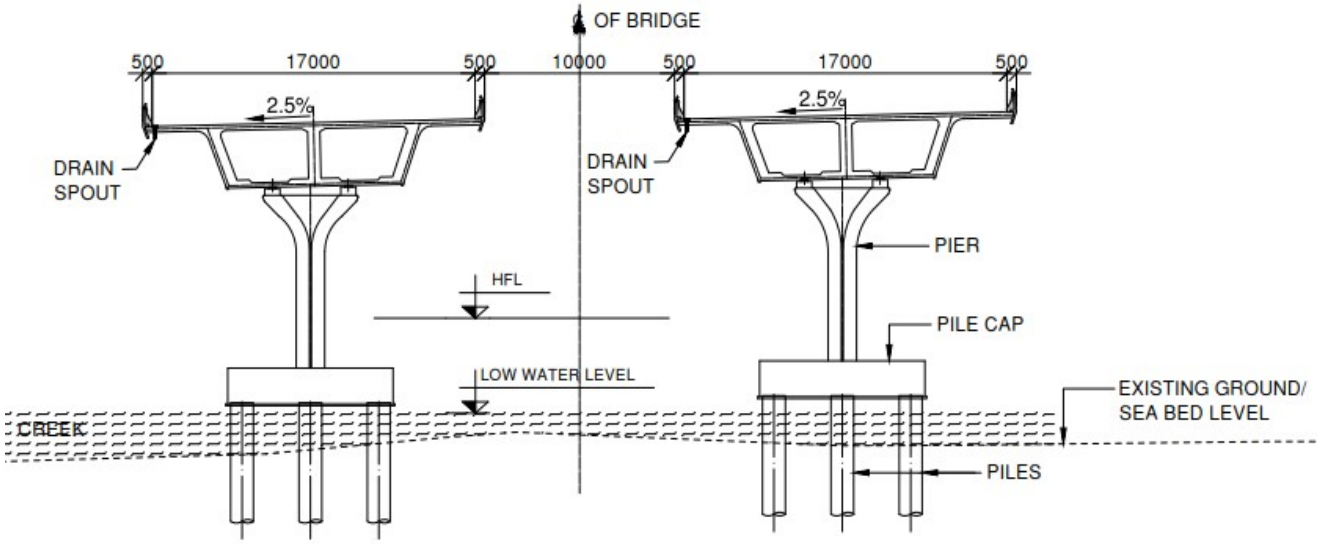
SCHEMATIC SECTION AT MARINE DRIVE



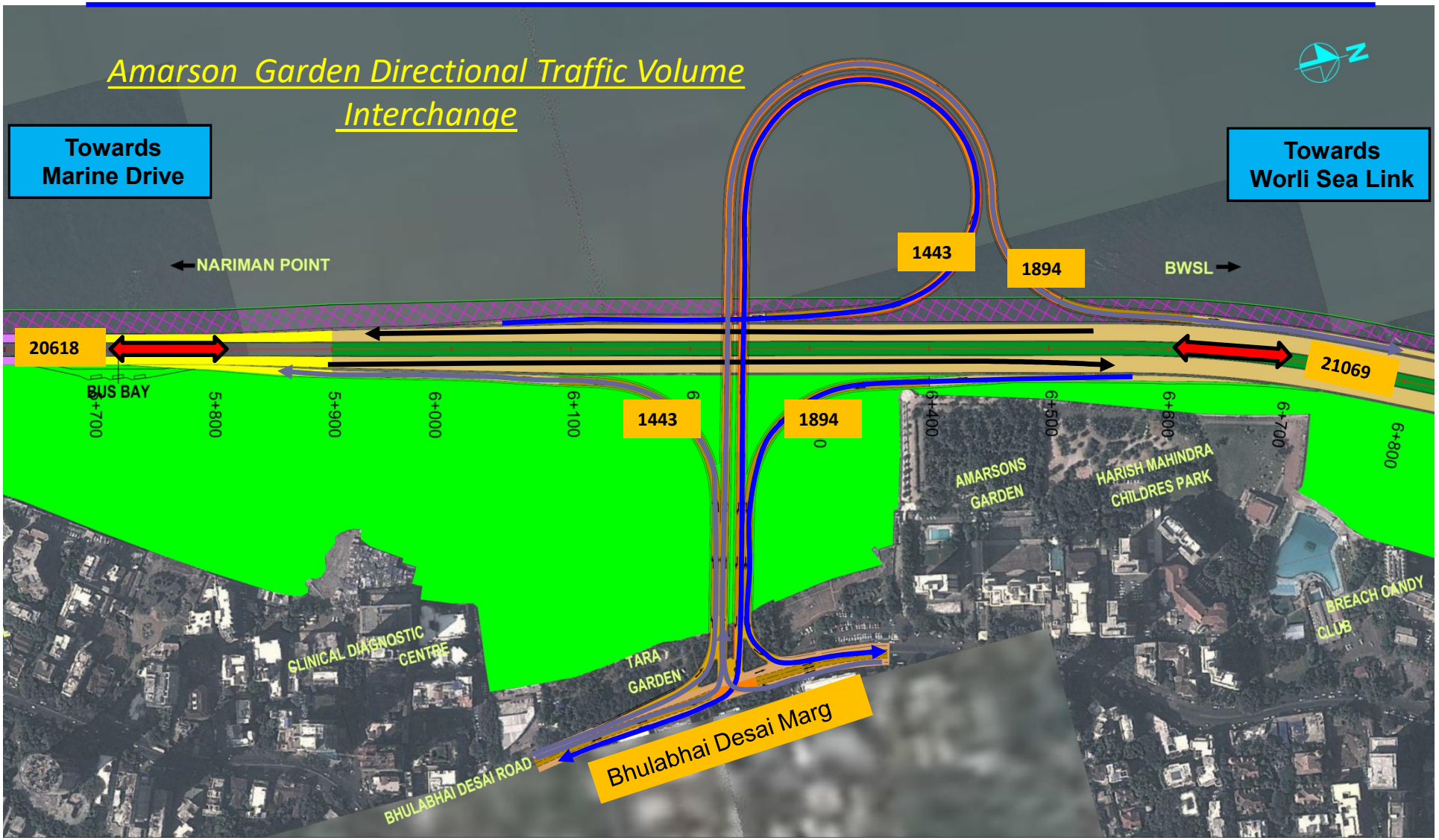


Typical Cross Sections





TRAFFIC DISPERSAL AT INTERCHANGES Contd …



0000 Base Year Traffic In PCU

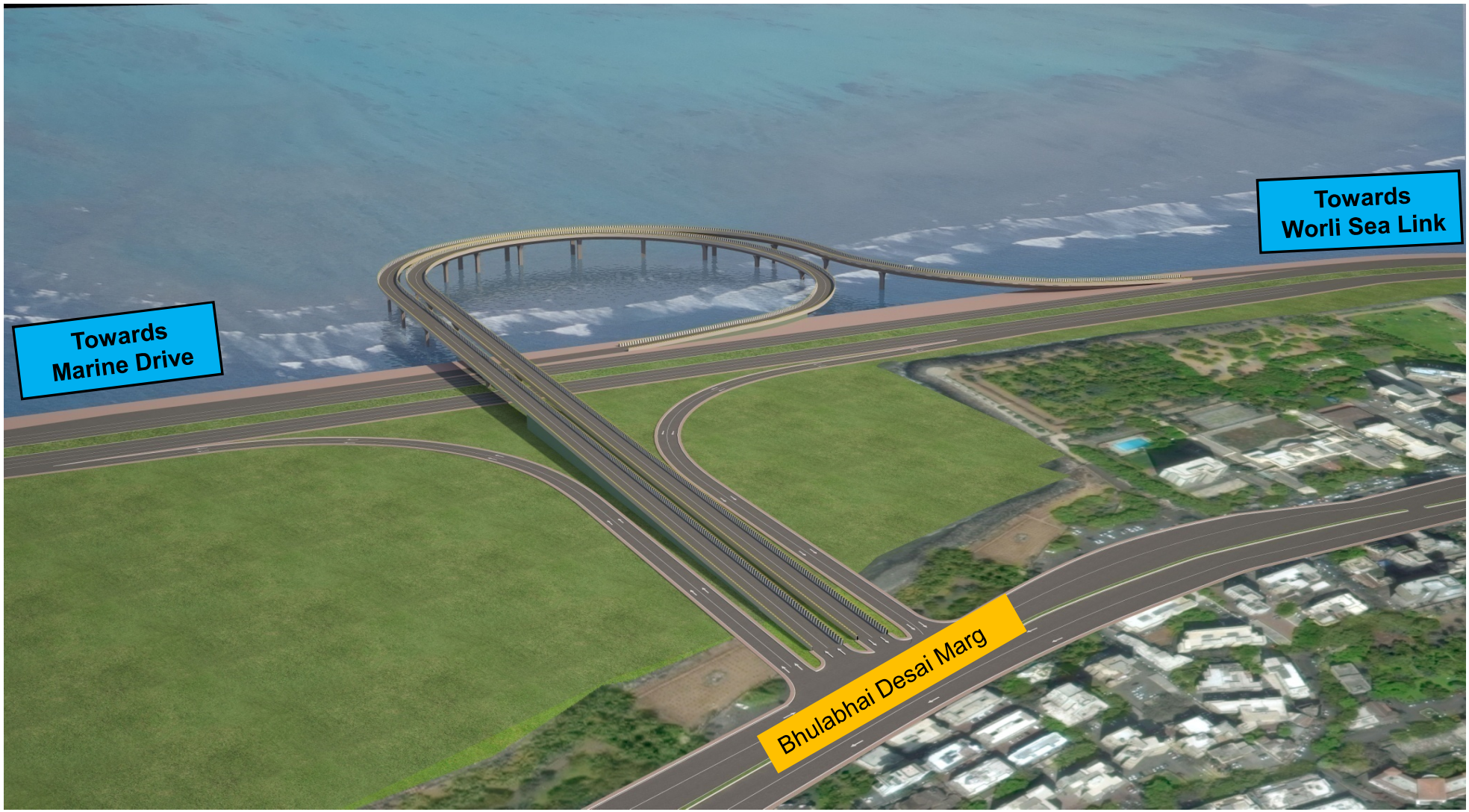
To Coastal Road

From Coastal Road

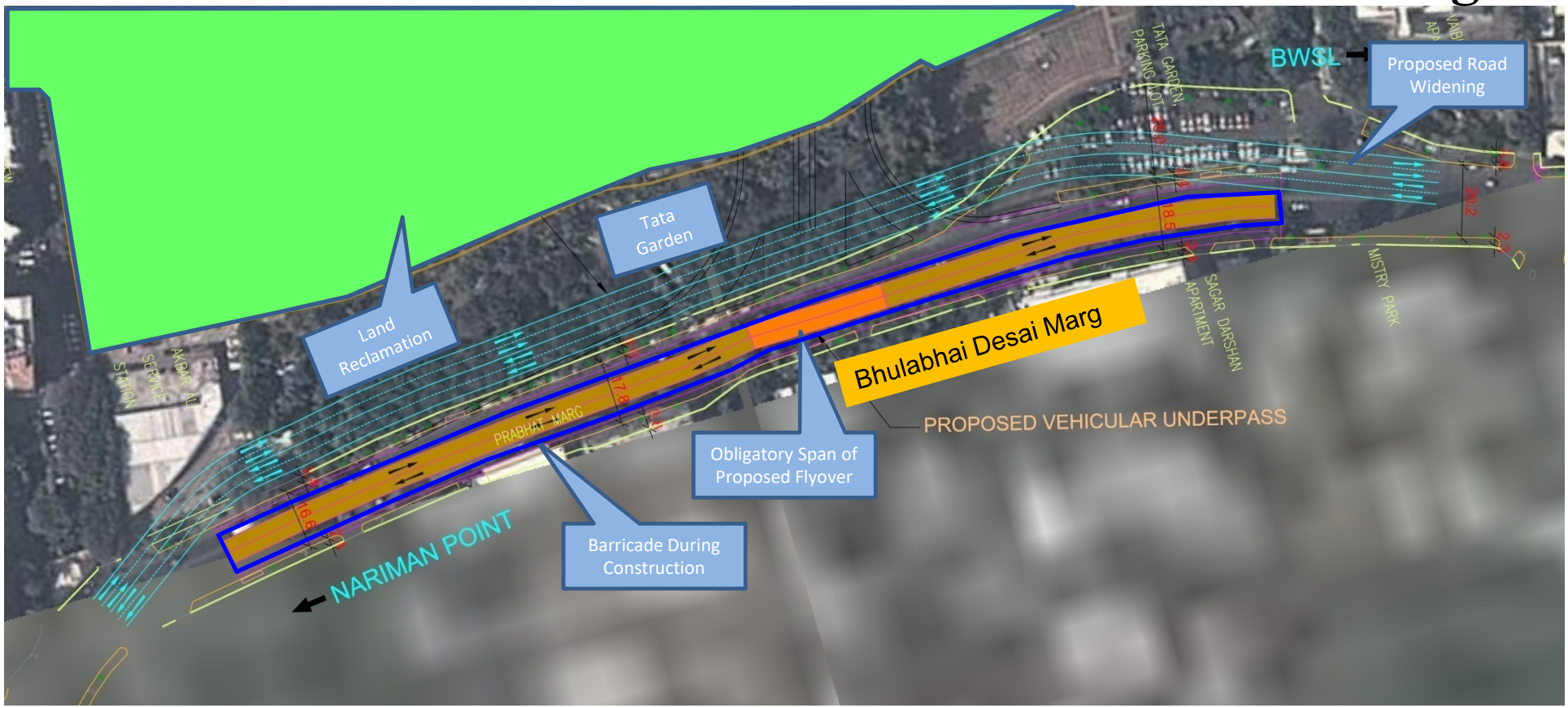
Through Traffic

TRAFFIC DISPERSAL AT INTERCHANGES Contd …

AMARSONS GARDEN INTERCHANGE



Traffic Diversion Plan at Amerson's Garden Interchange



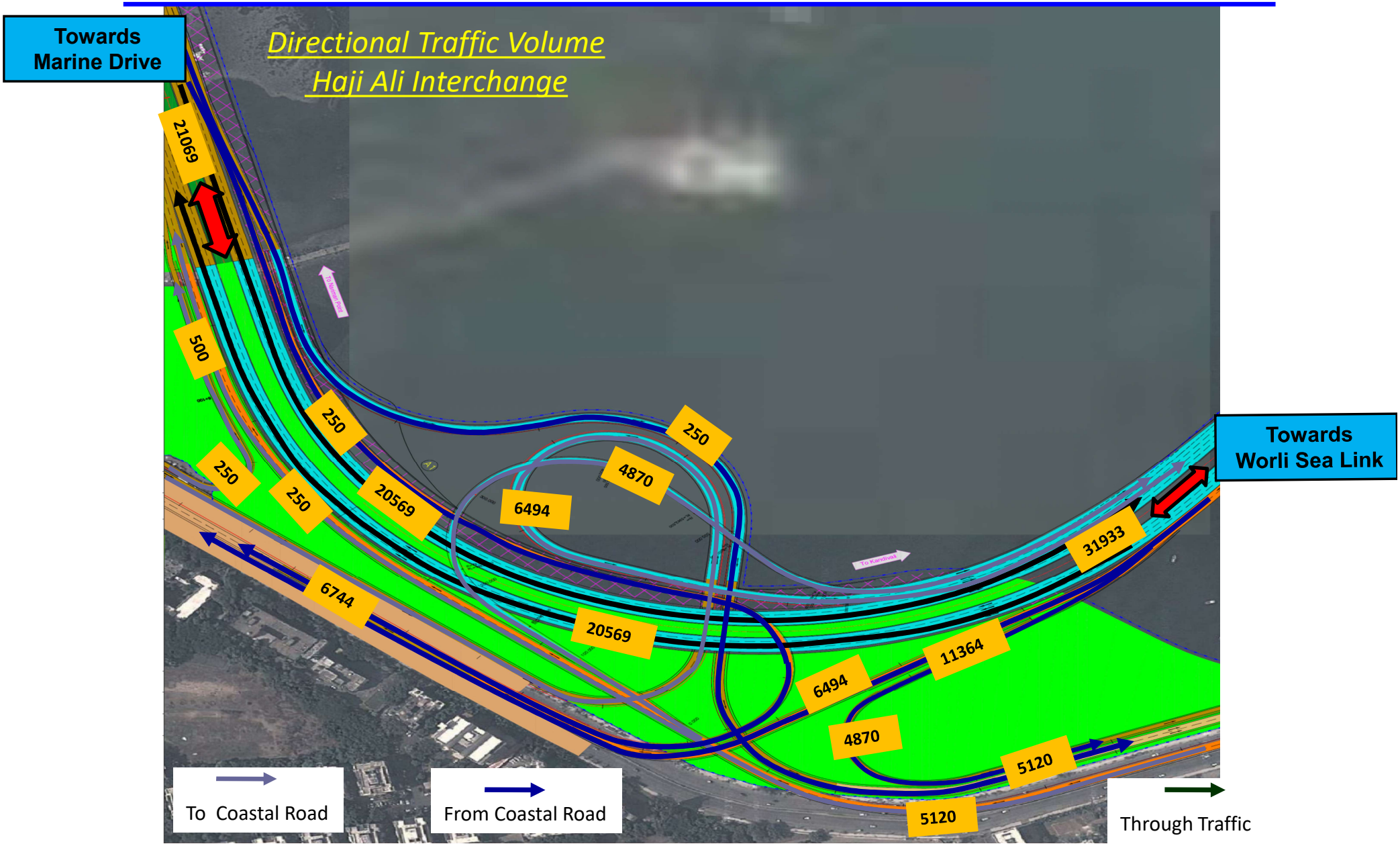
Stage wise Management:

1.Reclamation of land

2.Road widening on sea side using Existing land.

3.Provide barricade during construction of Proposed Flyover on Existing Road and divert the traffic on to proposed diverted road.

TRAFFIC DISPERSAL AT INTERCHANGES Contd…

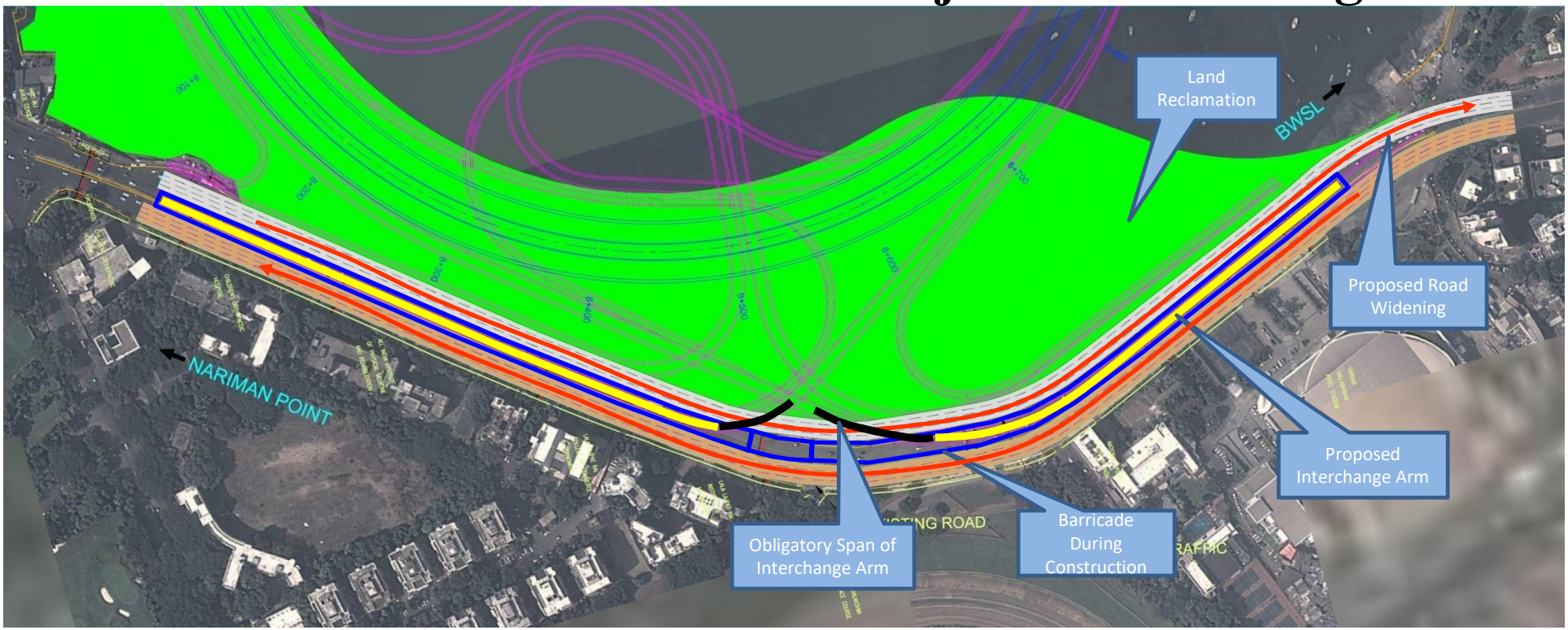


0000 Base Year Traffic In PCU

TRAFFIC DISPERSAL AT INTERCHANGES Contd …

HAJI - ALI INTERCHANGE

Traffic Diversion Plan at Haji Ali Interchange



Stage wise Management:

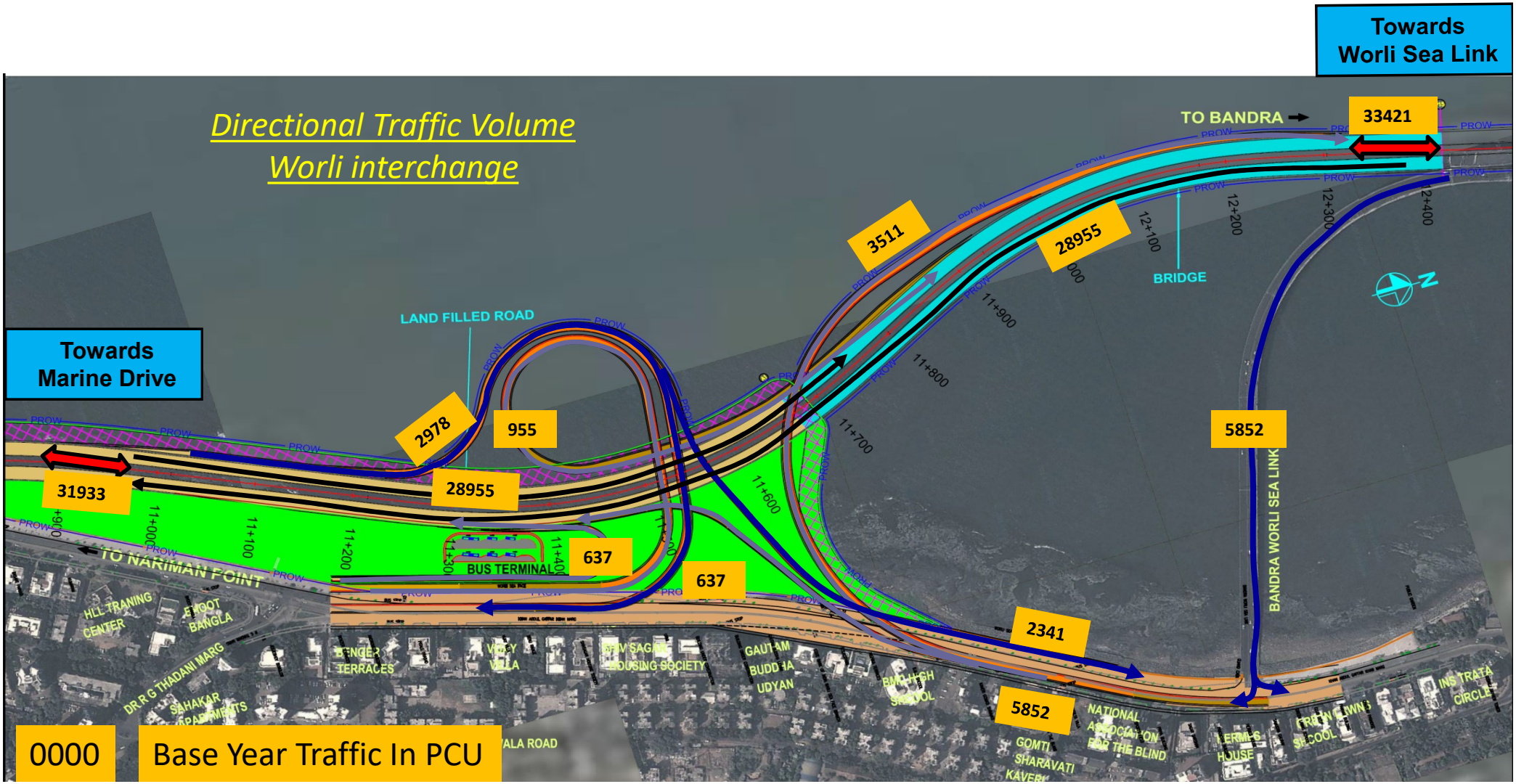
1.Reclamation of land

2.Road widening on sea side using reclaimed land.

3.Provide barricade during construction of Interchange Arm on Existing Road and divert the traffic on to proposed widen road.

4.Alternative Route (Haji Ali Junction – Keshavrao Khadye Marg – Dr. E. Moses Marg – Dr. Annie Besant Road)

TRAFFIC DISPERSAL AT INTERCHANGES Contd …



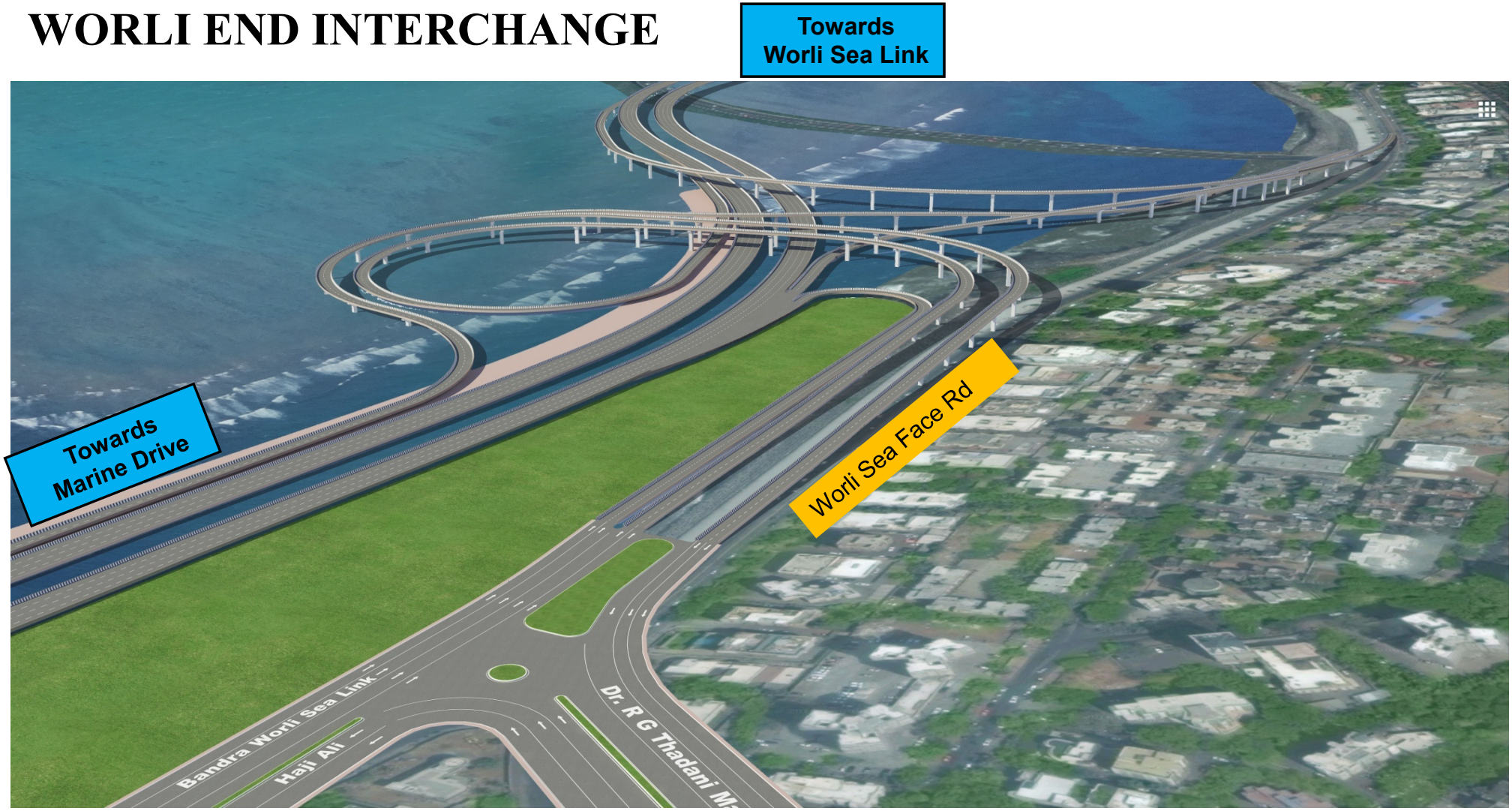
To Coastal Road

From Coastal Road

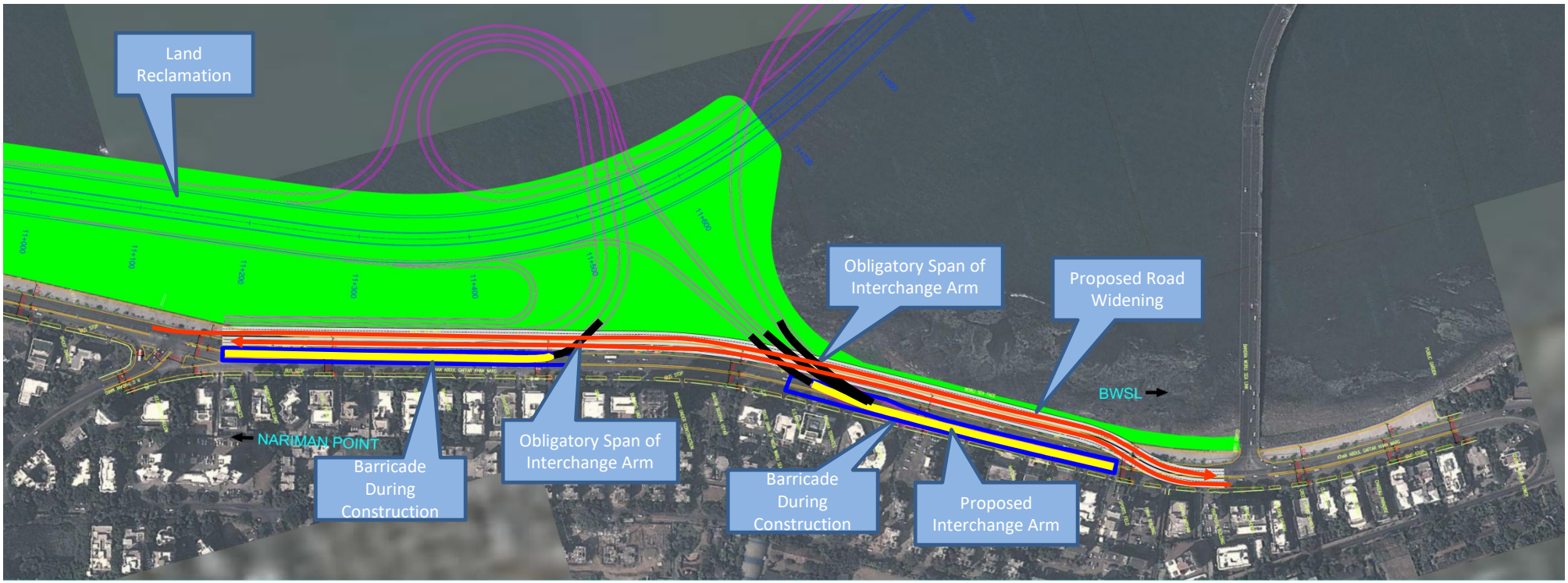
Through Traffic

TRAFFIC DISPERSAL AT INTERCHANGES Contd …

WORLI END INTERCHANGE



Traffic Diversion Plan at Worli Interchange



Stage wise Management:

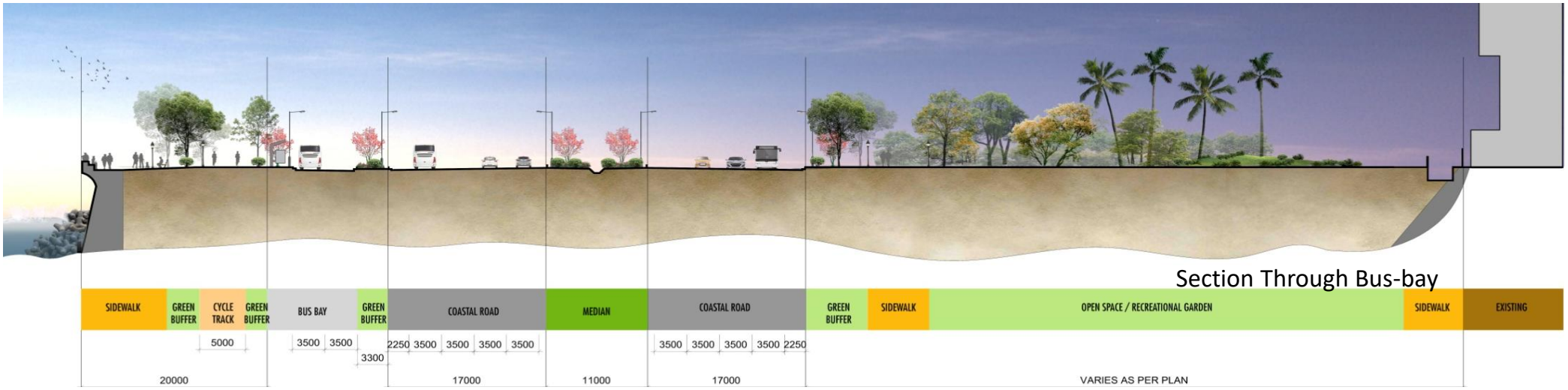
1.Reclamation of land

2.Road widening on sea side using reclaimed land.

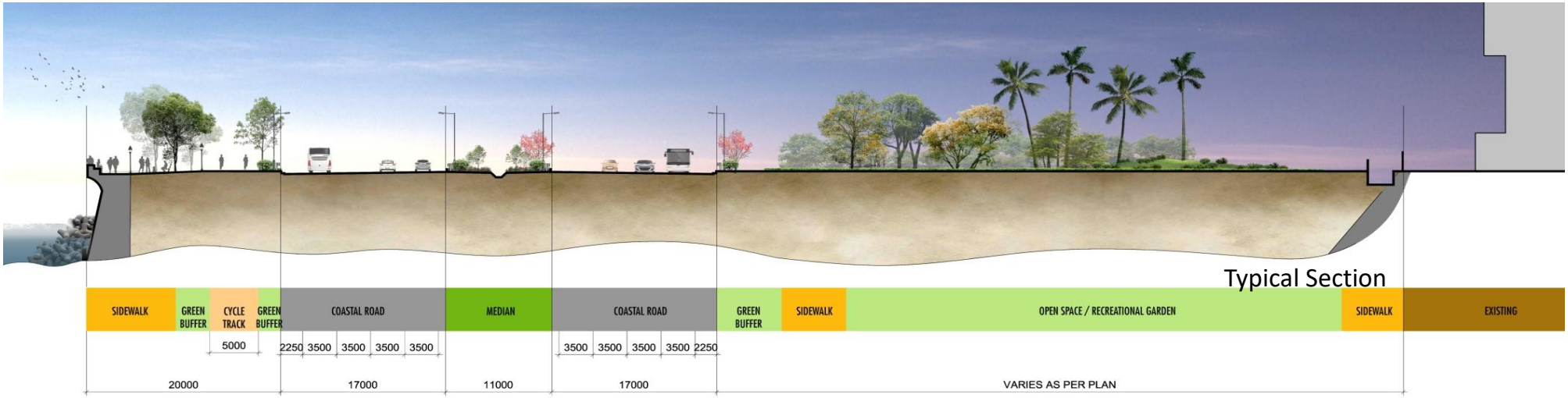
3.Provide barricade during construction of Interchange Arm on Existing Road and divert the traffic on to proposed widen road.

SCHEMATIC SECTIONS OF COASTAL ROAD

SCHEMATIC SECTIONS

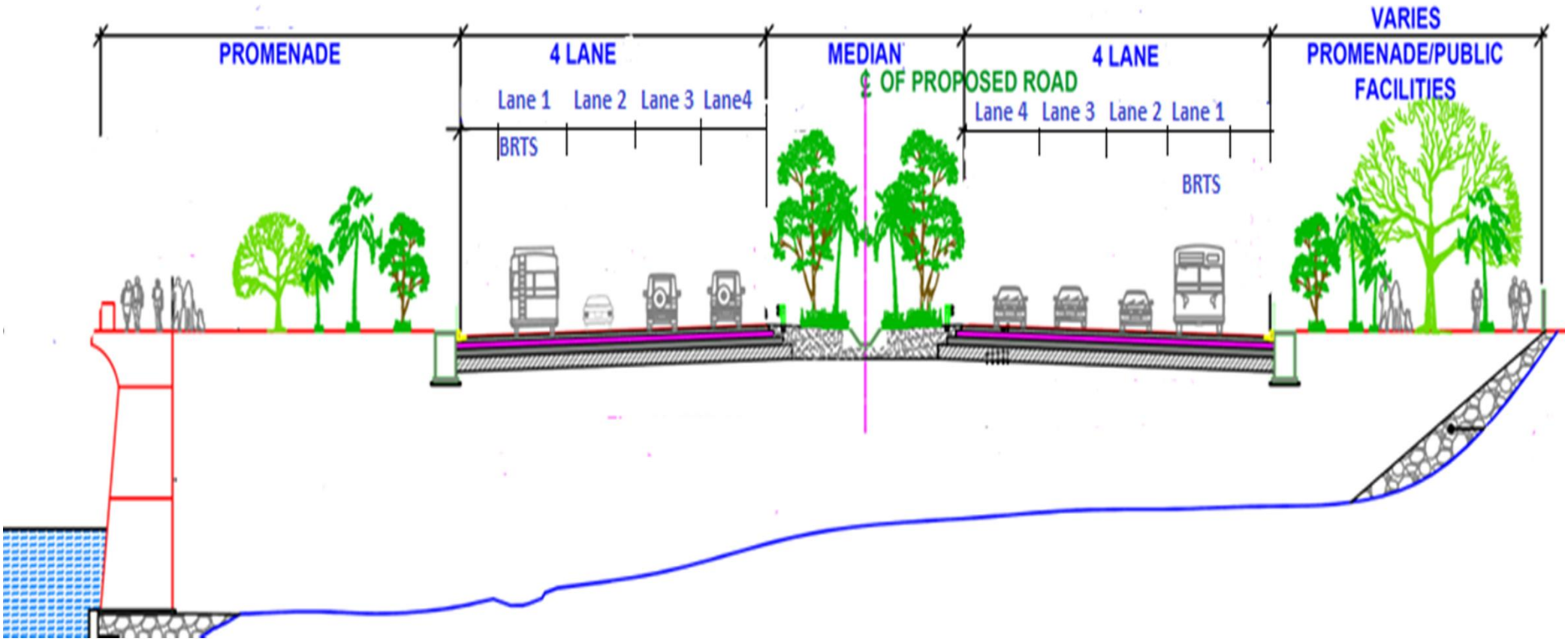


Section Through Bus-bay



Typical Section

CROSS SECTION OF COASTAL ROAD



TRAFFIC FORECASTING

Towards South (PCU's /Day)

Link	2014	2019	2024	2029	2034	2039	2044
C - 4	33421	38744	44915	52069	60362	69976	81122
4 - 3	31933	37019	42915	49751	57675	66861	77510
3 - 2	21069	24425	28315	32825	38053	44114	51140
2 - B	20618	23902	27709	32122	37238	43170	50045
B - A	9240	10712	12418	14396	16688	19347	22428
B -1	11378	13190	15291	17727	20550	23823	27617

PROJECT BENEFITS

- Better commuting facilities for citizens – dedicated BRTS lane with Park & Ride.
- Time saving by around 70%
- Fuel saving per day by 34 %,cost savings by $100 Million per year.
- Carbon footprint reduced per annum will be 1826 tCO2e
- Decongestion in city traffic due to seamless coastal road travel.
- Creation of new green public spaces.
- Dedicated emergency lane of 2.75 m.
- Provides coastal erosion protection by providing sea walls and protection against Storm Surge & Floods

NOC's & Clearances Received

- Maharashtra Coastal Zone Management Authority
- Ministry of Environment, Forest and Climatic Changes
- Maharashtra Maritime Board
- Coast Guards
- Indian Navy
- Maharashtra PWD
- Harbour Engineer
- Maharashtra State Road Development Corporation
- Mumbai Heritage Conservation Committee
- High Power Committee
- Commissioner of Fisheries, Maharashtra State
- Jt.C.P(Traffic)
- MbPT for Geotechnical Investigations

THANK YOU

MUMBAI COASTAL ROAD-SOUTH ENDS