

## **Mumbai Metropolitan Region Development Authority in 2018**

The Authority, in the [year 2018](#), has once again showcased its commitment and intent to undertake many a mega infrastructure projects and paved way forward towards completing them on a war footing. A cursory look at the progress it has achieved in the year 2018 is proof enough of its credibility –

The two Metro corridors – 18.5-km Dahisar-W to DN Nagar Metro-2A (Rs.6,410 crore) and 16.5-km Andheri-E to Dahisar-E Metro-7 Corridor (Rs.6,208 crore) – are being implemented on a war footing. Both projects are looking at completion of civil construction in 2019.

The Authority has also begun the construction of the 23.5-km DN Nagar to Mankhurd Metro-2B (Rs.10,986 crore) and 32-km Wadala-Ghatkopar-Mulund-Thane-Kasarvadavali Metro-4 Corridor (Rs.14,549 crore). The work on 14.5-km Swami Samarth Nagar-Jogeshwari-Kanjurmarg-Vikhroli Metro-6 corridor (Rs.6,672 crore) has also started this year.

Very recently, The Authority approved Detail Project Reports (DPRs) for Gaimukh to Shivaji Chowk (Mira Road) Metro-10 (Rs.4,476/- crore), Wadala to Chhatrapati Shivaji Maharaj Terminus Metro-11 (Rs.8,739 crore) and Kalyan-Taloja Metro-12 (Rs.4,132/- crore) corridors. All the three DPRs will now be recommended to the State Government for approval.

The establishment of Mumbai Metro Operation Corporation Ltd. is another step forward as the State expects to throw open Andheri (East) to Dahisar (East) Metro-7 and Dahisar to DN Nagar Metro-2A corridors next year. The Corporation will be an autonomous body and will deal with operation and maintenance of Metro Lines as also Monorail. In addition, decision to create more than 1,000 posts has also been taken.

The crucial decision of establishing Project Implementation Unit (PIU) to implement the Multi-Modal Navghar to Belavli corridor was taken in view of the various daunting tasks, such as land acquisition, resettlement and rehabilitation of the project affected families, appointment of contractors, handling legal hassles, coordination with different state and central government entities for various permissions, security arrangement etc.

The Authority also appointed MMRDA as the Special Planning Authority for the Mumbai University's Kalina Campus. MMRDA is constructing two roads, A 2-km long elevated road connecting BKC and Hans Bhugra marg and the other 690-meter road to facilitate entry/exit from and to Bandra-Kurla Complex, which construction will require some land owned by the University.

The Chief Minister also released a series of heritage circuit maps covering heritage properties (built/natural) within the Mumbai Metropolitan Region (MMR). The task was commissioned by the MMR-Heritage Conservation Society. These maps represent perhaps the first such attempt to record and make accessible to the public heritage properties and natural sites in the MMR, several of them relatively unknown and neglected.

The Authority further widened its region by including the entire Palghar Taluka, remaining region of Vasai Taluka, Alibaug, Pen, Panvel and Khalapur in Raigad District in the MMRDA's jurisdiction. This decision will help develop these regions in a planned way. "These areas have tremendous development potential and prone to fast unplanned growth if left as it is. This decision will now see these regions not only develop in a planned manner but also sustain the development on its own", said the Chief Minister. There will be emphasis on development of "Growth Centers", which will work as catalyst for development of the region.

Hon. Chief Minister also inaugurated the "War-Room and Innovation Center" at MMRDA much on the guidelines of a war-room that is set up in Mantralaya by himself. War Room's need was felt by the Metropolitan Commissioner keeping in mind the large number of projects undertaken by MMRDA. The War-Room will be busy not only to streamline mega projects, discuss and take quick decisions with regard to any and all emergencies, it will also undertake critical research activities to pave way towards "total development" of the city and its metropolitan region.

MMRDA, in the month of September 2018, successfully restarted the first phase of Monorail from Chembur to Wadala and will start operations of the second phase in the next year.

MMRDA successfully conducted the bid process and received lowest quotes for coaches, lifts, escalators and auto fare collection machines.

This year the Authority inaugurated 1.4-km Ghansoli-Talavli flyover and 575-m long flyover from Savita Chemicals towards Belapur. The Bhoomipujan for the 796-m ROB at Kopri, Thane; and 3.5-km Road connecting Thane-Belapur Road was also performed.

The New MMRDA Logo was launched by the Chief Minister which is indicative of the nature of varied projects the Authority has been implementing in the recent past. "The change in Logo was pertinent in the wake of the changed and enhanced scope of work undertaken by MMRDA over a period of time. It conveys the diverse development activities MMRDA undertakes today and the way forward the Authority has planned", expressed Mr.Fadnavis.

#### **Besides Metro-2A & 7 MMRDA is looking at completing many other projects in 2019 –**

After taking over the operations of the Monorail, MMRDA has been running it quite successfully and is now aiming completion of phase-2 of Monorail. MMRDA, in the larger public interest, has terminated the contract with M/s. LTSE for their failure to perform and fulfill contractual obligations, in turn, causing great inconvenience to the Monorail commuters. The Monorail is expected to carry many more number of commuters daily once the second phase from Wadala to Sant Gadge Maharaj Chowk is commissioned.

Nearer home, MMRDA is keen to introduce smart parking in the Bandra-Kurla Complex with the help of RTO and Traffic Police. There will be parking patrolling vans operating within the complex to deter illegal parking which invariably causes traffic chaos in the peak hours.

There are three more projects that MMRDA has vowed to complete in 2019. The first is 1.6-km long Bandra-Kurla-Chunabhatti (EEH connector) of which the estimated cost is Rs.156 crore. This Connector crosses Mithi, LBS road, Central and Harbour Rail tracks to help motorists save 30 minutes and 3-km drive. Motorists will be able to avoid traffic congestion and pollution in Sion-Dharavi area.

Then there are two flyovers (Estimated cost Rs.163 core) and a road coming up to clear BKC Junction. The total length of the two flyovers – one from BKC to the Sea Link and two Sea Link to BKC is 1,888 meters. Also planned is a 300-meter long and 12 feet wide road running through the government land to streamline traffic from Dharavi to Sea Link.

MMRDA is also working on a war footing to de-congest BKC and SCLR junctions by constructing two roads at an estimated cost of Rs.449 crore. The 1.3-km elevated road running from MTNL junction to LBS Flyover will clear Bandra-Kurla Complex and another 3.89-km elevated road from Kurla (Kapadia Nagar) to Vakola near Western Express Highway will help decongest SCLR junction.

Yet another project that MMRDA intends to undertake is improvement of signages on Western and Eastern Express Highway as also in the Bandra-Kurla Complex. While implementing this project MMRDA will pay special attention to the positioning, placement and information on the signages.

Two other projects that are at final stage are – The 650-meter long Mankoli bridge and 655-meter long Rajnoli bridge (Rs.121 crore). These two bridges will prove crucial to clearing congestion and road rages at Mankoli and Rajnoli junction on the Mumbai-Nasik National Highway and provide faster connectivity. After terminating the contracts with the contractors for their failure to perform and fulfill contractual obligations, the new contractors are in the process of being appointed and these two much awaited bridges will be thrown open to public by the end of 2019.

In the year 2019, MMRDA also is looking at undertaking the “Access Control System” to achieve signal-free WEH for which MMRDA will be interacting with consultants in the field. There are suggestions to break down a flyover or two to make the WEH congestion free. The consultants may also suggest a few elevated roads and or underpasses at particular junction. MMRDA is keen to undertake this project. **(Ends)**