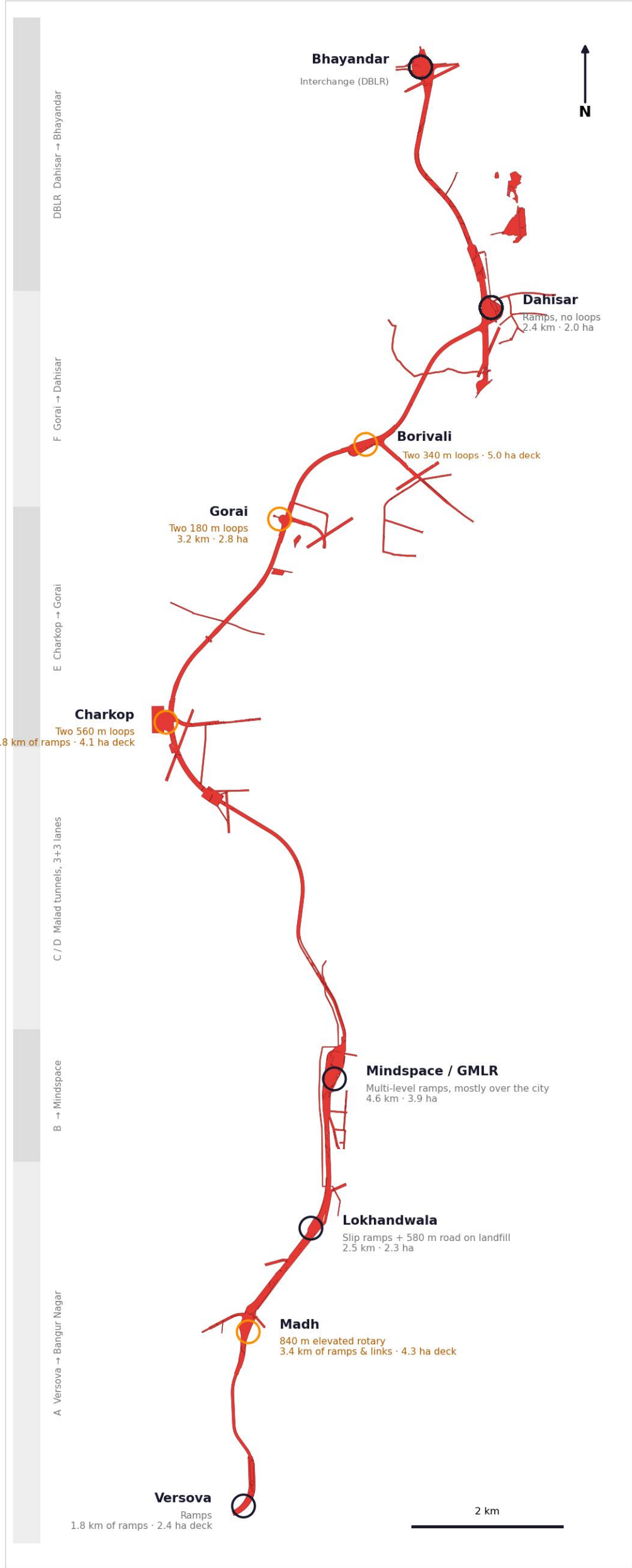


Versova-Bhayandar Coastal Road: where the land goes

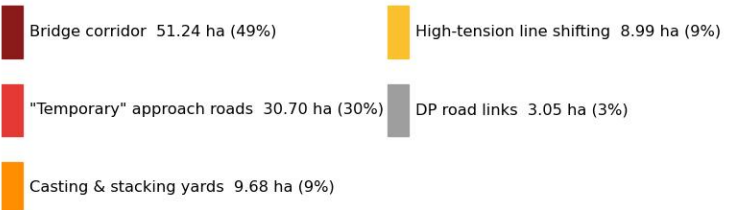
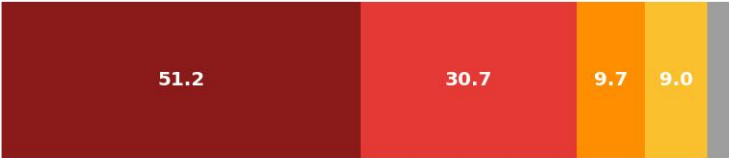
Official Right of Way from the project KML (all land types, 260 ha). Interchange designs from the BMC tender drawings (TUSPL, 2023). Mangrove diversion from the MRSAC village maps.

Orange circles: interchanges designed with loops or rotaries. Dark circles: ramps without loops.



103.66 ha of mangrove diverted, by what it is for

Half is the road corridor itself. The rest is construction logistics and utilities.



Mangrove diverted by village (hectares)

Village	Bridge	Temp. roads	HT line	Other	Total
Versova	7.93	1.93	0.06	—	9.92
Juhu	0.80	0.49	—	—	1.28
Oshiwara	3.72	2.22	0.35	—	6.29
Pahadi Goregaon	4.53	0.34	0.92	0.09	5.88
Malad	2.29	—	—	—	2.29
Malwani	1.76	—	0.15	0.12	2.02
Charkop	5.50	6.01	2.30	—	13.81
Gorai	—	—	0.45	—	0.45
Borivali	0.45	1.71	0.71	0.71	3.57
Eksar	5.10	3.90	2.72	0.53	12.26
Dahisar	13.69	7.83	0.55	2.31	24.38
Penpada	1.11	2.21	—	3.14	6.46
Bhayandar*	4.36	4.05	0.80	5.83	15.05

Total 103.66 ha. "Other" = casting/stacking yards and DP road links. Hectares of forest (mangrove) land only.

*Bhayandar total derived as the remainder; its scanned table is cut off at the page edge.

Key facts from the BMC's own documents

- The mainline is twin elevated decks: 18 m each in Packages A-B, 14.5 m each in E-F.
- The official bridge corridor through mangrove is 36–45 m wide.
- About 31 ha — nearly a third — is "temporary (restorable)" approach roads, 7.5 m wide. Dahisar alone has over 10 km of them.
- Four interchanges use loops or a rotary: Madh (840 m rotary), Charkop (two 560 m loops), Borivali (two 340 m loops), Gorai (two 180 m loops).
- The BMC's own design already stacks the two decks over an existing road for 600 m in Package A (drawing TCS 1).

What we are asking for

- Complete the missing DP links first.**
Connect neighbourhoods before building new capacity through mangroves.
- Simplify the coastal road.**
Replace loops and rotaries with compact junctions; stack the decks over existing roads, as the BMC's own TCS 1 section already does.
- Minimise the construction footprint.**
Build from the deck and barges to shrink the 31 ha of "temporary" roads, drop non-essential structures, and make restoration binding.
- Publish the alternatives analysis.**
The options, costs and impacts that preceded the decision.

Interchange positions placed from the ROW geometry and the BMC alignment plan; Gorai, Borivali, Dahisar and Bhayandar to be confirmed. Package extents approximate. Deck areas = ramp lengths × widths from the BMC design-summary tables.