

# Queen's New Necklace

The Mumbai Trans Harbour Link, which is being inaugurated today, is part of a series of showpiece infra projects set to transform Mumbai. This grand bridge, under construction since 2018, will link the heart of India's commercial capital with Navi Mumbai, slashing travel time to minutes from hours. Here's a look at the many under-construction projects that promise to accomplish a long overdue upgrade of the city's infrastructure



Krishna Kumar

Prime Minister Narendra Modi will inaugurate the Mumbai Trans Harbour Link (MTHL) that's designed to decongest the city and transform Navi Mumbai and its adjoining areas in Raigad and Thane districts. MTHL connects these outlying suburbs with the commercial hub of south Mumbai, running from Sewri to Chirle in Navi Mumbai.

The access-controlled, 22-kilometre sea bridge—India's longest above-an expanse of water—will cut travel time from Mumbai's business districts to Navi Mumbai to about 25 minutes for the 70,000 cars expected to use the facility every day.

That compares with the two hours it currently takes to cover this distance, through crowded city roads that end up at the usually clogged Vashi Bridge at the narrowest wa-

**Mumbai Trans Harbour Link**

**100 km/hour Max Speed**

**Project cost ₹17,943 crore**

**New Travel Time 25 minutes**  
From Sewri in Mumbai to Chirle in Navi Mumbai. Down from 70-95 minutes now

**16.5 km** Over the sea and **5.5 km** on land

**Estimated 70,000 vehicles** to use the link everyday

**21.8 km of 6-lane bridge with a width of 30.6 metres**

**Longest sea bridge in India, 9th longest in the world**



ter passageway between the mainland and the island city.

The six-lane sea bridge, the world's fourth-longest such road above water, will also reduce the travel time between Mumbai and Pune by at least an hour, bringing the distant suburbs along India's oldest expressway closer to downtown Mumbai and potentially enhancing the availability of affordable accommodation in one of the world's most expensive cities.

The six-lane MTHL is among several multi-billion dollar, multi-modal infrastructure projects that will either begin their commercial journey, or be commissioned, through 2024 in India's commercial

capital, which is surrounded by the sea on three sides. Infrastructure solutions that seek to help shrink the distances between the suburbs and the island are necessarily expensive, complex, massive in scale and subject to long and painful delays.

**COASTAL ROAD**

An eight-lane, 29-kilometre coastal road, partly above the western water margin, seeks to connect Kandivall in north Mumbai to Marine Lines in south Mumbai. This bridge will decongest the choked western suburbs, reducing the travel time

between the two extremities of the city to an estimated 20 minutes from nearly two to hours.

The southern end of this project is almost complete, while the second phase is expected to be finished by May.

**METRO LINE 3**

Similarly, the 34-kilometre Metro Line 3, the first underground tube network in the city, is expected to revolutionise the inner-city commute that has hitherto relied on the suburban railway system, the Mumbai local. Once completed, Mumbai residents could commute between Cuffe Parade at the city's southern tip to Andheri in 25 minutes. It takes more than two hours now.

The first phase of this ambitious project is expected to be completed by April, while the second phase that links Cuffe Parade with Mumbai's new financial nerve centre, the Bandra Kurla Complex, should be ready by September-October.

**TWIN TUNNEL**

Similarly, at the northern end of the city, the Borivali-Thane Tunnel is expected to provide seamless connectivity between Mumbai's western and eastern suburbs. The three-lane twin tunnel, running below the national park in Borivali, aims to shrink the distances between the two blocks of suburbs to just 15 minutes, from as long as two hours in peak commuter traffic.

**Borivali-Thane Twin Tube Tunnel**



**Metro Line 3**

**33.5 km.** Total length

**New Travel Time 30 minutes**  
From Cuffe Parade to Andheri - Down from 1.5 to 2 hours now

**27 stations.** 26 Underground

**17 Lakh** Expected daily users

**260** Services estimated to run on this line

**7 Lakh** Estimated vehicles likely to go off the road as people will ditch their vehicles and use Metro 3, according to MMRDA

The Bandra Kurla Complex section to have the **first underwater tunnel** across the Mithi River

**Expected Date of Opening** First phase from Aarey to BKC would be complete by March-April 2024. The BKC-Cuffe Parade stretch will be complete by year-end

**Thane-Dombivli Link Road**

**4.6 km** Total length; 1.2 km is a bridge running over the Ulhas river that connects Bhiwandi to Dombivli

**Six-lane Road**

**New Travel Time 30 minutes**  
From Thane to Dombivli. Down from more than 60 minutes now

**Expected Date of Opening** Thane Dombivli Link road project almost complete. Can be inaugurated within two months



**Coastal Road**

**29.80 km** Total length

**Time saved At least 60-80 minutes** depending on traffic conditions

Access-controlled expressway connecting Princess Street in south Mumbai to Kandivall in North

**8-lane** mostly elevated roads, a small stretch runs underground in Malabar Hills

**6 lanes** for regular traffic, 2 lanes dedicated to the bus rapid transit (BRT) corridor

**111 Hectares** Sea reclaimed for the project

**22 km:** Length of bridges—16.5 km on stilts on sea, 5.5 km on land

**2.7 km** Length of the twin 3-lane tunnel from Girgaum to Priyadarshini Park

**Interchanges** at Amarsons Garden, Haji Ali and Worli Sea Face

**10.5 km** Length of the section in the first phase, connecting Princess Street Flyover with Worli Sea Link, to be inaugurated this month

**Expected Date of Opening** First phase from Princess Street to Worli almost complete. Second phase upto Kandivall likely to be completed by May 2024

