

Extends Network To Cover Fast-Developing Areas That Don't Have Good Transport

Metro tweaks line to connect core city to western suburbs

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In a few years from now, when a metro train operates from Lighthouse on the Marina, people who are now settling down in rapidly developing localities such as Iyappanthangal, Kattupakkam and Poonamallee could board a direct train to the heart of the city. Chennai Metro Rail Ltd. (CMRL) has changed the alignment on one of the corridors in Phase 2 to link areas in the western suburbs.

These neighbourhoods were added to the alignment after a decision was taken to extend the line to Poonamallee.

Corridor 4, one of the three corridors of the 108km Phase 2, will now stretch from Lighthouse in the east to Poonamallee in the west cutting across Mylapore, Nandanam, T Nagar and Kodambakkam.

Under the earlier alignment, the line was supposed to pass via Vadapalani, passport office in Saligramam, Virugambakkam, Koyambedu and join CMBT. Now, it will bypass Koyambedu and Virugambakkam, pass through Alwarthirunagar, Valasaravakkam, Porur, Iyappanthangal, Karayanchavadi and reach Poonamallee Bypass.

For CMRL, the change in the alignment is an attempt to catch up with the fast-expanding city, while for the people settling down there, it will be the promise of a transport infrastructure that is lacking amid all the boom.

For now, soil tests have begun from Lighthouse to Meenakshi College in Kodambakkam and tenders have been floated for tests in the nearly 16km stretch from Meenakshi College to Poonamallee Bypass

planned with 18 stations which are likely to be underground.

"We have changed the alignment to link localities that are witnessing an infrastructure boom but are poorly connected through public transport. This line will benefit thousands who travel in and out of the city for work," a metro rail official said.

CMRL had initially planned a 17.1km corridor 4 for Phase 2 from Lighthouse to CMBT through Mylapore, Nandanam, T Nagar and Kodambakkam. It later decided to extend the line from CMBT to Poonamallee at a cost of Rs 3,850 crore.

The new alignment bypasses CMBT and Grain Market in Koyambedu, Sai Nagar bus stop and Elango Nagar bus stops in Virugambakkam. These are stations are now part of corridor 5 that links Madhavaram to Sholinganallur (see map).

In the new alignment, commuters can shift corridors through five interchange stations on the western suburbs — Alwarthirunagar, Valsaravakkam, Karabakkam, Alapakkam junction and Porur junction.

"We will first begin construction work on the 52km priority corridor from CMBT to Sholinganallur via Madhavaram. Work will be taken up on the rest of the 55km stretch including corridor 4," an official said.

Recently, CMRL managing director Pankaj Kumar Bansal had said metrorail was in talks with four international banks to fund the 55km stretch.

BRANCHING OUT

The new line will connect the city's eastern-most part to western suburbs via centrally located areas

ALL ABOUT PHASE 2

Total distance | Stations
118.5km | **116**

BUDGET
₹69,000cr
(reduced by ₹11,300cr in revised project report)



Alwarthirunagar, Valsaravakkam, Karabakkam, Alapakkam junction and Porur junction will be interchange stations linking corridors 4 and 5

CMBT and Grain Market stations were planned as interchanges to link corridors 4 and 5

OLD PLAN

> Lighthouse to CMBT covering 17.1km with 20 stations

> Soil test between Lighthouse and Meenakshi College (10.3km) has begun

> Will link core areas like Mylapore, Nandanam, T Nagar and Kodambakkam

THE EXTENSION

> From CMBT to Poonamallee covering 16km

> Orbital corridor that would have linked all four corridors of phase 1 and phase 2

CORRIDOR 4 CHANGES

From Meenakshi College, corridor will cover nearly 16km through 18 stations including Vadapalani, Saligramam, Alwarthirunagar, Valsaravakkam, Karabakkam, Porur, Iyappanthangal, Kattupakkam, Karayanchavadi, Poonamallee bus terminus and Poonamallee Bypass

PHASE II OF CHENNAI METRO

Corridor 3 | Madhavaram-SIPCOT 45.8km (50 stations, 22 elevated from Indira Road Junction to SIPCOT2 station)

Corridor 4 | CMBT- Poonamallee Bypass 26.1km (20 underground stations, to be extended to Poonamallee)

Corridor 5 | Madhavaram- Sholinganallur 47km (46 stations)

EAST-WEST CORRIDOR

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