

Metro Phase II to cover more areas

Mammoth project will have 128 stations over a network of 118.9 km

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Chennai Metro Rail's Phase II project will traverse more ground and have more stations, according to the revised alignment for the network. There will be 128 stations in the 118.9 km network.

At first, two corridors – Madhavaram to CMBT and Madhavaram to Sholinganallur – will be constructed. While tenders will be floated in a few months, the work will begin by the end of this year, sources said.

Highly placed sources told *The Hindu* that funds from Centre for this project are likely to come soon.

“We have already begun the process of looking at the documents submitted for funds for this project. We will approve at the earliest,” a source said.

Last week, Chief Minister Edappadi K. Palaniswami had requested Prime Minister Narendra Modi for a 50:50 joint venture partnership for this project and this means the Centre will be providing ₹11,100 crore over a period of six years.

Funds available

But unlike the Phase I and Phase I extension project, Chennai Metro will not wait to begin the work on this project till the Centre provides funds.

“We already have funds to start this project and the first tranche of loan from JICA will also come in, which will allow us start construction. Meanwhile, we understand

Longer run

Chennai Metro's phase II project will now traverse **118.9 km** and have **128 stations**, an increase from the earlier **108 km** and **108 stations**

Poonamallee Bypass

- Construction of two corridors to be taken up first: Madhavaram to CMBT and Madhavaram to Sholinganallur

- Loan from JICA for these two corridors: **₹20,196 crore**

- Corridor 3 - 45.8 km (Madhavaram-SIPCOT)
- Corridor 4 - 26.1 km (Lighthouse-Poonamallee Bypass)
- Corridor 5 - 47 km (Madhavaram - Sholinganallur)

SOURCE: CMRL MAP NOT TO SCALE

| Corridors | Total 118.9 km | Elevated | Underground | Total length |
|----------------------------------|----------------|----------|-------------|--------------|
| Madhavaram to SIPCOT | | 19.1 km | 26.7 km | 45.8 km |
| Lighthouse to Poonamallee Bypass | | 16.0 km | 10.1 km | 26.1 km |
| Madhavaram to Sholinganallur | | 41.2 km | 5.8 km | 47.0 km |

| Corridors | Total 128 | Elevated stations | Underground stations | Total |
|----------------------------------|-----------|-------------------|----------------------|-------|
| Madhavaram to SIPCOT | | 20 | 30 | 50 |
| Lighthouse to Poonamallee Bypass | | 18 | 12 | 30 |
| Madhavaram to Sholinganallur | | 42 | 6 | 48 |

the funds from the Centre too will be granted very soon,” another source said.

Earlier, the proposed phase II network of the Metro was 108 km long with 108 stations but that has now been extended to 118.9 km with 128 stations.

Some of the new stations added to the project include Alapakkam Junction, Kamaraj Garden Street near Medavakkam, DLF IT SEZ and Chennai Bypass Crossing near Sri Ramachandra Hospital, Porur.

Also, of the 128, 80 will be elevated stations and 48 stations will be underground. As the number of stations has gone up, in some areas, stations will be less than a kilometre apart.

Meanwhile, the detailed design for some of the stretches are in progress. “The detailed design documents will only show all the finer details of this project. After the detailed design is over, we may know of the minor changes in the project, if any,” another source said.

To cut costs, stations to be elevated

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The Phase II project of Chennai Metro that predominantly had most of the stretches underground has undergone changes, and now major portions will be elevated.

Of the 118.9 km of Phase II project covering three stretches – Madhavaram to Sholinganallur, Light House to Poonamallee and Madhavaram to SIPCOT – 76.3 km will be elevated and just 42.6 km will be underground.

In the corridor from Madhavaram to SIPCOT, Madhavaram to Taramani Road junction will be underground and beyond that point, it will turn into an elevated stretch till SIPCOT. The second stretch – Light House to Poonamallee – will be partially underground and elevated.

This has, according to officials, drastically cut down the cost of Chennai Metro's Phase II project. What was earlier to cost about ₹80,000 crore for the Phase II project has now come down to ₹69,180 crore, sources said. “We have also cut down the size of the stations across the entire Phase II project. We have not compromised on the needs of commuters; we calculated and saw it was possible to build compact stations with all facilities,” another official said.