

Ride around city in 2.5 hrs on a train

Phase 2 Metro Route To Cover 81km, 88 Stops Sans Switching

TIMES NEWS NETWORK

Chennai: When phase-2 begins operation in another six years, commuters could circle the city touching northern and southern suburbs in about two and a half hours in a single train ride. Chennai Metro Rail Limited (CMRL) has planned a circular route that will take passengers from Madhavaram to Sholinganallur and back via Adyar on the east and CMBT on the west of Chennai, covering 81km. This circular route will link corridors 3 and 5 and is similar to the direct line operated in phase-1 linking Central Metro to Airport via CMBT across

A FULL CIRCLE



➤ CMRL plans a circular route in a single train ride covering corridor-3 and corridor-5 in phase-2

➤ Trains would be operated from **Madhavaram-CMBT-Sholinganallur-Adyar-Madhavaram**

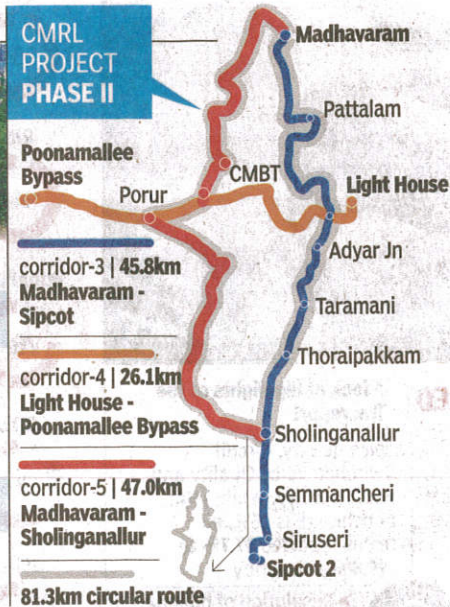
➤ **The route is expected to link 88 stations covering nearly 81.3km in about 2.5 hours.** In Phase-1, CMRL runs direct line from Central Metro to Airport via CMBT covering 25km in around 50 minutes

➤ **Trains to make the full circular route will be available every 8.5 minutes**

➤ **CMRL plans this circular route as it requires fewer rakes or trains than having independent train operations on all the three corridors**

According to officials, the circular route will follow the line from Madhavaram-

commute from Perumbakkam on corridor-5 to Perambur on corridor-3 or from Ta-



The detailed project report of phase-2 states this circular train operation, besides catering to the traffic on corridor-3, will also cater to an estimated traffic of 5,171 passengers between Madhavaram to MMBT and an estimated 35,714 passengers from MMBT to Sholinganallur on corridor-5. Since trains will also be operated independently on all the three corridors, by 2055, there will be one train operated every 3.5 minutes between MMBT and Sholinganallur route alone.

From the operational side, officials recommend this circular route as it requires fewer trains — around 21 three-car rakes and 15 six-car rakes by 2025 and 37 six-car rakes by 2055 — than the number of trains required to operate on the routes across three corridors independently. By 2025, CMRL may require 36 three-car rakes and by 2055 40 six-car rakes to operate metro rail

tion to stations on OMR, such as Perungudi or Karapakkam in a single train ride. Though