

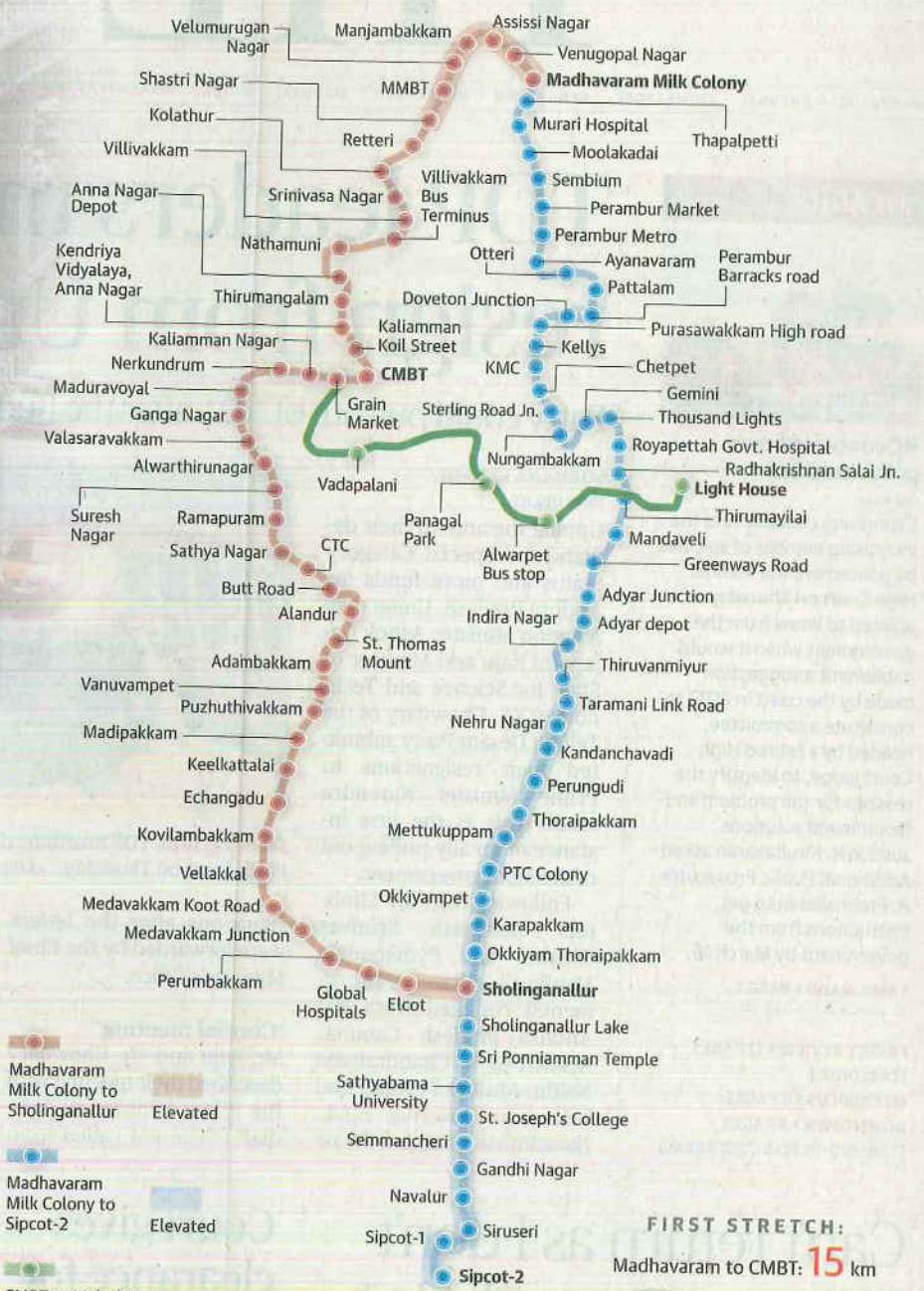
# 2 CHENNAI



**STATION BOX LENGTH:**

The size of the Metro Rail stations under the Phase II project will be smaller than Phase I. About 80% of the land will be acquired from the government and the remaining 20% from private owners

	PHASE I	
Length:	220 m	Breadth: 21 m
		PHASE II
Length:	150 m	Breadth: 21 m



**FIRST STRETCH:**  
Madhavaram to CMBT: **15 km**

**SECOND STRETCH:**  
Madhavaram to Sholinganallur: **35 km**

**Going the extra mile**  
With the addition of more stations under the Phase II of the Chennai Metro Rail project, commuters can access a station at every 700-800 m. A look at the expansion plans

<b>PHASE I</b>	<b>PHASE II</b>
Distance: <b>45 km</b>	Distance: <b>108 km</b>
Stations: <b>32</b>	Stations: <b>116</b>

**Metro Rail has planned to take up the construction of stations for 50 km in each stretch**

**Elevated:** Taramani Link Road to Sholinganallur

**Underground:** Madhavaram to Taramani Link Road

## Chennai Metro on expansion mode

The 108 km network will have 116 stations in Phase II.

**SUNITHA SEKAR**  
CHENNAI

As the Chennai Metro Rail widens its presence in the city, the number of stations is all set to go up. The Phase II of the project will have 116 stations, which means, the 108-km network will have a station for every 700-800 m in some locations.

then the locations will be decided, officials said.

In this network, only 50 km will be taken up for construction at first. The first part will cover Madhavaram to CMBT (15 km) and another one from Madhavaram to Sholinganallur (35 km). Of

**We are in talks with the Centre to get sanction at the earliest**

**OFFICIAL,**  
Chennai Metro Rail Limited

this, the stretch between Madhavaram and Shastri Nagar will be elevated and then goes underground till CMBT. The other stretch originating from Madhavaram runs underground till Taramani Link Road and then runs elevated up to Sholinganallur.

**Tenders called**  
The CMRL has called tenders for appointing design consultants; once the contract is given, they will design the stations' architecture and

Sources said that the underground stretch might consume more time owing to the tunnelling and other works involved; also, the cost of

construction of underground station was much more than that of elevated stations.

**Less land required**  
But the advantage, officials said, was that the underground stretch did not require large acquisition of land. For the Phase I project, CMRL had acquired 37 acres of private property and 233 acres of government land, including 211 acres from the State and 22 acres from the Centre.

Officials said, they may not need this amount of land for Phase II project as the station size has been reduced and a large portion of the project runs underground.

Though the CMRL has received approval from the State, the Centre's nod is still pending. "We are in talks with the Centre to get sanction at the earliest. We have already responded to the queries they had raised in the past," an official said.

## Wider network, smaller stations

**STAFF REPORTER**  
CHENNAI

In an effort to reduce the amount of land acquired for the Phase II project, the Chennai Metro Rail has decided to build smaller stations.

According to officials of the Chennai Metro Rail Limited (CMRL), the length of a station box (the area of a station) has been reduced by 70 m compared to the size of the stations in the Phase I project.

In Phase I, the length of a station is 220 m, which will be brought down to 150 m in Phase II.

"However, no compromise will be made on any of the essential facilities. Based on the calculations we have made, we know that this space is sufficient for to ac-

commodate all facilities," an official said.

**No place for stalls, kiosks**  
However, there will be no space for property development such as setting up stalls or kiosks, the official added.

The Phase II network aims to cover a larger area of the city, and when asked whether land acquisition would affect residents, an official said they were planning to build on government land for the majority of the project. "Nearly 80% will be government land and the remaining 20% from private persons. We are trying to design the alignment of the network in such a way that it does not cause major inconvenience to residents," the official added.