



Chennai Metro Rail Limited

(A Joint Venture of Govt. of India and Govt. of Tamil Nadu)

Project Justification

The CMRL project is a prestigious project of national importance to provide better transport facilities in an efficient manner to the citizens of the largest metropolitan city in South India. The project is funded by the Government, various other funding agencies like JICA, AIIB, ADB etc. The request made for the forest land is for crucial stretch of the major arterial corridor of CMRL and hence the forest land is required as sufficient ROW with Highways is not available.

Since the route is decided based on several studies and concluded in DPR (Detailed Project Report). No alternate route is available to this proposal.

Chennai Metro Rail Limited is handling the Metro Rail project in Chennai. Under Phase 1 of the project 45.0 km is already in revenue service and 9.0km. is further being constructed under Extension to Phase 1. The existing corridors connect North to South under 2 corridors consisting of both Underground and Elevated sections.

Under Phase II, CMRL is taking up another 118 km of Metro Rail network under three corridors named as C3, C4 and C5. These 3 corridors provide further connectivity to North, East west and Southern peripheral areas of the city enhancing the connectivity within the city. Corridor - 5 starts from Madhavaram Milk Colony and passes through CMBT, Alapakkam, Mugalivakkam, Alandur, Ichankadu, Medavakkam and thereon to Elcot.

Most of the alignment passes through existing roads wherever feasible ROW is available. However, as the alignment passes beyond vellakal along the Medavakkam Koot Road, the ROW being very less (i.e. 8.00m to 9.00m) it is not feasible to construct the piers of the corridor within the available ROW and the same was confirmed with Highways after due discussions. No other Govt / Private land available at this location.

Thus, the only option available to CMRL is to run the alignment along the strip of land in the Nanmangalam forest area along the existing Road. Further, one station is also required to be provided near while nearing the Medavakkam Koot Road junction to provide the Metro Connectivity to the people at large in that locality. A proposal accordingly is made and the requirement with respect to permanent, shadow of viaduct and temporary requirement for working space is given in the attached sketch.

In view of the above, total area requirement for the above proposal of permanent and temporary area is tentatively **15685.23** Sq.m (**1.569** hectare)



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