

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5457
ANSWERED ON 3RD APRIL, 2025**

ELEVATED EXPRESSWAY IN TAMIL NADU

5457. SHRI K GOPINATH:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the details and current status of the approvals pending for the elevated expressway between Tambaram and Chengalpattu in Tamil Nadu and the specific challenges or bottlenecks causing delays in the approval process for this project;**
- (b) the steps taken/being taken to expedite the approval process and the expected timeline for obtaining all the necessary clearances;**
- (c) the details of financial and technical support provided/proposed to be provided by the Union Government for the said project; and**
- (d) the details of other elevated expressway projects approved or pending during the last ten years, State-wise and the details of financial and technical support provided thereto?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) The Government takes up proposals of ring roads, bypasses & elevated corridors for development in major cities/ urban centers and State capitals in consultation with State Governments to de-congest traffic and alleviate choke points on National Highways. As far as the de-congestion of the stretch between Tambaram and Chengalpattu of NH-32 is concerned, the work for preparing the Detailed Project Report (DPR),

for the development of the stretch from Chennai and Trichy is awarded including the option to explore the possibility for construction of elevated road in the said stretch. Decision will be taken based on outcome of DPR, traffic density, speed drop, number of road entering/exiting the city, condition of roads, inter-se priority and synergy with PM Gati Shakti National Master Plan.

(d) DPR/ Feasibility is done for evaluating options for development of National Highways. In certain section of NHs, in case of constraints in the acquisition of land or very high volume of traffic, such sections of highway are either realigned/ elevated. Such decisions are based on the requirement of connectivity, projected traffic, inter-se priority and synergy with PM Gati Shakti National Master Plan. Further, in order to improve viability of the project, the State Government is at times requested to agree to share land acquisition cost, utility shifting cost, reimbursement of royalty and State component of GST. Such agreements are project specific.
