

21% underground metro rail on track

While commuters catch only glimpses of gigantic rumbling machinery occupying most of the road space on EVR Periyar and Anna Salai, even bigger machines silently roar beneath the same roads to complete the underground stretch of Chennai metro rail. As much as 21 per cent of the multi-state underground works of CMRL have been completed. While the 11 imported TBMs (Tunnel Boring Machines) find their way through, scores of workers are busy constructing the roof slab, concourse slab and base slab in stages to give shape to the underground stations. If underground construction happens from bottom to top in Thirumagal and Central, the reverse happens in Nandanam, where onlookers will only notice huge steel mesh being lowered into deep holes, where diaphragm walls followed by roof, concourse and base slabs come up gradually. About 24km of the total 45km long network of CMRL will be underground. The underground stretch would be the last to go for commissioning in late 2015.

(Compiled by K. Karthikeyan and Ganesh)

A view of a finished portion of a tunnel. ➤

S.NO	FROM	TO	TUNNELING LENGTH	COMPLETED LENGTH
UAA 01				
TBM 1	Washermenpet to		Egmore:	4445-2003
TBM 2	Washermenpet to		Egmore:	4445-1349
TBM 3	May Day Park to		Central:	1040-258
UAA 02				
TBM 1	May Day Park to		AG-DMS:	3616-438
TBM 2	May Day Park to		AG-DMS:	3616-415
UAA 03				
TBM 1	Saidapet Metro to		AG-DMS:	2868-252
TBM 2	Saidapet Metro to		AG-DMS:	2868-252
UAA 04				
TBM 1	Nehru Park to		Egmore Metro:	948-513
TBM 2	Nehru Park to		Egmore Metro:	948-715
UAA 05				
TBM 1	Shenoy Nagar to		Thirumangalam:	2797-1351
TBM 2	Shenoy Nagar to		Thirumangalam:	2797-777

TOTAL:
36,308mts
- 7,935mts



An aerial view of the underground station work at Saidapet.



A row of iron beams shows extent of strutting done to support the underground station works near Central.



At Thirumangalam, workers are busy finishing the base slab while iron beams hold the diaphragm walls together.