

UNDERGROUND, ELEVATED STRUCTURES TAKE SHAPE ON KOYAMBEDU-ST THOMAS MT LINE

End of the line for 2 metro stns

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Pics: B A Raju

FIRST LOOK AT A METRO STATION

WORK IS SPEEDING UP AS THE YEAR-END DEADLINE APPROACHES

One is deep underground and the other up in the sky but they'll both be the first off the blocks. The underground metro rail station at Washermenpet and the elevated one at CMBT in Koyambedu will be the first of the 32 stations to be completed.

More than 75% of the work at CMBT station is done, while 55% has been completed at Washermenpet station, which is connected to Mannadi station through twin tunnels. The stations are part of the Koyambedu-St Thomas Mount line.

The elevated station in Koyambedu isn't a grand structure; its white walls and clean lines lean towards utilitarian, while the Washermenpet station is sunk three levels below the surface in the middle of a densely-populated neighbourhood.

On Tuesday, workers were busy laying the granite floor and installing steel trusses at CMBT station. Metro rail officials were firming up plans to lay base slabs at the Washermenpet station. "Electrical and signalling work will begin soon," said a senior official of Chennai Metro Rail Limited. He said 5% of the external plastering had to be done. Of eight escalators, four have been installed. Windows, doors and lifts will be installed soon.

Work is progressing rapidly as elevated stations on the Koyambedu-St Thomas Mount route are being readied to meet the year-end deadline. CMBT station will be the second station from Koyambedu and will be an intermodal hub, where people will be able to use metro, interstate buses and city buses. Metro rail is planning to start services by the middle of next year.

Metro rail has more time to complete underground stations, most of which have three levels — roof level, concourse level where commuters buy tickets, and base level where trains arrive. Stations at Washermenpet, Nehru Park and Shenoy Nagar will be completed first.

Work is progressing faster at Washermenpet than at the two other stations. Tonnes of soil have been excavated to create space for the station in the middle of a crowded neighbourhood. More than 50% of the work to build the roof level and concourse level has been completed.

"The station is being built using the top down method from roof to base. It will have four entrances. We are building diaphragm walls for two entrances near the station," said a senior official.



KOYAMBEDU (CMBT)

Completed

- ▶ Structure of building
- ▶ Platform & roof slabs
- ▶ 4 of 8 escalators installed



YET TO START

Electrical & signalling work

Work in progress

- ▶ Laying granite flooring and wall tiles
- ▶ Installation of glass-panelled windows

The Washermenpet station is being built using the top-down method, from roof to base | SENIOR METRO RAIL OFFICIAL



WASHERMENPET

RUNNING ON TIME: (top) The structure of the elevated station at Koyambedu is done; (above) underground tunnels are being readied at Washermenpet



Completed

- ▶ Diaphragm walls of the station
- ▶ Soil excavated
- ▶ Tunnel to Mannadi towards Central railway station

Work in progress

- ▶ Roof slab, concourse slab & base slab work
- ▶ 2 of the 4 entry-exit points for the station

1st underground line done

Metro rail completed its first underground line, between Washermenpet and Mannadi stations, on Tuesday. The 1.3km line has two parallel tunnels, the first of which was completed four months ago. The stretch is part of the Washermenpet-airport corridor via Anna Salai. The tunnel-boring machine installed 960 rings or tunnel segments, which act as roof and walls, and broke into the base level of Mannadi station on Tuesday evening. The machine completed more than 700m of tunnel in three and a half months. It had bored around 205m when the first tunnel was completed in March. The line travels under 750 buildings and is one of the few stretches where the tunnel does not travel under a main road. "Tunnelling began on October 1, 2012 from Washermenpet," said a metro rail official. Tunnelling work is on at six locations. Eleven machines have bored more than 5,000m under Anna Salai and Poonamallee High Road. The next stretch likely to be completed is between Nehru Park and Egmore, where 50% of the 948m line is done. The stations are part of Central-Koyambedu-St Thomas Mount line. Boring is on along the Shenoy Nagar-Tirumangalam stretch where 803m of the 2,797m tunnel is done. TNN