

SAIDAPET METRO STATION

THE SAIDAPET METRO STATION CAN ACCOMMODATE EXPANSION OF INTERMODAL TRANSPORTATION SERVICES IN THE FUTURE. THERE IS ALSO SPACE AVAILABLE TO BUILD BAYS FOR BUSES THAT CAN DIRECTLY ENTER AND EXIT THE STATION PREMISES

SIZE OF THE FACILITY

230m long (140m for passenger use)

3 entry/exit points on the side leading to Adyar and 1 towards Nandanam

6m tall flood wall close to ramp will prevent station from flooding

WIDE

19m

160m-long tunnel, 130m cut and cover tunnel, and a 140m ramp connect the underground corridor with the elevated section at Little Mount

Space for bus bays to be built in front of the station

STATUS

Underground stations below Anna Salai connected to elevated corridor towards Airport through a ramp across the Adyar

Systems like platform screen doors, HVAC (heating, ventilation and air-conditioning) and automatic fare collection (AFC) gates installed

Finishing work on the tracks being done

Lighting and false ceiling yet to be done

Expected to be ready in 10 days for trial runs by December-end

AG-DMS to Saidapet covering 7km expected to be open next March

Adyar river

Illustration: Shinod Akkaraparambil

Tunnel connects with the elevated section at a height of 15m

600sqm parking space

2 levels Below the road - ticketing or concourse level and platform level

First look at city's only 'curved' metro station

Flood Walls Built To Protect Tunnels From Inundation If Adyar River Overflows

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If the underground metro station at Saidapet opens in March 2018 as planned, it will be both a transit system and a barrier that will partially protect the Anna Salai from flooding if the Adyar river overflows.

The underground facility, being readied for trial runs scheduled to be held by December-end, is a curved structure built off Anna Salai. It has high flood walls to protect the tunnels, that connect to a ramp across the Adyar river, from inundation. "The tracks are getting finishing touches and so is the station. We will be ready within 10 days before we start preparing for the trial runs," a metro rail offi-

cial said.

A four-car metro train will be tested in the tunnels from AG-DMS to Saidapet and across the ramp towards Little Mount before official inspections begin to get approvals for opening the line. The seven-kilometre AG-DMS-Saidapet line will connect Anna Salai to the airport.

The underground station has many firsts in terms of design, location and facilities. Unlike other underground metro stations in the phase, the design of Saidapet station is tweaked as the station box is a curved structure to accommodate it under a land that bends towards Adyar river. The facility is also built off the Anna Salai to one corner compared to the other six underground stations connecting the arterial road built

right below it. As the tunnels built under the road proceed towards Saidapet metro from the Nandanam station, they bend towards the left side of the road. "Two tunnels bend under the YMCA grounds at Nandanam towards Saidapet," an official said.

Besides the tweaked interior design, six-metre high flood walls have been built on either side of the tunnels connecting the ramp to prevent flooding if the Adyar is in spate. When the river overflowed in December 2015, water entered through the tunnels at Saidapet as localities near the station and the river got flooded. "The flood wall is at a height of seven metres from the river. So it will prevent water entering through the tunnels," an engineer at the Saidapet metro construc-

INSIDE VIEW: The tracks at the Saidapet metro station are being readied for trial runs

tion site said.

A 130m cut and cover tunnel, which is an excavated trench with a roof, connects the circular tunnel with the ramp from a depth of 18m underground to an elevation of 15m. An engineer at the site said except for the curved

ity is similar to the Thirumangalam metro station which connects Anna Nagar Tower underground metro station with the elevated corridor at Koyambedu.

The station can accommodate expansion of intermodal transportation services in the future. Apart from a 600sqm parking space, officials said there was land available to build bays for buses to enter and exit the station similar to the Chennai Central railway station. "We have also built the tunnels in such a way that there is enough space for expansion of the road," a site engineer said.