

New subway to make crossing busy junction near Central easy

TIMES NEWS NETWORK

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Chennai: Pedestrians will soon be able to cross the Poona-mallee High Road in front of MGR Central Railway Station with ease as Chennai Metro Rail Limited (CMRL) has begun constructing a subway that will connect all corners of the junction. The subway is one of the two underground pedestrian facilities being built as part of the Central Square project.

“The subway will be ready in 18 months. Work on the second subway will go on simultaneously,” an official said. “We are also linking the existing subway in front of the Rajiv Gandhi Government General Hospital and renovating it with additional facilities like elevators and escalators.”

While the rectangular 7m wide subway is expected to link the GH with Park Station, Central station and Central Metro, the second subway will connect the GH with Evening Bazaar Road. Earlier, CMRL had renovated an existing subway which links Park Station with Moore Market complex and built another one to link Central station with Central Metro Sta-



PEDESTRIAN FACILITY: Subway construction work on near the Rajiv Gandhi Government General Hospital on Thursday

tion. However, many use the road to reach Central station from the bridge opposite as the existing subways are away from the junction.

Officials said an estimated 70,000 pedestrians cross the junction in front of Central station during peak hours every day. The new subway will allow them hassle-free access to either side of the busy road. At present, pedestrians wait for the traffic signal to turn red to cross the road. Regulating vehicular and pedestrian traffic on the junction have been a challenge for the police.

To prevent causing incon-

venience to motorists and pedestrians, the CMRL has adopted box pushing technique which requires them to cut a shaft on the road through which pre-cast box segments are pushed using a jack and stacked one above the other to build the subway. This construction method requires less space compared to the conventional method of excavating soil and building the subway.

“Earlier, the plan was to have a ‘Y’ shaped subway. But we changed it for pedestrians to reach any corner of the junction using a single underground facility,” an official said.