

CMRL notifies tenders for 22 phase-2 underground stations

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Chennai: Work for construction of phase-2 metro rail corridors gathers pace as Chennai Metro Rail Limited (CMRL) notifies tenders for building 22 underground stations linking nearly 21km stretch from Thapalpetti in Madhavaram in the north to Taramani Road Junction in the south.

To link these two localities on either side of the city, stations will be built under crowded areas like Moolakadai and Perumbur in the north and in Adyar and Taramani in the south via locations like Nungambakkam, Thousand Lights and Mylapore, which will be linked with twin tunnels. The stretch is part of corridor-3 from Madhavaram Milk Colony to Siruseri Sipcot covering 45.8km. Construction of a part of the 118.9km phase-2, consisting of three corridors with 128 stations, will begin early 2021.

CMRL has divided the construction of the 22 underground stations into five different tenders. The five ten-



The 22 underground stations will come up over nearly 21km from Thapalpetti in Madhavaram in the north to Taramani Road Junction in the south

der notifications include construction of three underground stations at Adyar Depot, Indira Nagar and Taramani Road junction and a ramp, five underground stations at Radhakrishnan Salai Junction, Thirumayilai metro, Mandaveli, Greenways Road, Adyar junction and two cross passage shafts and one emergency escape shaft. The other notifications include construction of five underground stations at KMC, Sterling Road junction, Nungambakkam, Gemini, Thousand Lights and crossover, five underground stations at Thapalpetti, Moolakadai, Sembiam, Perumbur Market and Perumbur metro with crossover at Sembiam and four underground stations at Otteri, Pattalam, Perumbur Barracks Road and Kellys.

CMRL split the tenders as it wanted to ensure that construction could be completed fast and without delay. "Even if construction is delayed in the stretch, it won't affect the rest of the corridor," an official said. The construction of twin tunnels and elevated corridors will also be awarded to contractors in smaller portions.

This decision comes after CMRL faced delays in phase-1 where contractors who had taken up work for one long stretch could not complete it on time. Construction on Anna Salai was also delayed after a contractor abandoned work. A tunnel boring machine was stuck near Government Estate metro station for nearly five months, as the construction of the station was not completed on time.