

Metro floats tenders for 10km underground line

Four Tunnels, 9 Underground Stations To Be Constructed

TIMES NEWS NETWORK

Chennai: In six years, commuting across bustling areas like T Nagar, Kodambakkam and Mylapore is expected to be a breeze, without getting stuck in traffic snarls.

Chennai Metro Rail Limited (CMRL) has floated two tenders for a 10km long under-

PROJECT AT A GLANCE

CMRL floats 17 tenders to build three corridors of phase-2

➤ The latest and last two tenders include construction of 5.15km twin tunnels and four underground stations from Lighthouse to Bharathidasan Road and 4.8km twin tunnels and five underground stations from Kodambakkam flyover to Boat Club



➤ The tenders cover core city areas like Mylapore, Alwarpet, Nandanam, T Nagar and Kodambakkam

➤ Nandanam is one of the challenging stretches for construction as the soil is hard black rock, which stalled construction in phase-1

ground corridor from Lighthouse on the Marina to Kodambakkam. It has now floated 17 separate tenders to build the 118.9km phase-2, which is

expected to be ready by 2026, in its effort to prevent delays and construct faster. Construction of the elevated corridor from Kodambakkam to

Poonamallee is expected to be taken up first this year, covering many developing suburban localities and IT hubs that are otherwise poorly linked by public transport.

In the last two tenders for phase-2, bids were invited for constructing twin tunnels over 5.15km with underground stations at Lighthouse, Kutchery Road, Alwarpet and Bharathidasan Road. The second tender was to build twin tunnels and underground stations over 4.8km at Kodambakkam Flyover, Kodambakkam, Panagal Park, Nandanam and Boat Club. The two lines are part of the 26km corridor-4

from Lighthouse to Poonamallee linking central areas like Marina, Mylapore, Kodambakkam, Nandanam, T Nagar, Vadapalani, Saligramam as well as IT hubs at Porur and suburban localities up to Poonamallee.

"When smaller stretches are awarded to companies for construction, they could finish the line within the deadline. Also, if there is an issue completing one stretch due to a contractor, it will not affect other stretches handled by different contractors," an official said.

In phase-1, construction was halted on Anna Salai after a contractor abandoned

work citing financial crisis and poor soil investigation and a tunnel boring machine was stuck near Government Estate Station for months as the station was not ready.

This time, CMRL has also made several changes for faster construction including reducing size of stations by more than 25%, changing some underground routes to elevated and acquiring more government land that could reduce project cost and prevent delay in construction. "Contractors are also allowed to conduct their own soil investigation before they begin construction," an official said.