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Press Release

Chennai Metro Phase II, Corridor-5 ECV02 Project – Completion of U-Girder Erection from Koyambedu Market to Alandur Stations

Chennai Metro Rail has achieved a milestone in the Corridor 5 of its Phase 2 Project with the successful completion of erection of all U-Girders along the Koyambedu Market to Alandur viaduct stretch, covering approximately 9.5 km, with the final U-Girder erected on 22nd November 2026 between Butt Road and Kathipara at Paul Wells Road. The final girder was launched using two high-capacity hydraulic cranes, each of 550 MT capacity.

The completed stretch comprises 606 U-Girders, ranging in length from 15 m to 33.33 m, with an average girder weight of approximately 135 MT. The erection works were executed using multiple methodologies, including Launching Girders and high-capacity hydraulic cranes, depending on site conditions and the requirements of each location.

The stretch posed several significant challenges, including dense traffic, underground and overhead utilities, severe space constraints, and difficult site conditions at locations such as Kaliamman Koil Street, Butt Road and Paul Wells Road. The integrated flyover, along Mount Poonamallee Road further added to the complexity, making the girder launching operations particularly challenging.

The final U-Girder erection at Upline Span P399–P400 was particularly challenging and required an unconventional engineering solution. The available space was insufficient to position two high-capacity cranes using conventional arrangements. The project team devised an innovative crane positioning strategy, placing one crane within the church premises and the other inside a narrow adjoining street. The entire lifting and rigging operation was executed smoothly through communication using walkie-talkies and precise coordination.

Another major challenge was encountered at Span P380–P381 along Paul Wells Road, where severe space constraints, coupled with the presence of a school and surrounding residential buildings, left no adequate space to position cranes within the alignment for U-Girder launching.

To overcome this constraint, the project team temporarily utilized a portion of the school campus for crane positioning and launching operations. This arrangement involved demolition of the school compound wall and connecting passages between the buildings. Initially, the works exclusively during the Vijayadashami holidays, subject to restoration of all affected structures before the school reopened. This presented a very tight execution window for the project team. Further, the available high-capacity 550MT cranes were inadequate to meet the required lifting radius. The team therefore identified and mobilized a specialized 1,000 MT capacity crane exclusively for this critical operation.

Despite these constraints, the team successfully overcame every challenge through meticulous planning, innovative engineering solutions, effective coordination and networking with various stakeholders, timely utility diversions, traffic management, road diversions and timely mobilization of resources to successfully complete the complex infrastructure works in a highly congested urban environment.

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