

45% tunnelling work completed for Metro-3

MUMBAI: The work on Metro-3 (Colaba-Bandra-SEEPZ), the only fully-underground corridor in Mumbai, is speeding through the city's underbelly as the MMRCL has completed 45% of tunnelling work and finished nine out of 32 tunnel breakthroughs till March. According to a report by MMRCL, 23.69km of the 52-km tunnelling work for Metro-3 has been completed as of March. »P3

Gaining under ground: 45% Metro tunnelling work done

STATUS REPORT TILL MARCH 23.6km tunnelling finished with 9 breakthroughs: MMRCL

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MUMBAI: The work on Metro-3 (Colaba-Bandra-SEEPZ), the only fully underground corridor in Mumbai, is speeding through the city's underbelly with the Mumbai Metro Rail Corporation Limited (MMRCL) completing 45% of tunnelling work and nine out of 32 tunnel breakthroughs till March-end. A breakthrough is when a tunnel boring machine manages to bore through the designated route, from one end to the other.

Being built at a cost of ₹23,136 crore, the 33.5-km Metro-3 corridor is expected to ease travelling woes for Mumbaiites by connecting the island city to the western suburbs. The first phase of the corridor — from Aarey to Bandra-Kurla Complex (BKC) — is likely to be operational by 2021. The second phase is from BKC to Cuffe Parade.

According to a report by MMRCL, which is executing the project, 23.69km of the 52-km tunnelling work for the Metro-3 corridor has been completed as of March-end. The MMRCL has deployed 17 tunnel boring machines in the city for the job, which have so far excavated 31 lakh metric tonnes of earth.

The tunnelling work for Metro-3 corridor has been divided into seven packages to complete the sections simultaneously and work has started on all of them, an official from MMRCL said. For instance, in package 5 — between Dharavi and Agripada — 4,744m of the 7,992m tunnelling has been completed so far, while in package 4 — Worli to Dharavi station — 6,267m of 10,960m has been finished, the report stated.

In March, the tunnel boring machine Godavari-1 covered a distance of 2.9kms at the domestic airport Metro station. The breakthrough was achieved in 455 days. HT has earlier reported that the Metro-3 line will be the second corridor in the country to have tunnels under a riverbed, with two tunnels of 1.18km long to be built 12.5m below the Mithi riverbed.

MMRCL HAS DEPLOYED 17 TUNNEL BORING MACHINES FOR THE COLABA-BANDRA-SEEPZ METRO LINE WORK

TO LINK ISLAND CITY WITH WESTERN SUBURBS

Here's a look at the city's first fully underground Metro corridor

DIVIDED IN TWO PHASES

PHASE 1 December 2021: Deadline for phase 1

Aarey to Bandra-Kurla Complex (BKC)

PHASE 2

BKC to Cuffe Parade

33.5 km Length of the corridor

27 Number of stations

₹23,136 crore Cost of the project

13 lakh (approx.): Expected ridership when the project is launched. It is expected to touch around 17 lakh by 2030

MMRCL: Mumbai Metro Rail Corporation Limited, a joint venture of the state and Central government, is the executing agency

FAST WHEELS

Underground: It is the first and only fully underground Metro corridor in the city. After its completion, it will be the fifth largest underground tunnel in Asia

Connect: The corridor will link six business districts, many educational institutes, the domestic as well as the international terminals of the airport

Status: Under-construction



TUNNEL VISION: WORK DONE TILL MARCH

52km

of tunnelling required for the project

23.69km

of tunnelling complete

17

number of tunnel boring machines deployed by MMRCL across Mumbai

PACKAGE-WISE TUNNELLING

● completed ● required

Package	Completed (m)	Required (m)
PACKAGE 1 (Cuffe Parade-CST Metro station)	1,853m	5,894m
PACKAGE 2 (CST Metro station-Mumbai Central)	4,180m	7,640m
PACKAGE 3 (Mumbai Central-Worli)	680m	7,290m
PACKAGE 4 (Worli-Dharavi station)	6,267m	10,960m
PACKAGE 5 (Dharavi-Agripada)	4,744m	7,992m
PACKAGE 6 (Agripada-CSMIA T2 station)	1,899m	6,937m
PACKAGE 7 (CSMIA T2 station to Sariput Nagar)	3,417m	7,079m

