

KALBADEVI TO BE A UNIQUE METRO 3 STN BORED, NOT DUG, TO PROTECT HERITAGE

The most challenging station construction on the Colaba-Seepz underground Metro corridor is occurring at Kalbadevi, dotted with old, dilapidated buildings, heritage structures and narrow lanes.

Manthan K Mehta reports

Seepz Village



Kalbadevi



Cuffe Parade

A STEEP CHALLENGE

Kalbadevi Metro station will be located under one of the city's densest regions, chock-a-block with old commercial and residential buildings

9 metres is the width of the road above the station's alignment, which is too narrow for a cut-and-cover* approach

0 off-road open space, further disallowing any station-related work above ground

***Cut-and-cover** | The methodology by which the other stations on Metro 3 are being constructed. The ground is dug, the station made, and then the area covered



WORK EXECUTION

- The cavern for the station, across the Up and Down tunnels, was made by drilling and blasting
- Because of the location's proximity to the sea line, work has to be carried out amid heavy ingress of water, which needs constant pumping out

211 metres | Length of station

50 metres | Width of station

Progress | Lining of cavern completed 15%, widening work 11%, excavation up to 96%



20% Percentage by which Kalbadevi station's construction cost is higher than the other Metro 3 stations on average

“ The work is slow and tedious as it has to be done in tight space, with access through shafts — **SK Gupta**

DIRECTOR (PROJECTS), MMRCL