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HMR engineers find smart ways to get work done quicker

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HYDERABAD: Having successfully re-negotiated the Sultan Bazar stretch, Hyderabad Metro Rail (HMR) authorities have begun to concentrate on methods to speed up the ongoing construction work in various sites in the heart of the city across the three traffic corridors.

Work on piers (pillars), viaduct and even stations are apace on various sec-

tions along with the complex engineering feats of crossing over the railway lines at Secunderabad station. In between, the metro rail engineers are gearing up to tackle crossing over the super busy junctions at M.J. Market, Khairatabad and certain sections of the road leading to Hi-Tech City in Banjara Hills and Jubilee Hills.

L&T Metro Rail Hyderabad (L&TMRH) did adopt pre-cast type of construction for segments that make the viaduct on which the rails are screwed through a launch girder atop and the stations built up with the help of gantries for erecting the 'wings' allowing for flow of traffic



L&T Metro Rail adopting pre-cast type of construction for flow of traffic down below.
- PHOTO: MOHAMMED YOUSUF

down below.

For crossovers, particularly with regard to major road junctions, it has been taking up works on site with the help of 'roof trusses' to avoid crane operations from the road level, also permitting ve-

hicles to move below, senior metro rail engineers explained.

Since some of these junctions, as in Khairatabad and M.J. Market junction, need longer spans - 190 ft length and 25-37 ft height - the authorities

are going for portal spans or an inverted rectangle for laying the viaduct in the place of a single pier. Construction on site or *in situ* means the work will have to be done over a period of time spread up to three months or so with

critical work taken up during night when there is little or no traffic, it is said.

What the metro rail engineers have now done is to do the beam of the portal pier in pre-cast mode and transfer it to the site in the dead of the night mindful of the traffic. With the help of special cranes, the beam weighing up to 60 tonnes is put atop the twin piers and concretised. "All this is done within 15 days, but the cost is enormous and transporting the beam depends on police support. At the same time, the site can be cleared for traffic movement soon," points out a senior metro rail engineer, not wishing to be identified.