

# Metro completes tunnelling under Mithi channel

Pics: Uma Kadam

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## 1.2KM RIVER WORK TO BE OVER NEXT MONTH

**METRO 3** | Twin tunnels being built under the 1.2km-wide Mithi between BKC and Dharavi stations

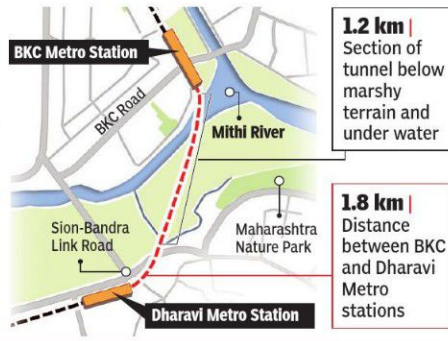
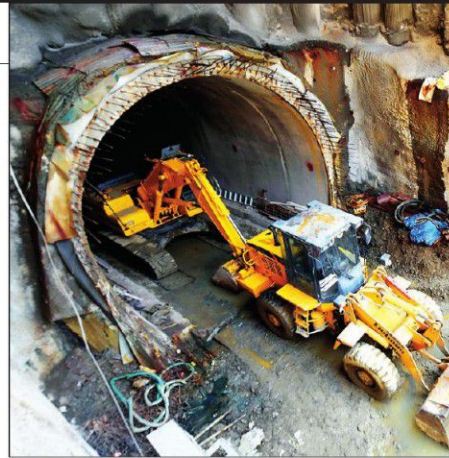
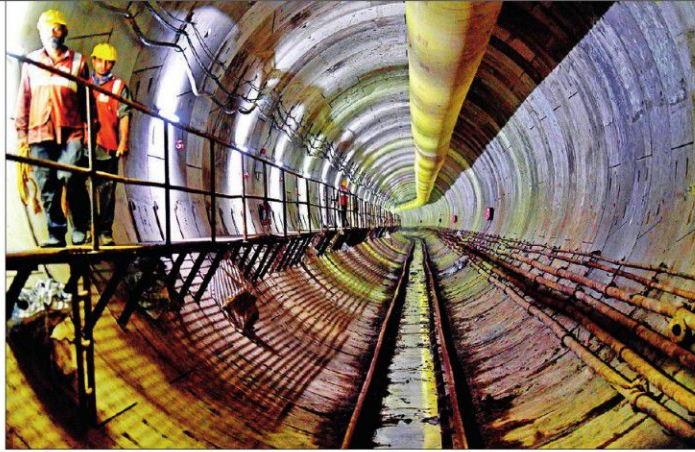
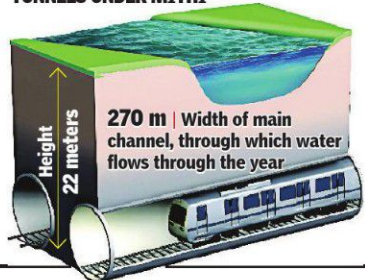
**STATUS** | MMRC says 85% of work (around 1km) completed in one tunnel and 65% (700m) in other

### UNDERWATER LINES IN BENGAL AND TN

**Kolkata** | 520-mtr twin tunnels 30 metres below the Hooghly riverbed

**Chennai** | Tunnels under Cooum river at a depth of nearly 30 metres

### TUNNELS UNDER MITHI



**Mumbai:** Seven months after Metro-3 work under the Mithi river started, the MMRC said on Thursday that it has completed tunnelling below the main channel. And by March-end, the twin tunnels will be ready across the entire 1.2km-wide river, said SK Gupta, director (projects) of Mumbai Metro Rail Corporation, which is constructing the 33.5km Colaba-Bandra-Aarey underground network.

At present, 85% of work (around 1km) has been completed in one tunnel under the river and 65% (700 metres) in the other. The main Mithi channel, through which water flows through the year, is 270 metres wide. During high tide, the entire stretch is filled with water. "The tunnelling is in progress without any problems as a lot of preparatory work was done," Gupta said.

About the technology used, MMRC said it has deployed Earth Pressure Balance Tunnel Boring Machines, which are specially used for operation in soft ground conditions containing water under pressure. It has used hydrophi-

lic gaskets between Vidyanagari and Dharavi. These gaskets swell after coming in contact with water and become airtight to prevent seepage.

MMRC has set a December 2021 deadline to commission the first phase between BKC and Cuffe Parade. Gupta said, "We intend to run Cuffe Parade-BKC services and Cuffe Parade-Aarey services. There will be more volume at BKC as it will have interconnection with Metro 2B (DN Nagar-Bandra-Mankhurd) and Bullet train terminus. Every alternate service will be between BKC and Cuffe Parade."

MMRC said it has completed 41% of work on BKC station, being built under the Mithi. It has adopted the cut-and-cover method for the station. BKC will be a three-line station with two main platforms and a cross-over line, which will connect to either sides of the mainline. So, MMRC will be constructing three tunnels. Two stabling lines/sidings will facilitate reversal of trains during operations and for parking during non-operation hours. One stabling line will be on the south side of the station, under the Mithi, and the other in the north side (outside river area).