

85 percent of Metro Rail Work Being Done at Pre-casting Yards

The works are being done in yards to minimise inconvenience to commuters on the roads

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Hyderabad: The precast construction activities for making viaduct segments, spine, wing and beams segment at Quthbullapur pre-casting Yard are going at a brisk pace with engineering precision.

Except laying of foundations and erecting of pillars (piers) on site, nearly 85 percent of the metro rail works are done through pre-casting method at the two pre-casting yards.

The Hyderabad Metro Rail (HMR) project, one of the largest infrastructure projects being taken up on Public Private Partnership (PPP) in the world covering 72 km in three corridors under Phase-1 by L&T Metro Rail (Hyderabad) Limited, are going at a fast pace mainly at the two precast yards at Quthbullapur (64 acres) and Uppal (72 acres).

HMR managing director, NVS Reddy along with L&TMRHL managing director, VB Gadgil and project director, MP Naidu, for the first time took media persons to Quthbullapur casting yard to show the precast works at the site.

Speaking to media persons here, NVS Reddy said that to minimise the inconvenience to road users during the metro rail constructions activity, 85 percent of the metro rail works are converted to pre-casting method, other than laying of foundations and erecting of pillars (piers) all other activities are done mostly in pre-cast method.

Quthbullapur precast yard has a production capacity of 400 segments per month and up to 1,400 segments (equivalent to the requirement of 4 km viaduct) can be stacked in the yard. Nor-



Viaduct segments for Hyderabad Metro Rail project being manufactured at Quthbullapur casting yard in Hyderabad on Tuesday | RVK RAO

mally between two pillars there will be 10 segments, each segment weighing about 40 tons.

For the three corridors, Miyapur to LB Nagar, JBS to Falaknema and Nagole to Shilparamam, as many as 28,000 viaduct segments are required. Half of them (14,000) are being precast at Quthbullapur and other half (14,000) at Uppal yard.

Similarly, about 13,000 spine segments, wing segments and beam segments are also precast at these two casting yards. Nearly 2,900 segments and 5,400 seg-

STATUS QUO

As on date, about 1,149 piers, 995 foundations and 592 spans have been constructed for the viaduct. About 88 percent of works in Uppal depot and 72 percent of work in Miyapur depot have been completed, about 7 km (80 percent) of track work is completed in Uppal depot and about 27 percent of mast erection for traction is completed between Nagole and Mettuguda.

ments have been completed at Quthbullapur and Uppal castings yards.

About 1,200 spine segments have been completed at Quthbullapur yard and 1,575 at Uppal yard so far.

They said that massive

quantities of about 58 lakh cubic metre of RMC, two lakh metric tons of steel and 20 lakh tons of cement will be used in the projects, another engineering solution adopted by L&THMRL is to use

curing compound for curing the cement concrete instead of water which avoids spillage of water on the roads and road users.

Highly accredited Quality Assurance and Quality Control (QA/QC) labs to ensure top quality construction and checks used are on par with international standards.

Gadgil said that Hyderabad will see the second transformation thanks to the metro rail, the first transformation was in 1999 when Hyderabad was developed around Hitech city.