

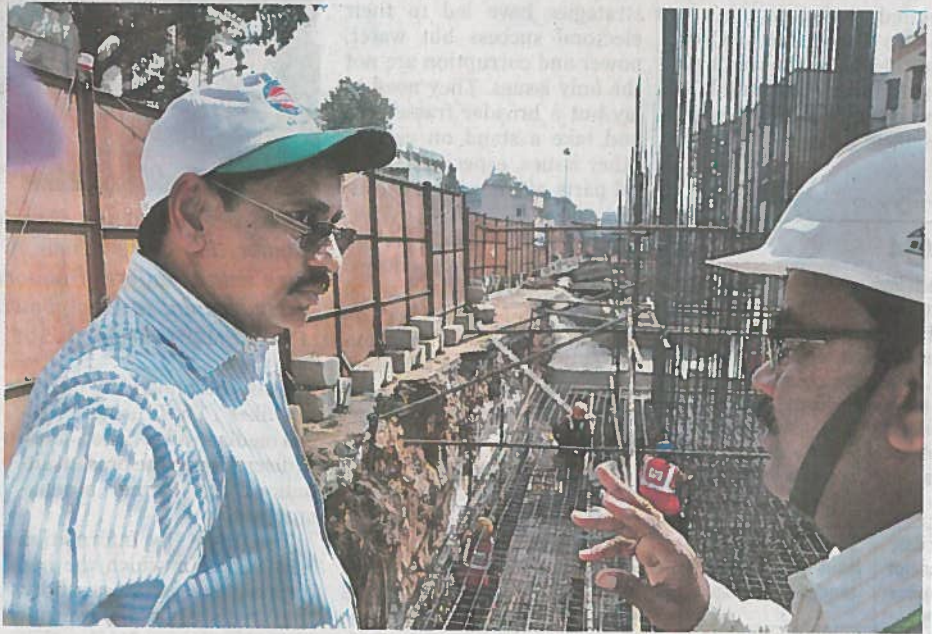
Metro to bank on Bailey bridges

They may be used for crossing over Musi and railway lines

Special Correspondent

HYDERABAD: L&T Metro Rail Hyderabad (L&TMRH), the concessionaire of the Hyderabad Metro Rail (HMR) project, will be pressing into service Bailey bridges at various construction sites across the 72-km corridor spread over three dense lines.

These pre-fabricated steel bridges are generally used by the armed forces to speed up the construction and to bridge gaps of up to 200 ft. Such bridges are likely to be used for crossing the Musi river on Line I (Miyapur-L.B. Nagar) and Line II (JBS-Falaknuma) and also to pass over the railway lines at eight locations on the three corridors. Nagole-Shilparamam route forms the Line III.



Hyderabad Metro Rail Managing Director N.V.S. Reddy inspecting the work at Koti on Thursday. - PHOTO: G. RAMAKRISHNA

The best option

"Bailey bridges are built strong to carry tanks," said senior HMR engineers during an inspection of the ongoing works on Line I on Thursday. HMR MD N.V.S. Reddy, Chief Engineer Ziauddin, L&TMRH Project Director M.P. Naidu, Civil Works Head D.V.V.S.K. Chaudhary and senior officials walked from the proposed Haj House station in Nampally to Mahabub Mansion (Malakpet) and oversaw the works at L.B. Nagar and Uppal.

Shifting pipe lines

"We have reached the core city for constructing the piers. We do face problems in shifting public utility pipelines like water, sewer lines as well as power cables/poles. But we are going step by step as we are also conscious of traffic issues," explained Mr. Reddy.

Metro Rail engineers have managed to erect three piers at Chaderghat.

Once the pier at Dhobi Ghat is up, the viaduct will cross over the MGBS bus terminal towards the Rang Mahal junction.

An interchange station for Line I and II will be coming up at the bus terminal with skywalks leading to all bus platforms.

New complex

Five government schools, including two girls' institutions, have been accommodated in a neighbouring five-storied commercial complex temporarily.

"We will construct a new five-floor complex at a cost of Rs. 5.5 crore and a similar one at Kukatpally," added Mr. Reddy.

Right of way not going the right way

Special Correspondent

HYDERABAD: Despite the seemingly hectic pace of construction, HMR project seems to be beset with encroachments and delays in providing right of way which, in turn, halts progress of barricading for constructing piers lest it affects the traffic flow.

Thursday inspection revealed the harrowing time Metro Rail engineers were having in tackling bad roads, broken footpaths, slow road widening, poles,

pipelines, etc., apart from legal tangles, even as officials of GHMC and CPDCL gave the tour a miss. "We are worried about permissions coming on a piece meal basis. We could have progressed much faster if right of way is provided as most civic works across the three corridors were supposed to have been done two-and-a-half years ago," said a senior Metro official. Additional pressure is from banks providing substantial funds.