



Delhi Metro Phase 4 Corridor: DMRC achieves major milestone on its Golden Line - DETAILS

Delhi Metro, DMRC Latest Update: The Delhi Metro Rail Corporation (DMRC) has achieved another milestone by completing the longest underground tunnel on its Phase 4 corridor.



The 23.62 km long Golden Line stretches from Aerocity to Tughlakabad. (Image: DMRC/ETNOW.in)

ARTICLE HIGHLIGHTS	TBMs are particularly useful for underground tunneling work in congested urban areas.	DMRC has been using TBMs for its tunneling work since Phase 1.	In Phase 3, DMRC deployed 30 TBMs for constructing 50 km of underground sections.
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Delhi Metro, DMRC Latest Update: The Delhi Metro Rail Corporation (DMRC) has achieved another milestone by completing the longest underground tunnel on its Phase 4 corridor. The tunnel is a part of Delhi Metro's Golden Line. With this, the city's rapid urban transit network is rapidly moving towards the operationalization of the Phase IV corridor.

Delhi Metro Phase 4: Longest Underground Tunnel

The 2.65 km long tunnel lies between the Tughlakabad Airforce Launching shaft and the Maa Anandmayee Marg on the Tughlakabad-Aerocity corridor. The breakthrough of the Tunnel Boring Machine (TBM) AMRIT at the Anandmayee Marg site of the Delhi Metro was achieved in the presence of Rajiv Dhankher, Director of Projects and Planning, DMRC, and other senior officials.

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Delhi Metro Golden Line: Underground Tunnel Construction Works

Two parallel circular tunnels for up and down movement are being constructed on this stretch as part of the Aerocity-Tughlakabad corridor. The breakthrough on the other parallel tunnel is expected to be achieved in January 2025. This new tunnel has been constructed at an average depth of approximately 16 meters. About 1894 rings have been installed in the tunnel, with an inner diameter of 5.8 meters.



Delhi Metro Golden Line: Tunnel Construction - A Challenging Work

In a statement, DMRC said that the tunneling work posed significant technical challenges, including the relocation of a sewer line, navigation through hard rock strata, etc. "The tunnel has been built using the proven technology of EPBM (Earth Pressure Balancing Method) with a concrete lining made of precast tunnel rings. These tunnel rings were cast at a fully mechanized casting yard set up at Mundka. The concrete segments were cured with a steam curing system to achieve early strength," it said.

The Civil contractor that has implemented this project is M/s Afcons. In a statement, S Paramasivan, Managing Director, Afcons Infrastructure Ltd said, "Tunnel Boring Machine (TBM) AMRIT successfully completed 2.65 km of boring through mixed soil and hard rock strata today. It is the longest tunnelling drive in phase-IV of Delhi Metro. Frequent cutter replacements were required to bore through the hard rock. The tunnel drive alignment was meticulously planned to avoid passing beneath heritage structures adjacent to Mehrauli Badarpur Road."

Delhi Metro: Tunnel Construction on DMRC's Phase 4 Corridor

As part of the Phase 4 work approved so far, the DMRC is constructing a total of 40.109 km of underground lines. The Aerocity-Tughlakabad corridor has underground sections totalling 19.343 km.

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