



Bengaluru Metro's Tunnel Boring Machine Rudra had its breakthrough after tunnelling for 100 days on its final leg at Langford Metro station | **EXPRESS**

Rudra sees light after 100 days of tunnelling

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AFTER tunnelling through 718 metres for 100 days from Lakkasandra Metro station, Tunnel Boring Machine (TBM) 'Rudra' had its final breakthrough on Thursday morning. With this, seven out of the nine BMRCL's Tunnel Boring Machine, which are tunnelling to create an underground corridor in the Pink Line, have completed their job.

"This completes 87 percent of the tunnelling work for the 13.89 km underground corridor between Dairy Circle and Nagawara in the Reach-6 line between Kalena Agrahara and Nagawara," said a senior Metro official.

Rudra commenced its third and final leg of tunnelling on July 14 from Lakkasandra. In its previous legs, it had completed 613.2m between South Ramp and Dairy Circle stations

and before that 746.2m between Dairy circle and Lakkasandra stations, said an official release.

Rudra had encountered an unprecedented challenge of a huge garbage hill with waste dating back to nearly 40 years, and AFCONS had to come up with 'out-of-the-box' solutions to overcome the issue.

At present, only Tunga and Bhadra TBMs are tunnelling to complete a stretch of 2.125 km between Venkateshpura and Nagawara stations. "As of now, they are still tunnelling from Venkateshpura towards KG Halli. After they reach there, they will be pulled from the South end to the North end using jacks and other heavy equipments and tunnelling will commence from KG Halli to Nagawara. It is likely to be completed by March 2024, marking the end of Metro Phase -2's tunnelling work," said a senior official.