

PROJECT TITLE Athens Metro Project

LOCATION Athens, Greece

CLIENT Ministry of Transport & Communications

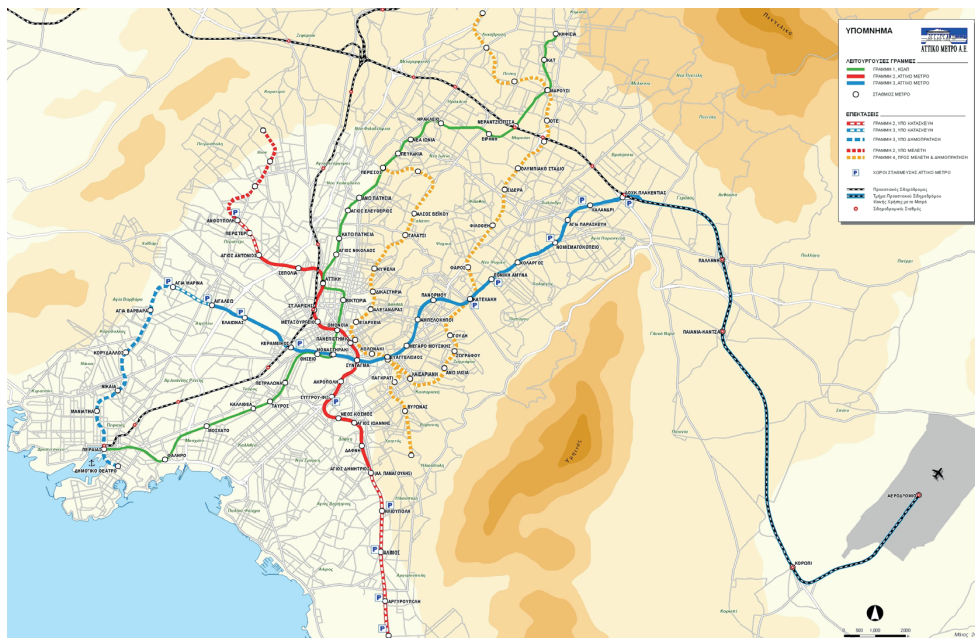
Ministry of Environment, Planning & Public Works & Attiko Metro S.A.

DESCRIPTION

ADK Consulting Engineers was a **member** -and the **sole Greek Consultant**- of the **Joint Venture “Olympic Metro”** awarded the turn-key contract for the Athens Metro project.

The Project, intended initially to serve daily about **450,000 passengers**, consisted in its **first phase** of **two underground rail lines** having a total **length of 18 km** and **21 new modern stations** along the network.

The **two new lines** and the **existing ISAP green line**, which was to be rehabilitated to meet modern requirements, would **form the new metro network of Athens** greater area.



General Layout (existing lines and future extensions)

Apart from the tunnels and the stations, the project included workshops, depots, ancillary buildings, ventilation installations, pumphouses, etc.



Tunnel under construction



Metro in operation

Under the first contract (1977-1981), ADK carried out, in association with Sofretu-Sogelerg-SGTE (France) the following tasks:

- pre-final design (architectural - structural) of the 2 Metro lines, totalling 24 km in length, as well as of the tunnels, cut-and-covers and other works, in addition to studies for the public utility networks, and
- pre-final design (architectural - structural - electromechanical) of the 30 stations and of the two depots for major and minor repairs.

Under the second contract, ADK, as a Member of the “Olympic Metro” J/V, was responsible for the following tasks:

- a. ADK was placed in charge of the Engineering Coordination Unit in Athens, responsible for the overall coordination of studies,
- b. detailed architectural designs for all metro stations, depots, administration building, CCR, and all required ancillary buildings;
- c. Environmental Impact Assessment study of the Sepolia depot;
- d. cadastral, topographic surveys and preparation of expropriation files;
- e. flood protection of the stations, and
- f. Public Utilities networks.



Sepolia Depot



Views of construction works of the tunnels and the stations

The type of each station is defined according to its location to the system, the surrounding area and the method of construction. The principles determining the design of the stations were the following:

- Convenient and safe passenger movement to and from the trains.
- Elimination of the conflict of movement between arriving and departing passengers.
- Adequate space for public utilities and E/M installations, according to the anticipated number of passengers and trains.
- Safe system for the accommodation of people with disabilities.
- Architectural approach to incorporate the station in the region and to emphasize on the benefits of the metro system operation.



View of the internal of Station – Platform level

Categories of Stations utilised in the metro system:

- Intermediate stations
- Terminal stations
- Prestige stations, with special architectural expression, in order to be incorporated in and respect the existing traditional architectural environment

