

1999-2003 Metro Enlargement



Over a million people live in the metropolitan area south of Madrid, located in the five large municipalities of Alcorcón, Leganés, Getafe, Fuenlabrada and Móstoles. Historically, these dormitory towns have been largely dependent on Madrid. However, in the last few years, they have started to endow themselves with their own amenities, such as cultural and sports facilities, schools and universities, health centres and hospitals, shopping malls and entertainment venues, evolving into towns with an entity and personality of their own.

Metrosur will support and consolidate this development, by means of a circular underground line linking the five municipal districts. It will be fully integrated with the Suburban lines C-3, C-4 and C-5, as well as Metro line 10, which will be extended from the new Puerta de Batán station, to its connection with Metrosur in Alcorcón. The project is being developed within the framework

of proposals by the Government of the Community of Madrid, as part of the 1999-2003 Metro (Underground) Enlargement Plan. These proposals also include the extension of line 10 to Alcorcón, and line 8 to Nuevos Ministerios.

Metrosur will be 40.5 km-long with 27 stations, six of which interchange with suburban train stations and Metro line 10, and another three of which will be left ready for future expansion. Completion is scheduled over a three-year span from 2000 to 2003, at a total cost of Pta220 billion, or \$1.12 billion. The new line will give direct access to the town centres of Alcorcón, Leganés, Getafe, Fuenlabrada and Móstoles and their hospitals; the Carlos III and Rey Juan Carlos Universities; and service, shopping and entertainment areas. The connections with suburban train services will provide easy links to the municipalities of Aranjuez, Ciempozuelos, Valdemoro, Parla, Pinto, Humanes and Madrid.

The rolling-stock which will be used on Metrosur is the 6000 type, which is the latest design and the one with the greatest capacity.

In view of its size, the project was divided into 12 sections for design purposes, and six sections for tender purposes. Line 10 involved another two sections, one for enlargement and the other for construction, together with the depot at Cuatro Vientos. All station designs are by Juan Alonso.

Contract 1, comprising Sections 1, 11, and 12 with 9.636 km of line and five stations was designed by Proser, Typsa and Intecsa, and awarded to ACS-Vías under the supervision of Eptisa and Aepe.

Contract 2, comprising Sections 2 and 3 with 7.224 km of line and five stations was designed by Euroestudios and Aepe, and awarded to FCC under the supervision of Typsa and Euroestudios.

Contract 3, comprising Sections 4 IIIB, 4A and 4B with 2.688 km of line and two stations was designed by Euroestudios, and awarded to Sacyr and OHL under the supervision of Intecsa and Inarsa.

Contract 4, comprising Sections 5 and 6 with 6.563 km of line and four stations was designed by Typsa and Aepe, and awarded to Necso under the supervision of Proser and Prointec.

Contract 5, comprising Sections 7, 8, and 9 with 7.376 km of line and five stations was designed by Prointec and Ginprosa, and awarded to Ferrovial Agroman under the supervision of Intemac, Geoconsult and Eurocontrol.

Contract 6, comprising Section 10 with 7.043 km of line and seven stations was designed by Proser, and awarded to Dragados under the supervision of Incoydesa and Ingeotec.

Line 10 enlargement for 7.994 km from Alonso Martínez to Puerta de Batán was designed by Inocsa and BB&J, and awarded to FCC and Ferrovial Agroman under the supervision of Sener and control of Geocisa.

Line 10 construction from Puerta de Batán to Alcorcón with 6.774 km of line and two stations was designed by Inocsa, BB&J and Iberinsa, and awarded to Necso, FCC and Dragados.



The following report has been collated from inputs by these companies, under the direction of the engineers of Comunidad de Madrid.