



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

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The Swedish Transport Administration will procure major construction and maintenance projects on road and rail for 2018–2020. Below is a presentation of projects that contractors can tender for. The geographical area is **southern Sweden**.

1 Double tracks between Ängelholm and Helsingborg, Romares väg

In order to increase capacity and reduce travel time, the Swedish Transport Administration will convert the section of line between Ängelholm and Helsingborg, Romares väg to double track. The section is 24 km long. Start of construction: 2020

Procurement information

Tender documents will be published in 2019. Cost SEK 1 billion.

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2 E22 Lösen Jämsjö

In order to improve accessibility, the housing environment and road safety, the Swedish Transport Administration will rebuild E22 to a trunk road between Lösen and Jämsjö.

The new road will be 14 kilometres long. Start of construction: 2020.

Procurement information

Tender documents will be published in March 2020. Cost SEK 300-500 million.

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3 Söderås Line, Åstorp–Teckomatorp

In order for more freight and passenger trains to be able to traffic the line, we will refit the Söderås Line between Åstorp and Teckomatorp in three stages. The section is 30 km long. Start of construction: 2019.

Procurement information

Tender documents will be published in June 2018. Cost SEK 300-500 million.

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4 Hässleholm–Lund

Around 70 km of high-speed railway will be built between Hässleholm and Lund. The aim is to achieve faster travel between metropolitan regions, simplify work commutes and ease the load on the Southern Main Line. Construction will begin during the latter part of the National Transport Plan 2018–2029.

Procurement information:

Procurement of location investigation in 2018. Call to supplier dialogue during 2018.

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5 Jönköping Line, Sandhem-Nässjö

To increase the capacity and shorten travel time on the railway line Sandhem-Nässjö, we will enable trains to drive into stations from both directions simultaneously, as well as make adaptations for speeds of 160 km/h. Start of construction: 2019.

Procurement information

Tender documents will be published in October 2018. Cost SEK 100-300 million.

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6 Lomma Line, Kävlinge-Arlöv, passing station

To increase accessibility and enable passenger traffic on the Kävlinge-Arlöv route, we will build new stations in Lomma and Furulund and a new passing track in Stävie, south of Furulund. The project also includes two level pedestrian and cycle crossings in Furulund and signal works with switchgear 95 and upgrading of existing level crossings on the section. Start of construction: 2019.

Procurement information

Tender documents will be published in January 2018.
Cost SEK 100-300 million

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7 Road 27 by-passing Backaryd to Hallabro, Blekinge County, expansion in existing route

In order to improve accessibility and increase safety, we will rebuild the section between Backaryd and Hallabro in Blekinge to a road with oncoming traffic separated by a centre barrier. The stretch is 7 km long. Start of construction: 2019.

Procurement information

Tender documents will be published in May 2018.
Cost SEK 100-300 million

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8 E22 Interchange Gastelyckan – Interchange Lund N (Ideon)

In order to relieve interchange Lund N and increase accessibility and safety, we will rebuild E22 between the two existing interchanges and build a new connection at Ideon. Start of construction: 2019.

Procurement information

Tender documents will be published in October 2018. Cost SEK 100-300 million.

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9 E22 Conversion of interchange Lund Södra

In order to improve road safety and accessibility for both public transport and other traffic, we will rebuild interchange E22 Lund Södra. Start of construction: 2019.

Procurement information

Tender documents will be published in June 2019. Cost SEK 100-300 million.

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Basic maintenance contract road

The basic maintenance contract includes daily maintenance of roads (winter road maintenance, road surface, side area and median strips, ancillary installations, road equipment, permit preparation etc.)

10 Basic maintenance on public roads in the Eksjö area, Jönköping County

Contract start: September 2018.

Procurement information

Tender documents will be published in November 2017. Cost SEK 100-300 million.

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11 Basic maintenance on public roads in the Jönköping area, Jönköping County

Contract start: September 2018.

Procurement information

Tender documents will be published in November 2017. Cost SEK 100-300 million

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12 Basic maintenance on public roads in the Bjäre-Åsbo area, Skåne County

Contract start: September 2018.

Procurement information

Tender documents will be published in November 2017.
Cost SEK 100-300 million

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13 Basic maintenance of public roads in the Kalmar area, Kalmar County

Contract start: September 2019.

Procurement information

Tender documents will be published in November 2018.
Cost SEK 100-300 million

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14 Basic maintenance of public roads in the Malmö area, Malmö County

Contract start: September 2020.

Procurement information

Tender documents will be published in November 2019.
Cost SEK 100-300 million

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The Swedish Transport Administration will procure major construction and maintenance projects on road and rail for 2018–2020. Below is a presentation of projects that contractors can tender for. The geographical area is **western Sweden**.

15 Remote control, Herrljunga–Borås

We are planning a number of remote control projects in Sweden, in which the Herrljunga–Borås route is included. The work will increase safety and create an opportunity for increased punctuality and capacity/flexibility around the clock.

We will install a processor switchgear on rail section 654 to enable remote control between Herrljunga and Borås. The project includes measures on 36 level crossings.

Procurement information

Tender documents for a performance contract will be published in February 2019. Cost SEK 100–300 million.

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16 E6, Halmstad south entrance, new interchange

As part of Halmstad Municipality urban transformation, we are building a new interchange on E6 as well as a grade-separated passage over or under the West Coast Line. The aim is to achieve better traffic flow in central Halmstad, increased road safety, and to interconnect current and planned areas of operation with the harbour, E6 and road 15 (Laholmsvägen). Construction starts in 2018.

Procurement information

Tender documents will be published in April 2018. Cost SEK 100–300 million.

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17 Laxå-Arvika, Vålsviken, passing station

To increase capacity and facilitate rail traffic on the Värmland Line, a 2000 metre long passing station will be built in Vålsviken. In addition, another platform is being built at the Vålsviken stop, as well as a level-separated pedestrian and cycle passage. Construction is scheduled to start in autumn 2019.

Procurement information

Tender documents will be published in September 2018. Cost SEK 100-300 million.

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18 Laxå-Arvika, Karlstad Central

Karlstad Central is the biggest access node on the heavily trafficked Värmland Line and it is also a bottleneck. In order to increase capacity for both national and regional freight and passenger services, Karlstad C will be rebuilt.

The aim is to increase capacity and have a connection to new travel centres being built at Karlstad Central. Construction is scheduled to start in 2020.

Procurement information:

Tender documents will be published in September 2019. Cost SEK 100-300 million.

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19 Pråmkanalen, Värmland Line, new passing track

Pråmkanalen is an important stage in the work with increasing the capacity of the Värmland Line. At present, Karlstad C is a bottleneck for freight traffic and therefore a new, approximately 1100 metre long passing track is being constructed across Pråmkanalen. The project also includes a new bridge over the canal. The purpose is to increase capacity for freight trains and therefore also develop passenger traffic in central Karlstad. Construction is scheduled to start in autumn 2019.

Procurement information

Tender documents will be published in February 2018. Cost SEK 100-300 million.

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20 Road 49, Axvall-Varnhem, dual carriageway

The expansion to a dual carriageway is scheduled to take place in 2019-2022. The aim is to improve accessibility, road safety and road standards, but also to improve environmental conditions along the road. The project includes construction of a new interchange at Varnhem as well as an animal crossing over road 49.

Procurement information

Tender documents will be published in March 2019. Cost SEK 100-300 million.

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21 E6.20 Hisingsleden, southern section including Halvors link

The southern section of Hisingsleden is planned for a four-lane meeting-free road. In order to increase safety and capacity, the level crossings are being removed and three grade-separated interchanges are to be built. These measures are being implemented to get the heavy traffic from central routes to instead choose Hisingsleden, and to increase road safety. Length: 4 km widening of existing road. Construction starts in 2019

A new road, Halvors link, will be built to the south so that heavy traffic destined for the harbour will have a direct link, as opposed to the current solution. An interchange will be built in the middle of the link. The expansion of a smaller stretch of Hisingsleden is included. Length: 1.3 km of new road, 1 km widening of existing road. Construction starts in 2018.

Procurement information:

Tender documents will be published in March 2018 for Halvors link, cost SEK 300-500 million and in February 2019 for Hisingsleden, cost SEK 500-700 million, southern section

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22 Harbour Line, sub-project Eriksberg-Pölsebo

In order to increase the proportion of rail transport and the total freight traffic to the Port of Gothenburg, the Harbour Line is partly being converted to a double track.

Sub-project Eriksberg - Pölsebo involves the development of a new double track in a new stretch north of the current track. The expansion takes place on a section of approximately 1900 metres, through partly dense urbanised area, of which about 1100 metres is located in double-track tunnel, varying rock and concrete tunnel. The existing railway is being demolished, and at Pölsebo, the existing depot will also be removed in conjunction with the expansion; connection will be made to the sub-project Pölsebo - Skandiahallen.

The tunnel also means that the districts north and south of the existing railway will be interconnected and urban development in the area can continue. Start of construction: 2019

Procurement information

Tender documents for a turnkey contract will be published before summer 2018. Cost SEK 1000 million.

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Construction of E20

E20 will have improved road safety and accessibility through Västra Götaland. Several stretches still do not have a road with oncoming traffic separated by a centre barrier. Stages will build gradually towards a meeting-free situation, either a 1+1 road or a 2+2 road. Involves 6 different procurements.

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23 E20 Vårgårda-Vara, part Ribbingsberg-Eling and Eling-Vara

New construction of 26 km of dual carriageway in an existing section, 19 km with at least 8 km of 2+2 road. Construction is scheduled to start in 2020.

Procurement information

Tender documents for a performance contract will be published in spring 2019. Cost SEK 500-700 million.

24 E2o past Skara

New construction of a dual carriageway, 8 km in an existing section with at least 40 per cent as a 2+2 road. Construction is scheduled to start in 2019.

Procurement information:

Tender documents for a performance contract will be published in January 2019. Cost SEK 200-300 million.

25 E2o Götene-Mariestad

New construction of 20 km of dual carriageway in a new or existing stretch as a 2+2 road. Construction is scheduled to start in 2022.

Procurement information:

Road plan, consultation document, draft plans, as well as preparation of tender documents for a turnkey contract, and building site management shall be contracted out. Tender documents will be published in March 2018. Cost SEK 1000 million.

26 E2o past Mariestad

New construction of 17 km of dual carriageway in a new or existing stretch as a 2+2 road. Construction is scheduled to start in 2020.

Procurement information

Tender documents for a turnkey contract will be published in autumn 2019. Cost SEK 1000 million.

27 E2o Tollered-Ingared

Rebuilding to 4 km of highway in an existing stretch. Construction is scheduled to start in 2019.

Procurement information

Tender documents for a turnkey contract will be preliminarily published in October 2018. Cost SEK 100-300 million.

28 E2o past Vårgårda

New construction of a dual carriageway in an existing stretch with at least 1.2 km as a 2+2 road. Construction is scheduled to start in 2020.

Procurement information

Tender documents for a performance contract will be published in spring 2019. Cost SEK 100-300 million

29 Road 161 Bäckén-Rotviksbro

Road 161, section Bäckén-Rotviksbro will be rebuilt in a new stretch.

Procurement information

Tender documents for a contract will be published in March 2018. Cost SEK 100-300 million

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30 Västra stambanan, Bypass track Falköping

Supplementing with a bypass track in either direction outside the main track in the municipality of Falköping, northeast of the city centre of Falköping.

Procurement information

Tender documents for a turnkey contract will be published in March 2018. Cost SEK 100-300 million.

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31 Lundbyleden, section Brantingmotet-Ringömotet

Lundbyleden is being rebuilt on the section Brantingmotet - Ringömotet, while the Bohus Line is being expanded to a double track at Brunnbo. The city streets in Backaplan are also being rebuilt.

Procurement information:

Contract works in cooperation according to ECI - Early Contract Involvement. The procurement will be carried out as a selective procedure in two stages. Stage 1 refers to pre-qualification where the tenderer submits an application in order to submit tender in the next stage. In stage 2 an invitation is sent to selected tenderers that they may submit tender. Stage 1 publication march 2018

Procurement information

Pre-qualification in March 2018, Cost SEK 1000 million.

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Sävenäs

32 1. Performance contract Sävenäs switchgear replacement marshalling yard

Sävenäs railway yard is one of the larger railways yards in Sweden and it has a central function for the handling of including Green Cargos wagon load system and freight transports from the port of Gothenburg.

The contract works will be carried out as a construction contract.

Procurement information

Tender documents will be published in November 2018

33 2. Performance contract Sävenäs catenary line replacement.

Procurement information:

Tender documents will be published in January 2019.

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34 Replacement of switch gear Borås

The replacement of existing switch gear to new generation of switch gear with surrounding works. Will be performed as a performance contract.

Procurement information

Tender documents will be published in March 2020.
Cost 100-300 MSEK

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Basic maintenance contract Road

Basic maintenance contract road includes the daily maintenance of roads (winter road maintenance, road surface, dewatering, side area and median strips, ancillary installations, road equipment, permit preparation) within a specified geographical area.

The contract period is 4 years with the possibility of a 1 or 2 year option. The contract period starts on 1 September of each year.

Procurement information:

The following areas are being contracted out in 2017 for a value of SEK 100-300 million each: **Landvetter, Norra Värmland, Östra Värmland.**

The following areas are being contracted out in 2018 for a value of SEK 100-300 million each: **Falkenberg and Trollhättan.**

The following areas are being contracted out in 2019 for a value of SEK 100-300 million each: **Sydvästra Värmland, Södra Halland and Borås.**

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Maintenance surfacing

Includes adjustment, reinforcement, milling and a new wear layer on the roadway and side surfaces, access roads and parking places. The types of surfacing involved are hot road surfacing and heat treatment of wear surfaces within designated areas.

35 Hot road surfacing, Gothenburg district

Procurement information

Tender documents will be published in January 2018. Cost SEK 100-300 million.

36 Hot road surfacing and heat treatment of wear surfaces, Mariestad and Vänersborg district

Procurement information

Tender documents will be published in December 2017. Cost SEK 100-300 million.

37 Hot road surfacing, Halmstad district

Procurement information

Tender documents will be published in January 2018. Cost SEK 50-100 million.

38 Hot road surfacing, Karlstad district

Procurement information

Tender documents will be published in December 2018. Cost SEK 20-50 million.

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Integrated bridge maintenance

Integrated Bridge Maintenance involves maintenance contracts with a focus on bridges/construction works. The contracts are divided by county and extend over 5 years.

The contracts are divided into two parts; predetermined maintenance and permit-based maintenance.

Predetermined maintenance involves annual clearing of embankments and bridge tapers, cleaning of constituent bridge elements and impregnation of edge girders.

Permit-based maintenance involves maintenance measures on various designated bridges in the county. This could involve replacing railing and edge girders, sealant and surfacing replacement or concrete repairs.

39 Integrated bridge maintenance Skaraborg

Procurement information

Tender documents will be published in May 2020. Cost SEK 20-50 million.

40 Integrated bridge maintenance Bohuslän/Älvsborg

Procurement information

Tender documents will be published in May 2019. Cost SEK 50-100 million.

41 Integrated bridge maintenance Göteborg C

Procurement information

Tender documents will be published in January 2019. Cost SEK 10-20 million.

42 Integrated bridge maintenance Värmland

Procurement information

Tender documents will be published in May 2018. Cost SEK 20-50 million.

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The Swedish Transport Administration will procure major construction and maintenance projects on road and rail for 2018–2020. Below is a presentation of projects that contractors can tender for. The geographical area is **Stockholm and eastern Sweden.**

43 East Link

New double-track high-speed railway Järna-Linköping. The East Link is the first part of a future high-speed network between Stockholm and Gothenburg, Stockholm and Malmö. We are planning for a gradual construction start in 2017–2021. When we are finished we will have built about 150 kilometres of new high-speed railway, 200 bridges and 20 kilometres of tunnels. The East Link is expected to be completed between 2033 and 2035.

Procurement information

Procurement takes place on a regular basis as and from 2018 and includes several major consultancy assignments and contracts. Cost SEK 55 billion.

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44 The Södertörn Crosslink

The Swedish Transport Administration plans to build Cross connection Södertörn, a new road between E4/E20 at Skärholmen/ Kungens kurva to highway 73 at Haninge centre, via Flemingsberg.

A whole new traffic solution is needed to achieve the goals of improved safety and accessibility at Södertörn. The cross connection also contains a new pedestrian and cycle route along the entire section.

Procurement information:

According to the current timetable, tender documents will be published in 2018/2019. Cost SEK 10 billion.

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The Swedish ERTMS

A new signal system for the whole of Sweden's railway. The system will replace a worn installation and facilitates traffic between countries. The European Rail Traffic Management System (ERTMS) is a joint EU signal system. The Swedish Transport Administration is responsible for its implementation in Sweden. We do this in close cooperation with the industry. ERTMS is being gradually introduced on the Swedish rail network. It will be completed by 2035.

Procurement information

The procurement of planning and design work has already begun. Tender documents for technical buildings will be published in 2018, and contracts for the Iron Ore Line in 2019. Overall, the project is seeking a market dialogue prior to rollout, which begins on a large scale in the early 2020s. Cost SEK 20 billion.

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45 Road 222 – Skurubron

To improve accessibility and safety on road 222, Värmdöleden, we will build a new bridge over Skurusundet. The new Skurubron bridge will be built just south of the existing bridge. The project also includes rebuilding the Skuru and Björknäs interchanges, as well as renovating and rebuilding the existing bridge for a pedestrian and cycle route as well as local road. Construction start is planned in 2018 and the new bridge is expected to be ready and open to traffic in 2021. The entire project is expected to be completed by 2023.

Procurement information

Tender documents for the procurement of a contractor (turnkey contract) for a new bridge and rebuilding of the interchanges Skuru and Björknäs were published on 15 November 2017.

Tender documents for the procurement of a contractor (performance contract) for renovating and rebuilding the existing bridge for a pedestrian and cycle route as well as local road will be published in 2021. Cost SEK 1 billion.

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46 E4 Bypass Stockholm

The Swedish Transport Administration is building a new stretch of E4, Bypass Stockholm, to create more accessibility to Stockholm. A more effective link creates new opportunities for bus routes and enhances the attractiveness of public transport. When the road is finished, traffic on Essingeleden and in central Stockholm will decrease, making everyday life easier for many citizens.

The road is about 21 km long and over 18 km is tunnel. The project is expected to be completed by 2026.

Procurement information

Tender documents for the procurement of installation contracts will be published in November 2017. Cost SEK 300-1000 million.

Tender documents for the procurement of interchange Vinsta will be published in October 2017. Cost SEK 400 million.

Tender documents for the procurement of tunnel designs will be published in March 2019. Cost SEK 100 million.

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47 Road 226/571 Pålmalms-Södertörn University

We are planning a new entrance to Riksten, a new interchange at road 226 at the University, as well as a connected pedestrian and cycle route between Flaggplan and Hälsovägen. In the road plan, we propose a new road to lead from road 226, Huddingevägen, via a bridge over the commuter tracks between Flemingsberg and Tullinge, past Hantverksbyn, to finally be linked to road 571 Pålmalmsvägen. It is the first section of Bypass Tullinge and it called Interchange Riksten. The entrance will be about 2.5 kilometres long. It will have a lane in either direction, connect to road 226 with ramps and to road 571 with a roundabout. Lighting all the way.

Procurement information

Tender documents will be published in autumn 2018. Cost SEK 680 million

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48 Rebuilding and improvements at Stockholm Central Station

The station environment at Stockholm Central Station does not meet accessibility requirements, and there is a need for upgrades. Therefore, we are performing quality and safety measures at the central station and adapting platforms and tracks to changing needs. Consultants have been procured for design and further investigations starting in the autumn of 2017.

Procurement information

Tender documents are scheduled to be published in autumn 2018. Cost SEM 1 billion.

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49 E22, Söderköping bypass

E22, Bypass Söderköping is being built as a meeting-free road with three or four lanes. With the bypass, we want to increase road safety and accessibility both for commuters along road E22 by the coast and for local traffic in Söderköping. The bypass is about 10 km long with 4 positioned interchanges and an aqueduct that is unique to the project. Construction starts in 2022.

Procurement information

Tender documents will be published in 2021. Cost SEK 900 million.

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50 Double tracks between Hallsberg and Degerön

The Swedish Transport Administration is gradually building double tracks and grade-separated crossings on the Hallsberg-Degerön section and through Hallsberg's freight depot. We want to increase the capacity for freight trains and passenger services, as well as improve safety and punctuality. The Hallsberg-Degerön section is 46 km long. The project incorporates several sections that are in different stages.

Procurement information

Dunsjö-Jakobshyttan and Jakobshyttan-Degerön, preparation of tender documents for two turnkey contract. Tender documents will be published in spring 2018.

Dunsjö-Jakobshyttan, turnkey contract. Cost SEK 200-400 million. Tender documents will be published in spring 2019.

Jakobshyttan-Degerön, turnkey contract. Cost SEK 500-700 million. Tender documents will be published in autumn 2019.

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www.trafikverket.se/hallsberg-degeron

51 Mälaren Line

We are expanding the railway between Tomtebodavägen and Kallhäll near Stockholm, from two to four tracks, a total of 20 kilometres. The commuter train is being separated from other train services which provides tighter turnarounds, better punctuality and shorter travel time. We are building commuter stations as well as new bridges and tunnels for both cars and pedestrian traffic.

Parts of the route are already finished and put into operation. Preparatory work between Huvudsta and Duvbo is scheduled to start in 2018. The main contract for tunnel and cutting in Sundbyberg/Solna will start at the earliest in 2020, with a construction period of 8 years.

The entire development of Tomtebodavägen-Kallhäll will be completed no earlier than 2028.

Procurement information

The procurement of 7 major contracts for the implementation of the project remains to be done. For more information see the purchasing schedule.

The size of the procurements vary between SEK 50-1000 million

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Basic maintenance contract road

Basic maintenance contract road includes road repair and preventive maintenance (winter road maintenance, road surface, dewatering, side area and median strips, ancillary installations, road equipment, permit preparation) within a specified geographical area. The contract period is 4 years with the possibility of a 1 or 2 year option starting 1 September each year.

The following areas will be contracted out in 2018: **Enköping, Hallsberg, Södertörn, Järna, Tierp and Söderköping.**

The following areas will be contracted out in 2019: **Mälardalen, Nora, Norra Roslagen, Norra Gotland, Uppsala, Mjölby, Västra Södertörn**

Procurement information

Tender documents will be published during the period October-December each year. The size of the procurements vary between SEK 50-300 million.

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Integrated bridge maintenance

Integrated Bridge Maintenance involves maintenance contracts divided by county with a focus on bridges/construction works. The contract period extends over 4 or 5 years and is designed as turnkey contracts split into two parts:

Predetermined maintenance - annual clearing of embankments and bridge tapers, cleaning of constituent bridge elements and impregnation of edge girders.

Permit-based maintenance - maintenance measures on various designated bridges in the county. This could involve replacing railing and edge girders, sealant and surfacing replacement or concrete repairs.

The following areas will be contracted out in 2018: The counties of Södermanland and Östergötland.

Procurement information

See the purchasing schedule.

The size of the procurements vary between SEK 35-70 million

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Surfacing

Maintenance surfacing and reinforcement measures in East/Stockholm: Surfacing measures include adjustment, milling and a new wear layer on the roadway and side surfaces, access roads and parking places. Surfacing types; Heat treatment of wear surfaces, hot road surfacing, semi-heated road surfacing and cold paving.

The contract period is 1-3 years with the possibility of a 1 or 2 year option.

Procurement information

Procurement of the respective type of surfacing is planned according to the published purchasing schedule with tenders being accepted between December 2017 and March 2018.

The size of the procurements vary between SEK 30-120 million.

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Basic maintenance contract rail

Basic maintenance contract rail includes preventive and corrective maintenance of railways within a particular geographical area.

The contract period is 5 years with the possibility of a 2 year option. Procurement usually starts 2.5 years before the expected contract start.

Procurement information

The Mälaren Line will be contracted out in 2018.

The size of the procurements vary between SEK 150-1000 million.

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The Swedish Transport Administration will procure major construction and maintenance projects on road and rail for 2018–2020. Below is a presentation of projects that contractors can tender for. The geographical area is **central Sweden**.

Basic Maintenance Contract

Includes daily maintenance of roads (winter road maintenance, road surface, dewatering, side area and median strips, ancillary installations, road equipment, permit preparation).

The contract period is 4 years with the possibility of a 1 or 2 year option.

The following areas will be contracted out in 2018: Malung and Ånge with contract start in 2019. The following areas may be contracted out; options available in existing contracts: Bollnäs, Kramfors and Älvdalen.

Procurement information

Tender documents will be published in October 2018.

Malung, turnkey contract (Cost SEK 100-300 million)

Ånge, turnkey contract (Cost SEK 100-300 million)

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Integrated bridge maintenance

Maintenance contract with focus on rail and road bridges. The contracts are divided by county and extend over 4 or 5 years, and are designed as turnkey contracts.

The contracts are divided into two parts; predetermined maintenance and permit-based maintenance.

Predetermined maintenance involves annual clearing of embankments and bridge tapers, cleaning of constituent bridge elements and impregnation of edge girders.

Condition based maintenance involves maintenance measures on various designated bridges in the county, about 20 bridges. This could involve replacing edge beams girders and bridge railings, sealant and surfacing replacement or concrete repairs.

Procurement information

Tender documents will be published in April/May 2018. Cost SEK 100-300 million.

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Surfacing

Maintenance surfacing and reinforcement measures, the counties of Dalarna, Gävleborg, Västernorrland and Jämtland. Surfacing measures include adjustment, milling and a new wear layer on the roadway and side surfaces, access roads and parking places. Surfacing types; Heat treatment of wear surfaces, hot road surfacing, cold/semi-heated road surfacing and cold paving.

The contract period refers to execution in 2018 and in any case 2019.

Procurement information

Specifications will be published in November and December 2017.

Heat treatment of wear surfaces
(Cost SEK 20-50 million)

Hot road surfacing (Cost SEK 100-300 million)

Cold/semi-heated road surfacing
(Cost SEK 100-300 million)

Cold paving (Cost SEK 20-50 million)

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52 Bergsåker Triangular track

New railway connection (triangular track) that connects the line "Ådalsbanan" with the line "Mittbanan". The triangular track in Bergsåker will enable efficient rail transport for industry along the coast.

Procurement information

Contract Bridge and Ground. Tender documents will be published in March 2018. Cost SEK 100-300 million.

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53 Maland and the Tunadal track, Tunadal track

The Tunadal track is an important connection for rail transport to and from Sundsvall harbour and Tunadalssågen. The track will be refitted to create better conditions for a combined terminal/logistics park with better connections to the harbour. Construction starts in 2019.

Procurement information

Contract Ground and Track. Tender documents will be published in April 2018. Cost SEK 100-300 million.

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54 Maland and the Tunadal track, Birsta rail expansion

Scheduled expansion of a partial double track along the line "Ådalsbanan" on the section between E4 and Birsta passing station as well as a third passing track for the loop for north-going trains. The expansion along with other measures creates more efficient freight transport to and from Sundsvall harbour. Construction starts in 2018.

Procurement information

Contract. Tender documents will be published in March 2018. Cost SEK 100-300 million.

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55 Maland and the Tunadal track, Maland construction

Scheduled expansion of a partial double track along the line "Ådalsbanan" on the section between E4 and Birsta passing station as well as a third passing track for the loop for north-going trains. The expansion along with other measures creates more efficient freight transport to and from Sundsvall harbour.

Procurement information

Contract Bridge and Ground. Tender documents will be published in September 2018. Cost SEK 100-300 million.

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56 Road 562 Nolby-Sundsvall travel centre

Road 562 between Nolby and Sundsvall travel centre will be rebuilt to be more adapted to unprotected road users. The road is a section of the old E4 between Njurunda and Sundsvall, which will be converted from a European route to a local road, about 18 km. Construction starts in 2018.

Procurement information

Turnkey contract. Tender documents will be published in October 2018. Cost SEK 100-300 million.

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57 Sundsvall travel centre, accessibility and platforms

Half of the depot will be rebuilt to adapt it to future traffic, storage and other maintenance of the trains in the depot as well as to increase capacity and replace switchgears.

The amount of traffic will increase, which requires larger and safer platforms along with level walkways to the platforms. Start of construction in 2021.

Procurement information

System document, construction document or technical specification. Tender documents will be published in October 2018. Cost SEK 10-20 million.

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58 Road 562 Sundsvall travel centre-Interchange Skönsberg

Road 562 between Sundsvall travel centre and the interchange Skönsberg will be rebuilt. The road will be a city street where bus, pedestrian and bicycle traffic will be more prominent. The section to be rebuilt is approximately 2.6 km.

Procurement information

Construction contract. Tender documents will be published in February 2018. Cost SEK 100-300 million.

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59 E14, rebuilding of section Timmervägen-Stöde, section Timmervägen-Blåberget

E14 is being rebuilt with a centre separation to increase road safety and improve accessibility for vehicles and unprotected road users. The Timmervägen-Blåberget stretch is being converted to a 2 + 2 road, including a new connection to Timmervägen. Construction starts in 2018.

Procurement information

Turnkey contract. Tender documents will be published in April 2018. Cost SEK 100-300 million.

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e14-timmervagen-stode

60 E45/Road 70 through Mora, capacity-increasing measures

New roundabouts, separate pedestrian and cycle routes and passages, as well as more lanes. Measures are being taken to increase road safety and accessibility through Mora. Construction starts in 2018.

Procurement information

Ground contract. Tender documents will be published in October 2018
Cost SEK 100-300 million

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61 Road 50/66 through Ludvika

Measures together with Ludvika Municipality to improve the traffic environment, increase accessibility and create an attractive town. The measures include building roundabouts, pedestrian and cycle routes, more lanes and other crossing elements.

Procurement information

Building documents including building site management. Tender documents will be published in May 2018. Cost SEK 10-20 million

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62 Freight line Avesta Krylbo-Dalslund, double track

Location investigation to find the best options for increasing the capacity of the freight line between Avesta Krylbo and Dalslund (about 5 km), including Krylbo depot.

Procurement information

Railway plan. Tender documents will be published in September 2018. Cost SEK 10-20 million.

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63 Signal measures Gävle C, Storvreta - Gävle Rail replacement, Gävle exits track replacement

Track replacement, which includes about 8,200 metres of track including replacement of links between switches. Approximately one year after the track replacement, follow-up adjustment of track position, continuous track and switch positioning and ballast completion.

Procurement information

Two building documents. Tender documents will be published in February 2018.
Cost SEK 10-20 million

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National noise measures

We have a large need of fixing noise vulnerable housing and schools along state roads and railways. The works consist of a measure inventory and thereafter window measures, local noise barriers and long track- and roadside barriers. Production 2018.

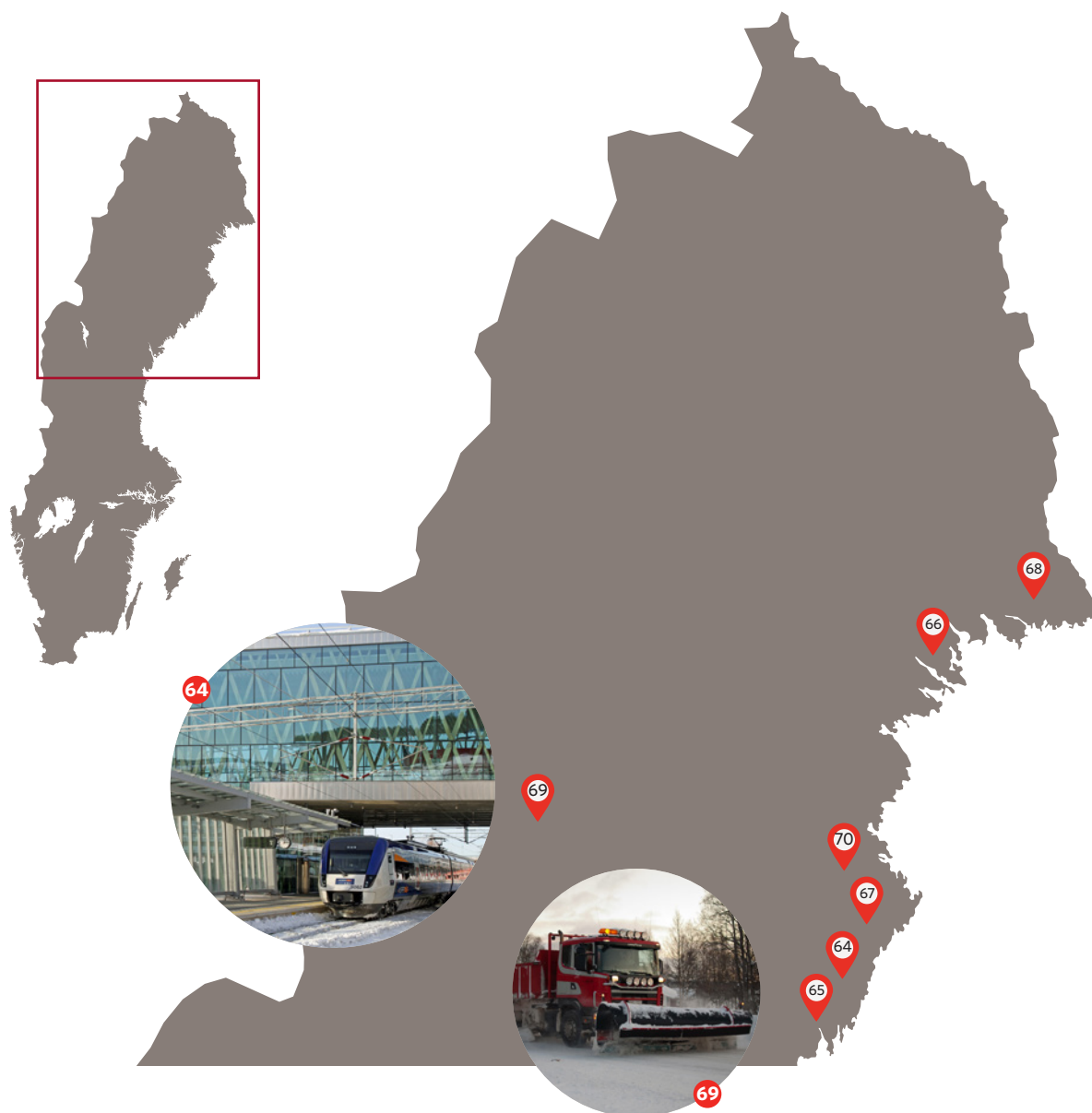
Procurement information

Consulting mission 2018-2019. Cost 20-50 million.

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The Swedish Transport Administration will procure major construction and maintenance projects on road and rail for 2018–2020. Below is a presentation of projects that contractors can tender for. The geographical area is **northern Sweden**.

64 North Bothnia Line

A 270 km long new coastal railway between Umeå and Luleå, which will primarily strengthen freight traffic in the country, but also enable passenger traffic between the cities along the coast of North Sweden. The project is estimated to cost SEK 29 billion.

There is currently work being done on railway plans for the first phase Umeå-Skellefteå, around 130 km, and plans to start construction of the first 12 km between Umeå-Dåva. Construction specified below starts in 2020.

Procurement information

Tender documents will be published:

2018

Design of construction documents for earthworks and rock cutting, tunnel, "BEST", which in Swedish stands for rail, electronics, signaling system and telecommunication and approx. 13 bridges around 12 km. Cost SEK 50-100 million

Design of conceptual documents for section Dåva-Skellefteå, approx. 120 km. Cost SEK 20-50 million.

2019

Construction contract Earth and rock cutting, 2 bridges Umeå-Dåva section 0/000-3/500. Cost SEK 300-500 million

Construction contract Tunnel and tunnel opening Umeå-Dåva section 3/500-5/300. Cost SEK 300-500 million.

Construction contract Earth/rock banks, 11 bridges Umeå-Dåva section 5/300-12/000. Cost SEK 300-500 million.

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65 Umeå project, West Link

To improve the air environment and the traffic environment, a new ring road around Umeå is being built. Now the last part, the West Link, will be built. The new road is about 11.5 km long and consists of 2+1 and 2+2 roads, as well as 18 structures, the longest of which is almost 500 metres. Construction starts in 2018.

Procurement information

Tender documents will be published in 2018.

Bridge across Ume river, turnkey contract.
Cost SEK 300-500 million.

Söderslätt-Klabböle, turnkey contract.
Cost SEK 300-500 million.

Baggböle-North Link, turnkey contract.
Cost SEK 100-300 million.

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66 Luleå depot

We are rebuilding Luleå depot to improve accessibility and safety, as well as to increase capacity. The project includes construction of new tracks, platforms, platform connections and switches as well as new catenary lines. Construction starts in 2021.

Procurement information

Tender documents will be published in spring 2020.
Stage 1 Cost SEK 100-300 million.

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E4 and E10 – Central separation

We are rebuilding a number of road sections on both E4 and E10 for improved accessibility and safety. The plan is for a 2+1 road with central separation. In the summer of 2018, Djäkneboda - Bygdeå and Salmis - Haparanda (9 km and 7 km long respectively) on E4 will be contracted out. In 2019-2021, another section of E4 and two sections of E10 will be contracted out. Construction starts in 2019.

Procurement information

Tender documents will be published in summer 2018.

67 Djäkneboda – Bygdeå.

Cost SEK 100-300 million.

68 Salmis – Haparanda.

Cost SEK 100-300 million.

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Basic maintenance contract road

The contract includes daily maintenance of roads, such as winter road maintenance, road surface, side area and median strips, ancillary installations, road equipment, permit preparation etc.

In one stage to develop the contract, Vilhelmina and Skellefteå Södra in Västerbotten will be contracted out as pilots for innovation and development within Basic maintenance contract road.

The contract period is 4 years with the possibility of an additional 1 or 2 years.

Procurement information

Tender documents will be published in October 2017.

69 Vilhelmina, turnkey contract. Cost SEK 100-300 million

70 Skellefteå Södra, turnkey contract. Cost SEK 100-300 million

Construction starts on 01/09/2018.

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