



TRAFIKVERKET



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Double tracks between Hallsberg and Degerön



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Video: The building of double tracks between Hallsberg and Degerön



[Link to video](#)



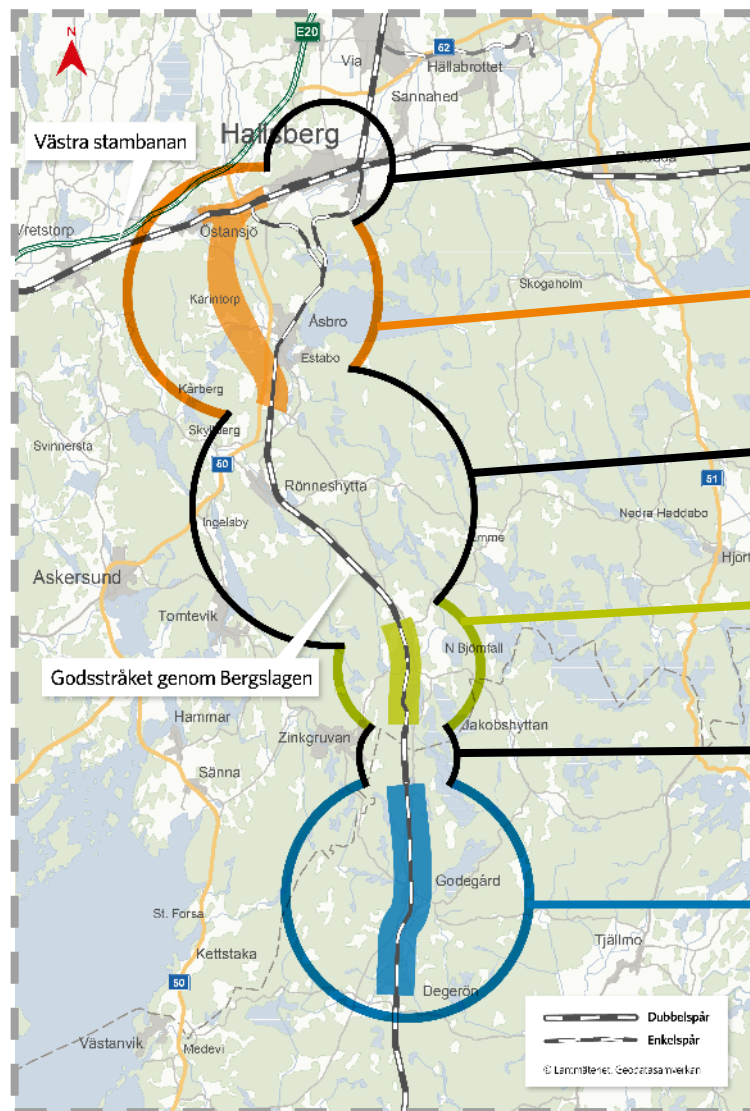
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TEN-T network

-  Baltic–Adriatic Corridor
-  North Sea–Baltic Corridor
-  Mediterranean Corridor
-  Orient/East–Med Corridor
-  Scandinavian–Mediterranean Corridor
-  Rhine–Alpine Corridor
-  Atlantic Corridor
-  North Sea–Mediterranean Corridor
-  Rhine–Danube Corridor



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● Hallsberg

● Hallsberg–Stenkumla

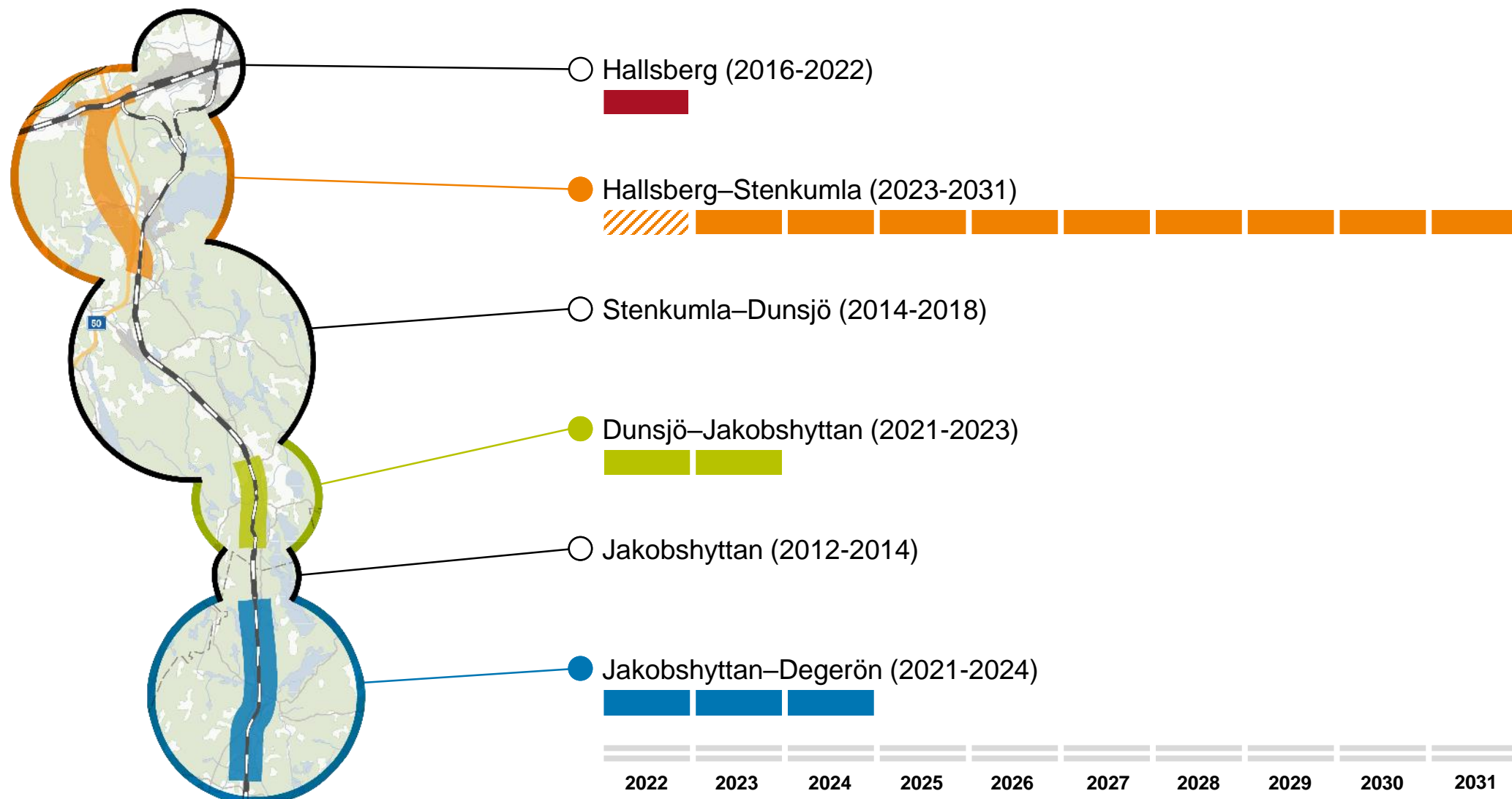
● Stenkumla–Dunsjö

● Dunsjö–Jakobshyttan

● Jakobshyttan

● Jakobshyttan–Degerön

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Hallsberg– Stenkumla

We will build a roughly 14 kilometer long stretch of double tracks between Hallsberg and Stenkumla. There are eight procurements and contracts in total.



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FU2

CONTRACT

Turnkey contract.
Two large bridges
in the south.

Estimated cost:
SEK 250 million.

Already procured

FU3

CONTRACT

Performance contract.
Two single track tunnels,
soil modifications, four
large and eight smaller
bridges. Rebuilding of
roads.

Estimated cost:
SEK 3 200 million.

Specifications will be
published in the autumn
of 2023.

FU4

CONTRACT

Performance contract.
BEST, MBEST
Hallsberg
(holding sidings)
and connection.

Estimated cost:
SEK 800 million.

Specifications will be
published in 2028.

ADDITIONAL CONTRACTS

Transmission line
(water and sewer), 2022

Noise protection
measures
(two contracts), 2023

New switch between
track 3 and 104 in
Hallsberg, 2026

Dismantling
of existing tracks, 2032



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Contract FU3

"Hallsberg–Stenkumla, anläggning, broar, tunnel"

14

km of civil works for double tracks, 12 km in new terrain

2,4

km double track tunnel, (e.g. two parallel single track tunnels = 4,8 km)

12

bridges

2

km of rock excavation up to 12–15 m deep. High banks

7

km connecting tracks to the Western Main Line and the holding sidings

2

million m³ of rock and soil masses to be handled in total

2023

August

Prequalification of companies to be invited to tender

2023

November

Publication of specifications

2024

September

Contract

2030

Completion of contract works

Rebuilding and extension of holding sidings

Noise reduction barriers and screens

Environmental measures



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Contract FU3 Hallsberg–Stenkumla, anläggning, broar, tunnel

Mass handling

- 33 km track meters incl sub-ballast (combination of single, double, triple and quadruple track)
- Appr 10 km roads
- 2,0 million m³ of rock and soil masses to be handled, whereof 1,1 million m³ rock
- Deficit 200 000 m³ rock
- Possibility for landscape modulation, 230 000 m³
- 4 dams

Geotechnical measures

- 38000 m², 15 000 bank pile plates for parts of "Tällebanken"
- 850 meters (4+800 – 5+650) of "Tällebanken" will be built with vertical drainage, loading berms, settlement time. The embankment will here be built with a temporary overload of 2 m. These masses will, when the embankment is fully consolidated, be moved to the loading berms.
- Contaminated soil

Structures

- Railway bridges over highway RV50 at Tälle
- Railway bridges over Western Main line at the arrival siding to the freight yard
- Railway bridges over Western Main line at Tälle
- Railway bridges over Hallbergsvägen
- Underpass Godsstråket at Karintorp
- Underpass Godsstråket vid Bladsjön
- Overpass Godsstråket at Toskekärr
- Pedestrian/cycle underpass Godsstråket at Stenkumla
- 1 rain water reservoir
- 2 fire water reservoirs
- 760 m noise barriers

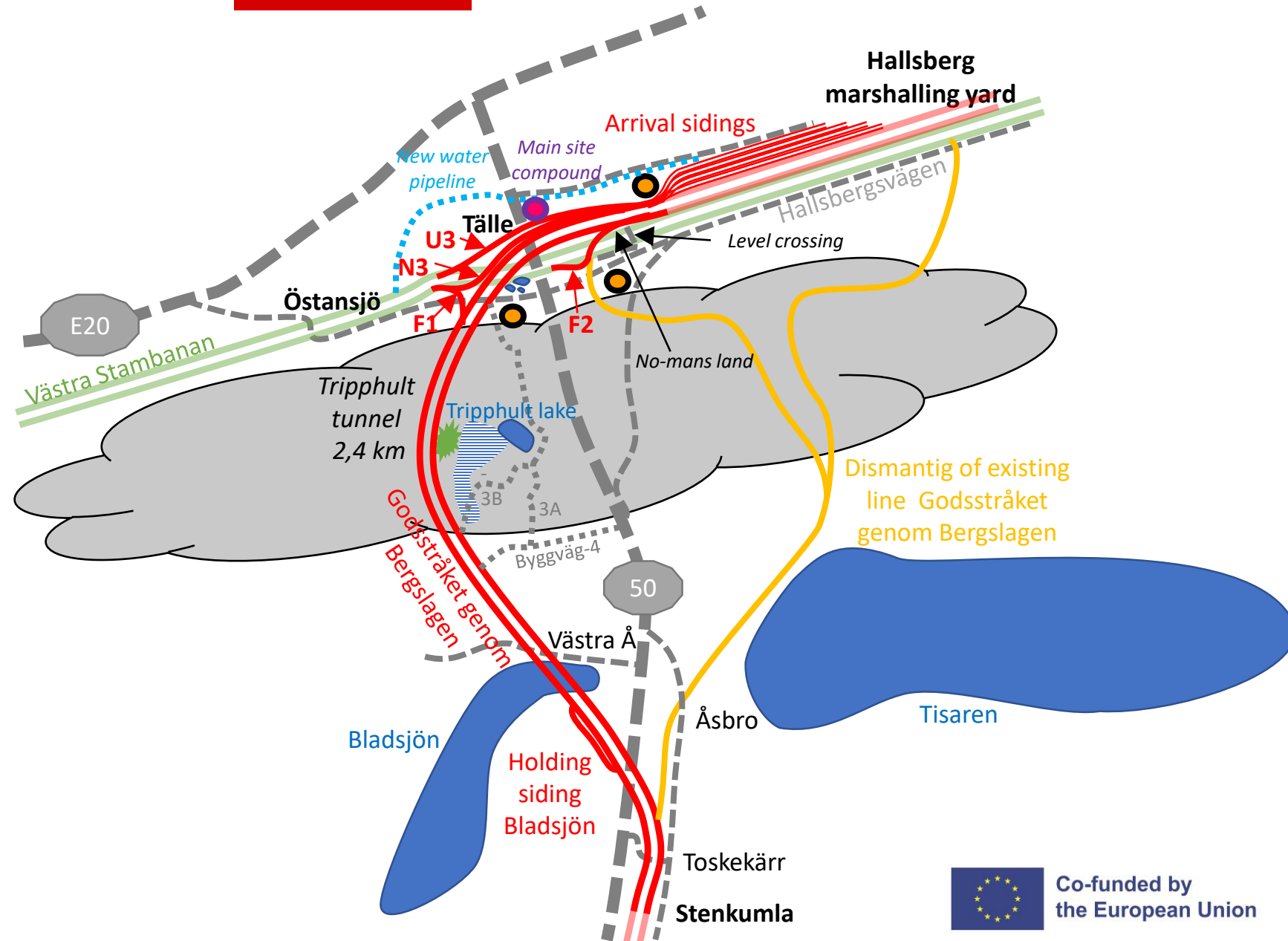
Tunnel

- 2 single track tunnels, 2 x 2,4 km
- 4 connection tunnels, each 12 m
- 4 tunnel entrances
- Fire water system

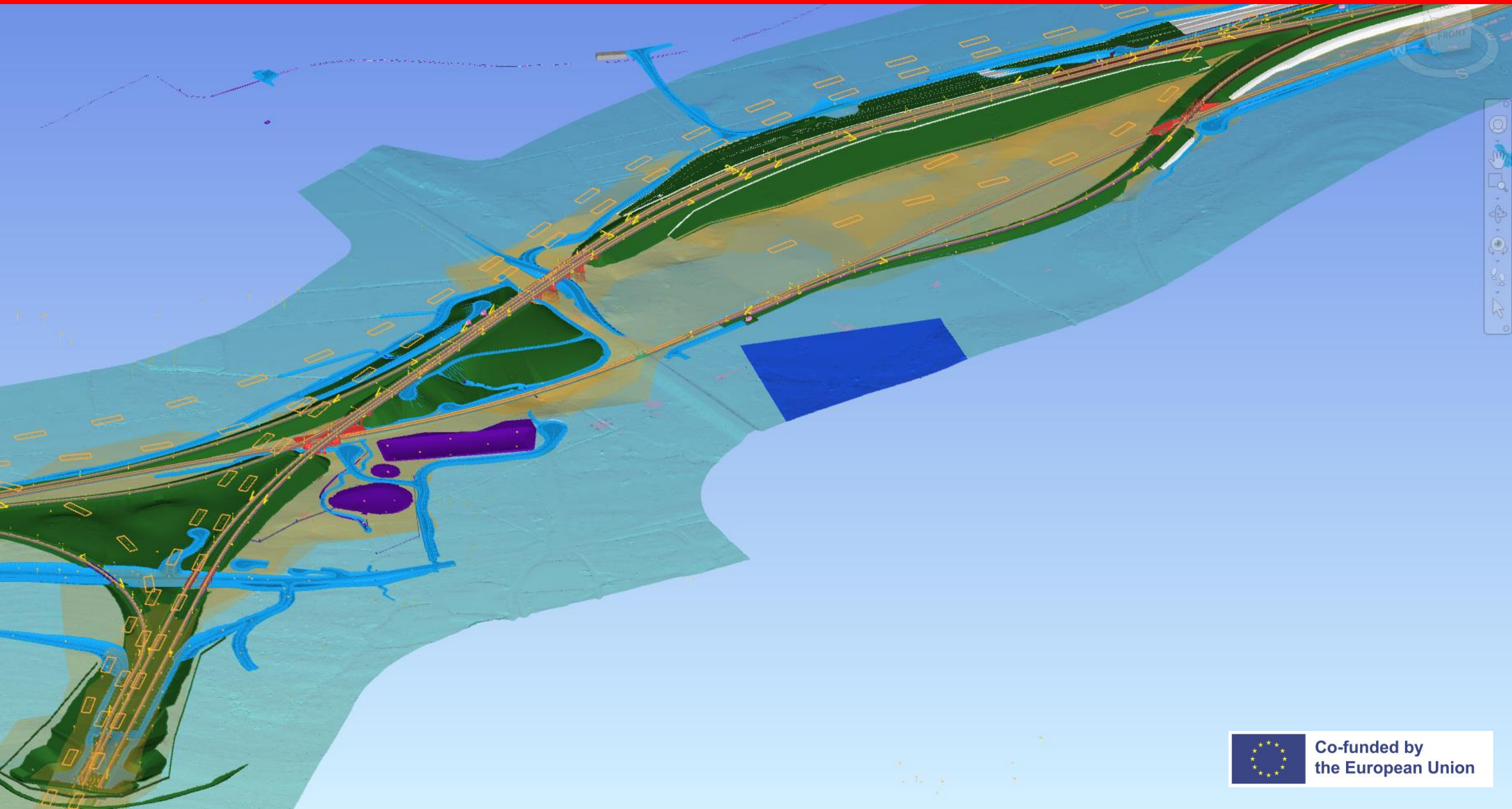


Challenges

- Mass displacement
- 15 m high embankment on bad underground
- Tunnelling
- The arrival sidings
- Availability for work on or near existing track
- Coordination of contract works



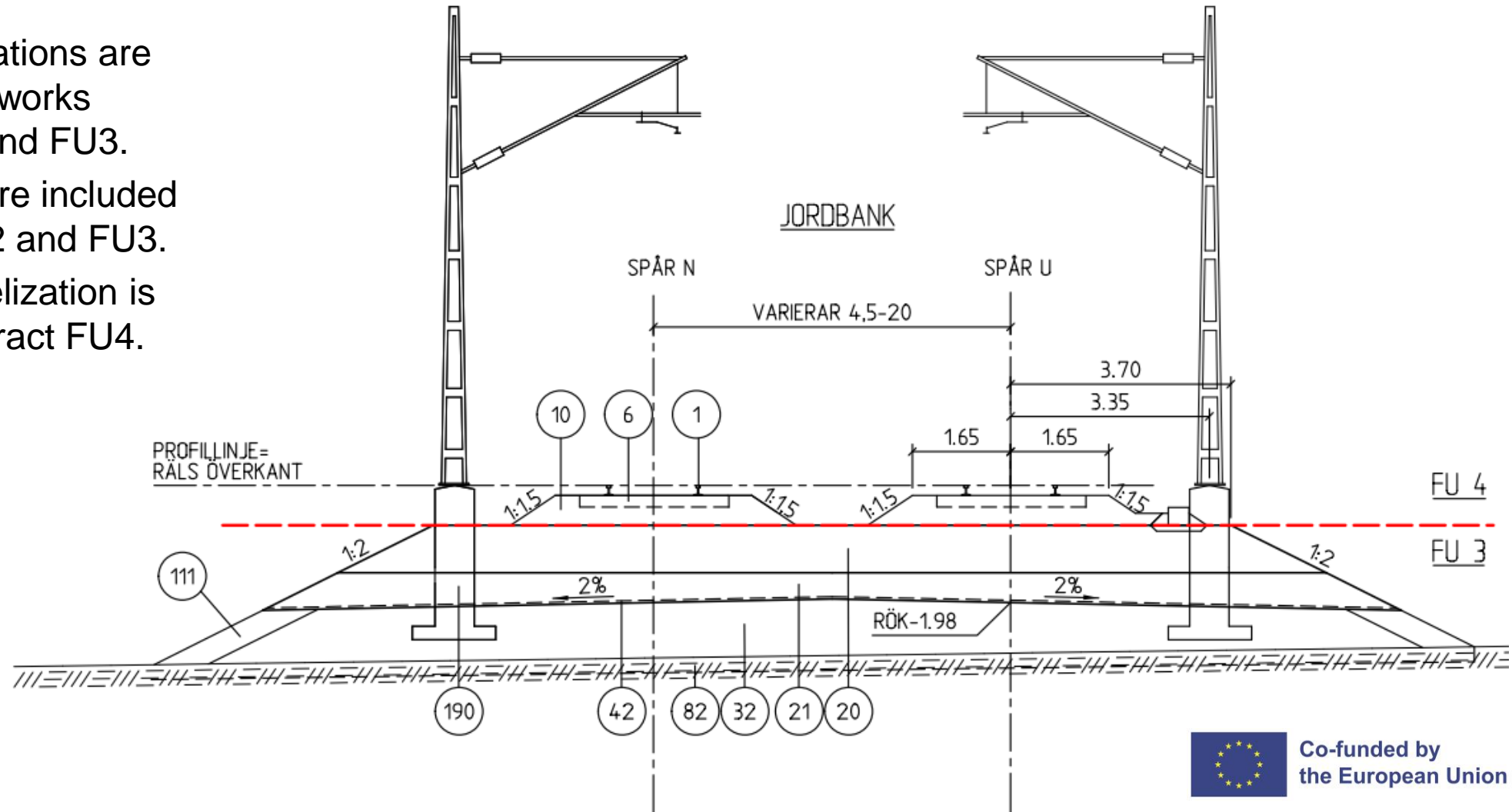
Overview Tällebanken



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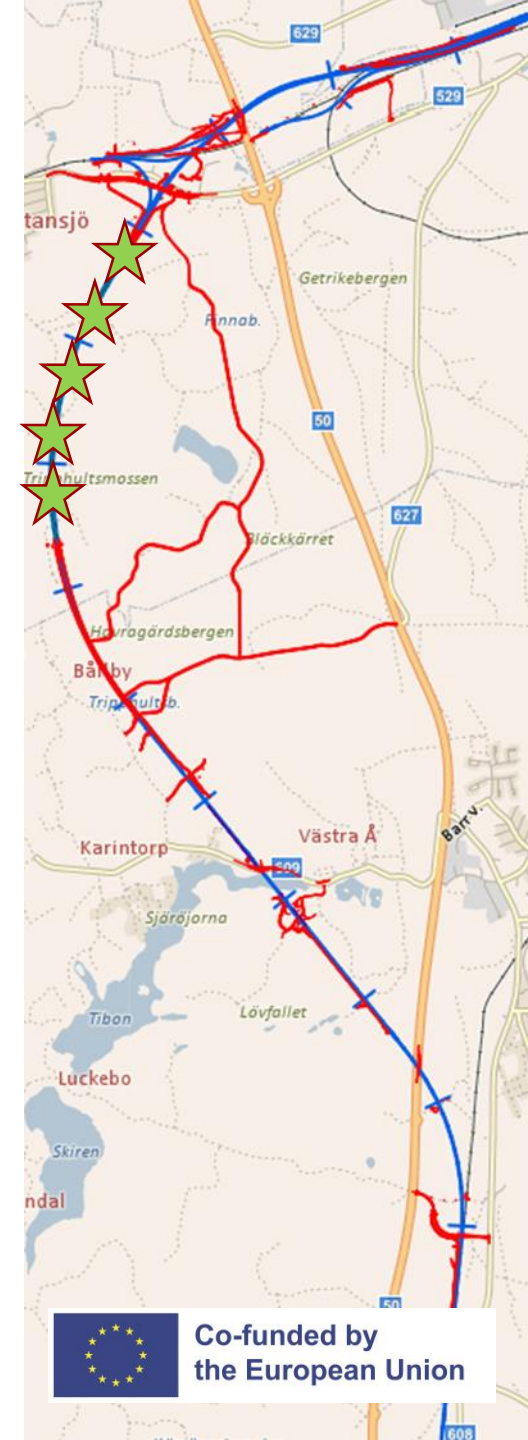
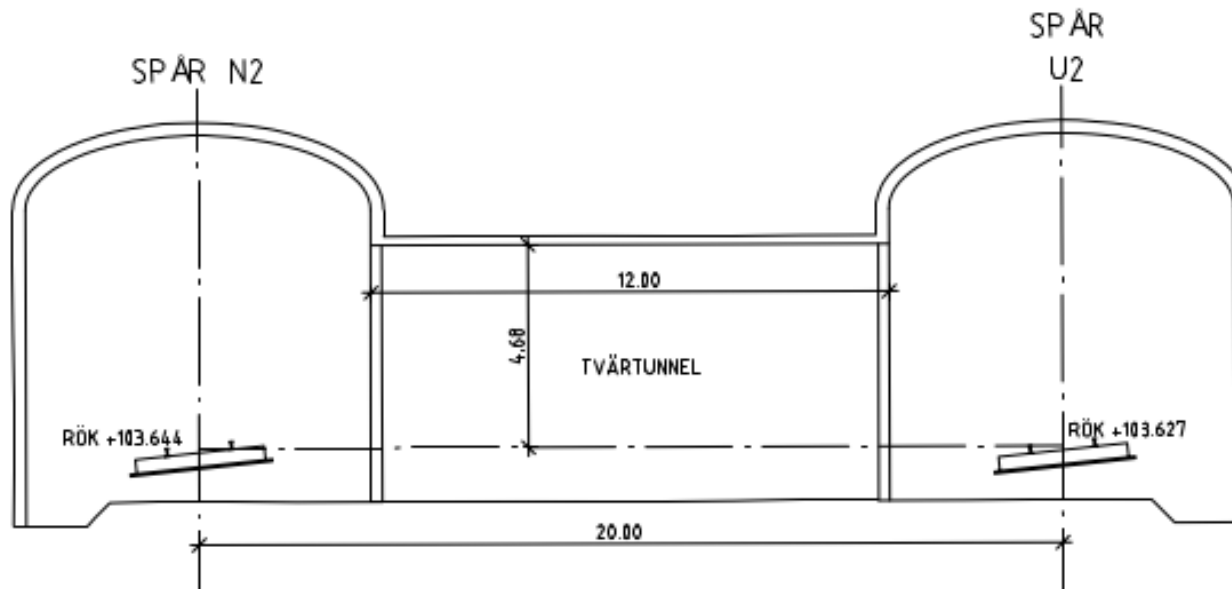
Contract interface z-direction

- Catenary foundations are included in civil works contracts FU2 and FU3.
- Cable troughs are included in contracts FU2 and FU3.
- All other channelization is included in contract FU4.

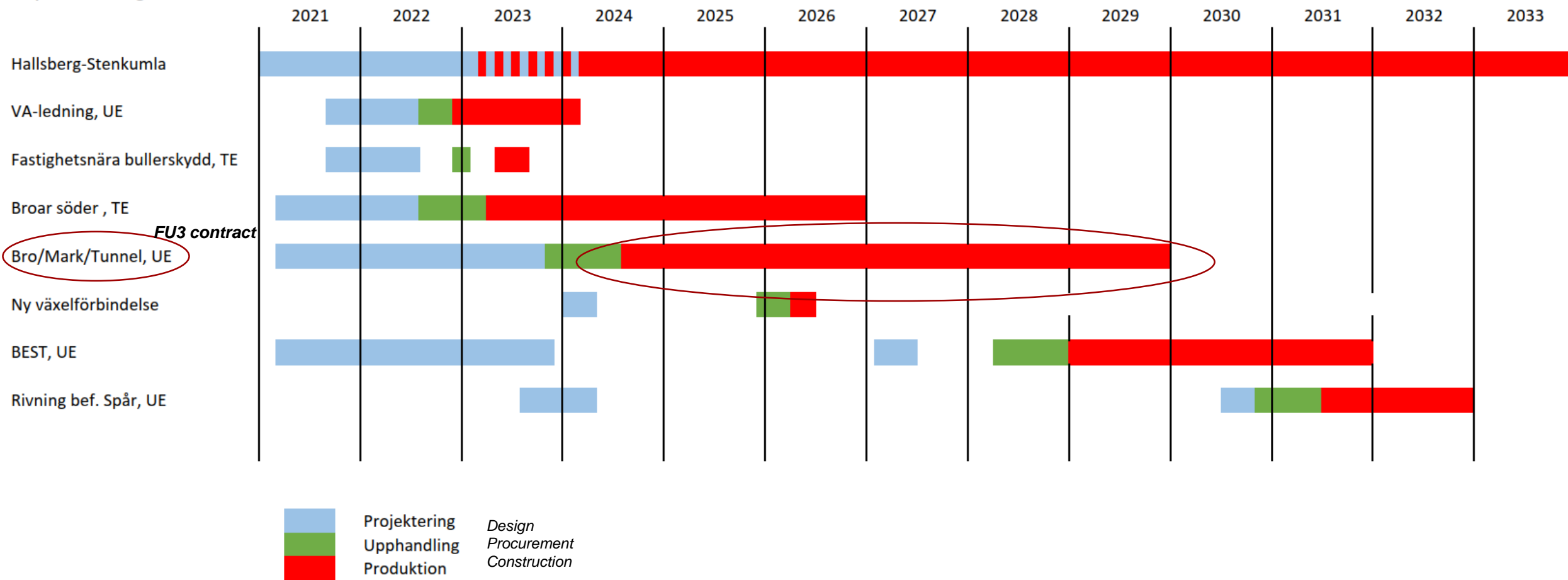


The Tripphult tunnel

- Tunnel length 2,4 km in two separate tubes. (4 portals)
- Each tube is 9 meters wide and 9,5 meters high.
- Distance between the two tunnels is 12 meters.
- 4 cross tunnels every 500 meters (= escape room)
- At its deepest, the tunnel is approximately 40 meters below ground level



Tidplan Hallsberg-Stenkumla



Tripphult tunnel



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Railway bridge over the Western Main line at Infartsgruppen (arrival sidings)



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Railway bridges over highway RV50 Norr/Tälle



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Railway bridges over the Western Main line at Tälle



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Hallsberg–Stenkumla

Procurement process

Performance (Bid-Build) contract with priced bill of quantities.

Negotiated procedure with prequalification of a small number of companies that will be invited to tender.

Award criteria will be lowest price.



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Prequalification (I)

Step 1. General requirements

Financial requirements

- financial rating
- turn-over

Technical requirements

- experience from similar contracts, regarding technical content and economical size. This will include references from the Buyer of the contracts.



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Prequalification (II)

Step 2. Selection of companies

From companies meeting these requirements we will select about 5 companies. We will assess

- organization for the contract
- strategy for mass management
- strategy for industrialisation of construction

The companies with the highest score will be invited to tender.



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Thank you!

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