

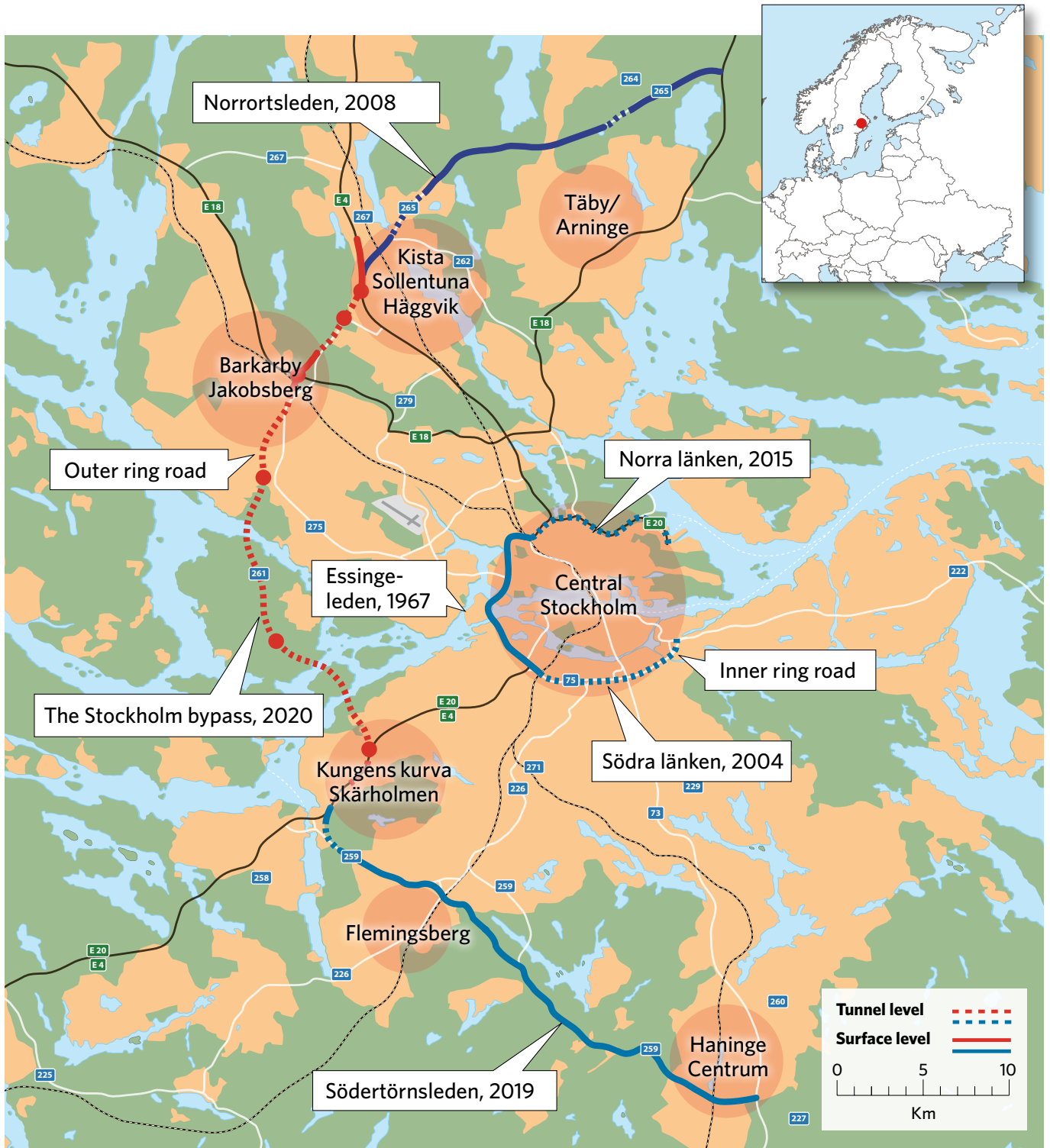


TRAFIKVERKET  
SWEDISH TRANSPORT ADMINISTRATION

# »» E4 The Stockholm bypass – *for a growing region*

**E4 Förbifart Stockholm**





## What is E4 Förbifart Stockholm?

The Stockholm bypass – Förbifart Stockholm – is a new motorway linking southern and northern Stockholm resulting in a new route for the European highway (E4) past Stockholm. A new link west of Stockholm has been under investigation for several decades and a large number of different alternatives have been studied. To reduce the impact on sensitive natural and cultural environments, just over 18 km of the total of 21 km of the

motorway link are in tunnels. The construction work is planned to start in 2012 and it will take 8–10 years to finish. When the link opens for traffic it will be one of the longest road tunnels in the world. By 2035, the Swedish Transport Administration (Trafikverket) estimates that Förbifart Stockholm will be used by approximately 140,000 vehicles per day.

# Why is E4 Förbifart Stockholm needed?

The County of Stockholm is growing. By 2030, the population of the Stockholm region is expected to have increased from 2 million today to roughly 2.4 million. The Baltic region is estimated to have great international potential and the Stockholm region is extremely important, as a growth engine, to employment and growth throughout Sweden. If Stockholm is to be able to continue to develop, the region's infrastructure must work well.

In the years to come, big investments will be made in the infrastructure in Stockholm. A new railway (Citybanan) through the central parts of Stockholm is currently being constructed. This will double track capacity through the city. Citybanan opens for traffic in 2017. The Norra länken project is also in progress. When it opens in 2015, it will form an inner ring road in Stockholm with the existing Essingeleden and Södra länken. With the existing Norrortsleden and the planned Södertörnsleden, Förbifart Stockholm will create an outer ring road.

## To minimise vulnerability

Stockholm is divided by water. The Baltic Sea meets Lake Mälaren in the city. These waterways were very important when the city was founded in the 13th century and today they make Stockholm a beautiful capital city. However, they have also divided the region in two. There is currently only one major road link, Essingeleden and one major rail link between northern and southern Stockholm.

## To relieve Essingeleden

Essingeleden was opened in 1967 and was designed for 80,000 vehicles a day. Traffic is now 160,000 vehicles on a normal working day. And the traffic volume is increasing. This makes Stockholm's transport system vulnerable and Essingeleden sensitive to traffic incidents. At the same

time, the traffic volume means that the road is subject to serious wear, which results in a great need for repair. In addition to being perceived as a nuisance to individuals, congestion and queuing are costly from a socio-economic standpoint.



Essingeleden

## To improve communications

Förbifart Stockholm will provide better communication between the southern and northern parts of the county, which is intended to improve the potential for integrated labour, housing markets as well as service. This way, Stockholm residents can make better use of the competitive advantages offered by a large and unified region.

## To provide a bypass for long-distance traffic

The link will provide long-distance traffic with a bypass so that it no longer has to pass through the centre of Stockholm.

- **Length:** 21 km
- **Length of tunnels:** 18 km
- **Number of lanes:** 3 lanes in each direction in two separate tunnel tubes
- **Maximum speed:** 90 km/h
- **Construction start:** year 2012
- **Construction period:** 8-10 years
- **Construction cost (2009 prices):** SEK 28 bn
- **Financing:** approx. 80% via congestion charges and 20% from the state. No congestion charge will be charged on the Stockholm Bypass.



» For more information about Förbifart Stockholm see our website: [www.trafikverket/thestockholmbypass](http://www.trafikverket/thestockholmbypass)

# Schedule for E4 Förbifart Stockholm

## ✓ Feasibility study

A feasibility study of north-south links was conducted in 2001.

## ✓ Preliminary design plan

The preliminary design plan and associated environmental impact assessment were presented in 2005. Following a review of the comments submitted, the Swedish Road Administration (today the Swedish Transport Administration) recommended the Stockholm bypass in late 2006.

## ✓ Consideration of permissibility

After a further round of consultations in 2007, the Swedish Road Administration submitted a report to the Government in 2008 regarding consideration of permissibility. According to the Environmental Code and Road Law, the Government must examine the permissibility of new motorways, express roads and other major roads.

In September 2009 the Government decided to give the motorway project the go-ahead.

## ■ Final design plan

The final design plan contains detailed layout drawings of the road stretch, the areas of land which will be needed and the properties adjacent to these boundaries.

The final design plan also describes the additional areas which will be needed during the construction

✓ Completed   ■ Started   □ Not Started

period, access roads, etc. The plan will also contain an environmental impact assessment.

Prior to drawing up the final design plan, the relevant landowners and public authorities will get an opportunity to express their views. After this, the final design plan and environmental impact assessment will be released to the general public.

Measurement work and geotechnical studies were started in the autumn of 2007 to form a basis for the construction schedule. This work will continue to a varying extent up to and including 2011.

## ■ Construction documents

The construction documents contain the technical documentation required for building the road; for example permits and licenses, risk analyses, inspections and surveying. It also includes detailed plans for how the construction work is to take place, how disruptions are to be minimized, which transport routes will be required, etc.

## □ Construction

The Swedish Transport Administration is now in the planning phase and intends to start construction in 2012, but this depends on the decisions of the Government and other public authorities. The construction period is estimated at 8–10 years.

## Procurements

### Awarded procurements

Three different consulting groups have been awarded contracts to establish construction documents in 2011.

- ÅF Infrastructure AB in association with URS (former Scott Wilson Ltd.) has been awarded contracts to establish construction documents for interchanges Akalla and Häggvik and the rock tunnels.
- Grontmij in association with Golder Associates AB has been awarded contracts to establish construction documents for interchange Kungens kurva.
- Sweco Infrastructure, WSP and Tyréns were awarded contracts to design the underlying documentation that will guide construction work for the installations.

### Upcoming procurements

Additional contracts for establishing construction documents will be awarded in the years ahead, to be followed by tenders for contracting work.

### Establish construction documents

The contracts to establish construction documents for the Lovö, Vinsta and Hjulsta interchanges are expected to be put out to tender during 2012–2014.

### Contracting tenders – preliminary plan

There will be almost 50 contracts, some for the construction work only and some as design/build contracts.

- Eight tunnel contracts
- Five interchanges divided into several contracts
- Installation contracts
- Preparatory work



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