

Carmiel Train Will Pass Through a Five Kilometer Tunnel

The Israel National Roads Company published a tender for constructing a double tunnel under the Gilon mountain. The length of each tunnel will be five kilometers and their depth will be 100 meters underground.

The tender for construction of the Gilon tunnel, through which the Acre-Carmiel railway will pass, will be executed using the Design-Build method. The contractor who wins the tender will be required to complete planning and quarrying of the tunnels that are five kilometers long at a depth of 100 meters underground within less than four years. In addition to the two main tunnels, 18 connecting tunnels will be built, at a distance of 250 meters from one another. Alongside quarrying the tunnels, the Acre-Carmiel railway project also includes other unique elements, such as construction of bridges and diversion of streams. The Acre-Carmiel railway line includes a double railway track of 23 km and two passenger stations in Achihud and Carmiel. The overall cost of the project is estimated to total approximately 2.8 billion NIS, with the cost of the Gilon tunnels estimated to total one billion NIS.

Gilon mountain is 380 meters high. Located on its southern slopes is the village of Magd el Krum and on the crest are Zurit and Gilon.

Second Tender for Ha'emek Railway Project Published

INRC published the second of five infrastructure tenders for the Ha'emek railway project between Haifa and Beit She'an. The current tender is for laying the infrastructure for four kilometers of railway tracks from Haifa bay to the Nesher plant, to be constructed on two kilometer long bridges that will be built over the Checkpost junction. The overall length of the Ha'emek railway will be 60 kilometers, and it will begin at the Lev Hamifratz station, advancing to the east via the bridge over the Checkpost junction, towards Yagur and the Amakim junction area. From there, its route will continue to Hatishbi junction along the Yizrael valley. Eight stations will be constructed along the line, but at the initial stage only five will be built: Lev Hamifratz, Kefar Yohoshua, Kefar Blum, Afula and Beit Shan. Along the route four kilometer long bridges will be constructed, and at the exit from the Afula station, a five kilometer long tunnel will be dug. The cost of the project is estimated to total 4.1 billion NIS, and it is scheduled to be completed in 2016.

Upgrading of Road 1 has been Approved, at a Cost of 2.5 billion NIS

Approval has been given for the upgrading of Road 1, in the section between Sha'ar Hagay and the entrance to Jerusalem. This is a 2.5 billion NIS project, whose construction duration will be five years. Work includes shortening the route by several kilometers, expanding the road to three lanes in each direction, and constructing interchanges, tunnels and bridges. The work will be executed by INRC that will publish

tenders for the project over the coming months. According to the plan, the road segment between Sha'ar Hagay and Shoresh interchanges will be elevated so as not to damage surroundings and the environment. A new interchange will be built in Ramat Ilan. 700 meters before Shoresh interchange, an ecological bridge will be built that will connect the two sides of the highway and enable pedestrians and animals to cross the road. The road to Abu Gosh, Ein Rafa and Ein Nakuba will be an underground road, underneath the main highway. The old Ein Hemed bridge will be replaced with a new bridge. Harel interchange will be replaced by two 650 meter long tunnels that will pass under the crest and improve access to Mevaseret Zion. Nearby, a Park & Go parking lot will be built with shuttle services to Jerusalem and back. At the Motza curve, the dangerous section will be cancelled and instead two parallel 800 meter long bridges will be constructed, each with three lanes, over the Motza valley, Arazim valley and Arza stream. In the entrance to the city, the perpetual traffic jam will be ended with the connection to Road 9 leading to the north of the city, and Road 16, that will be constructed in the future, connecting Motza to Givat Mordechai, providing an additional entrance to the south of the city, and an interchange will be built at Ginot Sakharov.

Golani Junction to be Transformed into an Interchange within Three Years

INRC published at the end of last week a tender for the construction of an interchange in Golani junction. The interchange will be the first of seven interchanges that will be built along road 77 in order to create an uninterrupted and un-signalized route from the center to the north. Golani junction is located at the crossroads of Road 65 and Road 77. Interchanging the junction is part of the Netivei Israel plan – a development plan by the Ministry of Transportation. Part of the interchange, that will connect Amiad junction to Tishbi junction, and in the future also to Highway 6, will be opened within two years. In the central part of the interchange, a pedestrian bridge will be constructed over Road 65, as well as underground passages. The tender published by INRC, whose scope is 350 million NIS, is a Design-Build type tender, and the project duration has been set for three years.

For additional information, please contact:
Yevgeny Artsev at yevgenya@iroads.co.il