

Junction



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MONTHLY NEWSLETTER DEDICATED TO
THE COMPLETION OF AUTOROUTE 30



The future is en route

I am very pleased to present the first monthly newsletter dedicated to the completion of autoroute 30. The purpose of this publication is to inform the segment of the population that is directly affected by this project, in order to keep them apprised of the latest developments in

the largest autoroute project in Québec.

The completion of autoroute 30 is a priority for the Government of Québec, because it will provide the metropolitan region with a four-lane bypass highway, via the south shore of the St. Lawrence, which will help to maintain the flow of traffic for people and goods in the Greater Montréal area. This project is an important component of a major economic initiative, namely the development of exports from the Montérégie, and Québec as a whole, to the United States. Furthermore, once it is completed, autoroute 30 will also improve the safety of the existing road network.

Tangible work is now visible at ground level; proof positive that autoroute 30 is progressing from drafting table to jobsite. This work also testifies to the real desire to complete this project, after a delay that has lasted far too long. TransÉnergie, a subsidiary of Hydro-Québec, has been at work since the beginning of the year moving high-tension wires and support towers in the western end of autoroute 30's trajectory. The \$27 M price tag for this major initiative includes dismantling 58 support towers and replacing them with 50 new higher and sturdier towers.

We have already delivered two progress reports to the public, as a reflection of the MTQ's commitment to transparency and to providing citizens with information that will enable them to keep abreast of progress on the site.

We would like to assure you that the Government of Québec is working in close collaboration with its partners throughout all of the production steps involved in this ambitious project, in order to create a highway infrastructure that satisfies the needs of the entire population.

Michel Després
Québec Minister of Transportation
Minister responsible for the National Capital Region

From drafting table to jobsite

Mission: Complete the 30

Many steps in the largest autoroute project in the Montérégie and the Greater Montréal area have been completed since the creation of the Bureau de projet de l'autoroute 30 (BPA-30) in the spring of 2004. BPA-30's mission is to coordinate all of the activities leading up to the construction of autoroute 30. It also ensures a direct link with political authorities, the federal government, various partners, and the Agencies and Divisions involved in the project, in addition to taking responsibility for completing autoroute 30 within the announced deadlines and the allocated budget. To this end, it has been placed under the direct authority of a Management committee that is headed by Florent Gagné, the Deputy Minister of Transportation. BPA-30 is also a reference point for all information requests from the media and citizens who are interested in learning the details of the project.

BPA-30 works on a daily basis with the Direction de l'Ouest-de-la-Montérégie (DOM), which boasts technical expertise in the areas of surveying and acquisition, the environment, and engineering. The Bureau de la mise en œuvre du partenariat public-privé (BMOPPP) is

also an essential front-line contributor. All of these specialists provide the expertise and skills that are necessary to complete this highly anticipated major project.

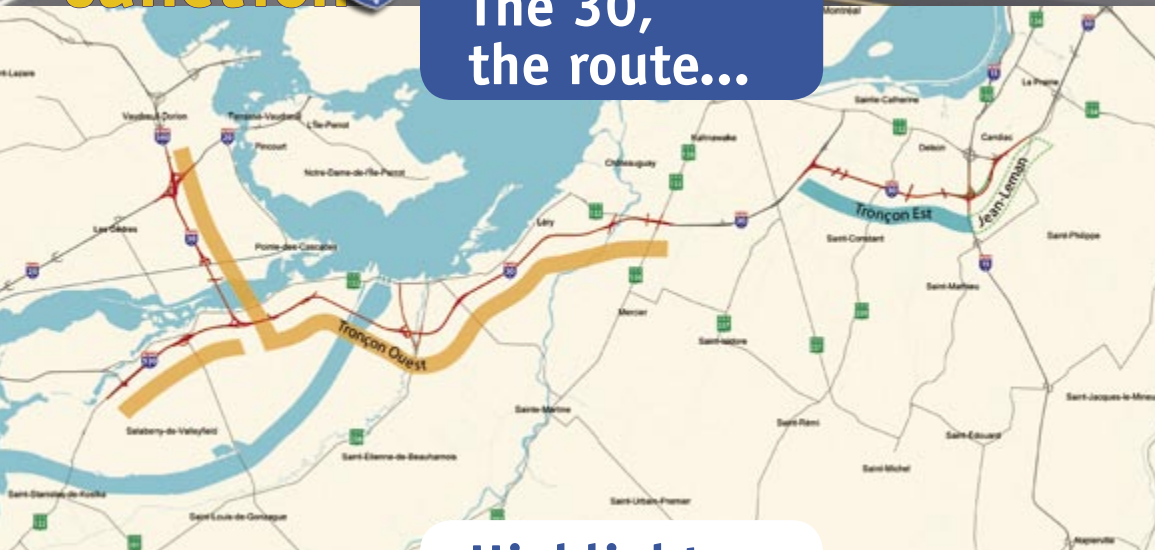
A new contributor

Two mandates totalling \$16.5 M were recently awarded to Groupement CBR (CIMA+, BPR, and Roche) following a request for tenders. The consortium's mandate is to provide the personnel and expertise required to implement a comprehensive project management system, which will provide the MTQ with several benefits, including the reduction of technical and financial risks and close monitoring of schedules and costs. The Groupement will also oversee the execution of engineering studies, which will make it possible to prepare an eventual risk-sharing agreement with a private partner.

The completion of autoroute 30 is well underway, and everyone involved has an essential role to play. No effort is being spared in order to maintain the pace and to deliver the infrastructure in accordance with the production schedule.

Paul-André Fournier
Director of Bureau de projet
de l'autoroute 30

The 30, the route...



Highlights...

The western section

The western section of autoroute 30 will extend from Châteauguay to Vaudreuil-Dorion, over a distance of 35 km. A 7 km stretch will be added to this section to connect autoroute 30 to the municipality of Salaberry-de-Valleyfield. This stretch of highway, which involves an investment of approximately \$1 billion, will be called autoroute 530. The western section is the only part of the project whose design and construction are planned as a public-private partnership (PPP).

This section of the autoroute includes two imposing structures: a first bridge to cross the Beauharnois Channel; and a second bridge to span the St. Lawrence River. Work will begin in 2007, and this section is scheduled to open to traffic by the end of 2009.

The acquisition process began in May 2004, with a view to liberating the rights-of-way required for construction, and is progressing well. The goal is to acquire all necessary rights-of-way in 2006, and to deliver it to the eventual partner free of all obstructions in 2007.

The completion of autoroute 30 is covered by an agreement between the government of Québec and the government of Canada, within the context of the Canadian Strategic Infrastructure Fund, the object of which is the completion of studies and other preliminary work involving the western section, with a view to confirming the feasibility of a public-private partnership.

The eastern section

The second section of autoroute 30, the eastern section, is an 8.8 km stretch located south of the cities of St. Constant, Delson, and Candiac. This section of the autoroute represents an investment of \$135 M. Roadwork is expected to begin in the fall, starting with the construction of an overpass that will enable autoroute 30 to travel from the west to autoroute 15 North. The eastern section is expected to open to traffic at the end of 2008.

The Jean-Leman section

The final stretch in the completion of autoroute 30 is the Jean-Leman section: a 3.4 km connecting road running from east of autoroute 15 to the Jean-Leman interchange in the city of Candiac. Construction of this connecting road is expected to begin in 2007, at a cost of \$53 M, and should open to traffic at the end of 2009.

The construction of the Jean-Leman section of autoroute 30 is subject to the Québec environmental process, and is currently undergoing public hearings before the Bureau d'audiences publiques sur l'environnement (BAPE).

Route 132

With the construction of autoroute 30 south of the cities of Saint-Constant, Delson, and Candiac, the BAPE also recommended the conversion of Route 132 into an urban boulevard, which would see Route 132 take on a local and regional vocation, with major traffic using autoroute 30 instead. The first step in this conversion will involve transforming the first 2 kilometres of Route 132, located between autoroute 15 and rue Principale in Delson, into an autoroute-style boulevard. This work, which represents an investment of \$52 M, was started in 2004 by the Direction de l'Ouest-de-la-Montérégie, and will be completed in October 2006. The second step in the reconstruction of Route 132 will involve a 5 km stretch between Kahnawake and rue Principale in Delson. Planning is already underway, in cooperation with local stakeholders.

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