

Junction



Work is under way on the Western section

Tour of the construction site with the Minister of Education, Recreation, and Sports

The very first construction site in the Western section of Autoroute 30 between Châteauguay and Vaudreuil-Dorion is up and running. The work involves the construction of the embankments for the planned overpass, and includes the installation of vertical drains beneath the embankments to facilitate and accelerate the build-up of underlying clay in order to allow for the 2007 construction of the overpass that will span Autoroute 30 on the stabilized embankment. The cost of this work is estimated at \$6 M.

On August 25, Mr. Jean-Marc Fournier, MNA for Châteauguay and Minister of Education, Recreation, and Sports, saw firsthand the scope of the work that is underway. Here are his comments:

"The tour of the Haute-Rivière construction site helped me to appreciate the scale of the work that is being done, and to see the real progress that is being made on the ground in terms of the completion of Autoroute 30. Over the coming months and years, additional work sites will be erected along the trajectory of this critical infrastructure, which represents a major investment that will improve traffic on the highway system around Metropolitan Montréal. It will also help to support the development of the Montérégie region. Readers of this issue of *Junction 30* will soon discover, like I did, that the MTQ, the experts, the construction workers, and the heavy machinery are constantly working to complete this ambitious project of completing Autoroute 30. The dream is becoming reality. Enjoy the tour!"

Jean-Marc Fournier
MNA for Châteauguay and Minister
of Education, Recreation, and Sports

Work on the Western section

Preparation work has begun on the Western section! In fact, the MTQ has initiated relocation efforts and work to prepare the embankment of Chemin de la Haute-Rivière in the City of Châteauguay.

Work on Phase 1 started at the end of July, and will continue until late November 2006. During this first phase of the work, the contractor is responsible for building an access road to the site in the axis of the new Chemin de la Haute-Rivière in order to reduce the inconvenience experienced by local residents during the construction work.

Following construction of the site access road, the MTQ will proceed with the installation of an underground drainage system and the construction of embankments consisting of granular materials.

The existing Chemin de la Haute-Rivière will be maintained in order to allow access to properties. The road will then become a cul-de-sac when this work is completed in 2007.

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Mr. Fournier visited the work site on Chemin de la Haute-Rivière on August 25, in the company of Mr. Yves Melanson, MTQ Project Manager with the Direction de l'Ouest-de-la-Montérégie, and Mr. Hubert Dubois, Associate Director for Séguin (Séguin-Tecscult is entrusted with the supervision of the site).



Impact on the environment

It was agreed that the initial work should focus on the construction of an access road leading to the site in the future axis of Chemin de la Haute-Rivière in order to avoid the inconveniences caused by heavy traffic in a residential district. Since September 1, heavy vehicles have been detoured via this new site access route.

Nevertheless, there is still a great deal of activity in this area, especially during the scheduled work times, between 7:00 a.m. and 6:00 p.m. from Monday to Saturday.

For more information concerning the first work site in the Western section of A-30, please contact Inforoutière.

Work on the Western section (Cont'd)

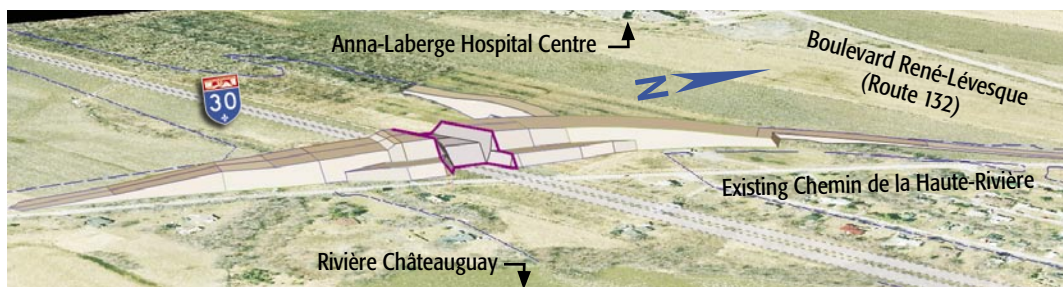
The process of stabilizing sensitive clay

The geotechnical studies that were conducted by the MTQ in the Haute-Rivière District revealed that the sub-soil primarily consists of clay. In light of this, the MTQ planned a work site in two phases in order to construct embankments and to allow adequate time for the clay to consolidate before the second step begins.

The consolidation will be completed in the spring of 2007, and the natural soil will be lowered by 1.5 to 2 m.

Excavation

Once the consolidation of the clay has reached its objective, it will be necessary to continue the work and to excavate some of the materials that were used for fill in 2006 (in purple on the sketch)!



Consolidation

This summer, as many of 15,000 vertical drains were installed in the ground, at a distance of one every 1.50 m. Subsequently, 600,000 tonnes of fill was dumped, in addition to the natural soil for the future Chemin de la Haute-Rivière, in order to add approximately 10 m to the height compared with the actual soil level. The pressure of the fill materials will force the sub-soil to compact, and the drains that have been installed will allow for the expulsion of water in order to stabilize the clay.

The work: 600,000 tonnes of granular materials will increase the soil level by close to 10 m. In 2007, once the clay has been consolidated, some of the materials that were dumped in 2006 for the consolidation of the clay will be excavated in order to allow for construction of the Chemin de la Haute-Rivière overpass.

A-30 will run under Chemin de la Haute-Rivière, and therefore, the space must first be freed in order to accommodate the autoroute. At that time, the MTQ will begin the second phase of the work site, which involves construction of the new roadway and an overpass to support Chemin de la Haute-Rivière. This structure will be supported on pilings that will be sunk down to the bedrock (below the clay) in order to ensure the stability of the structure.

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