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MONTHLY NEWSLETTER
CONCERNING THE COMPLETION
OF AUTOROUTE 30

No tolls on Autoroute 30 between Châteauguay and Salaberry-de-Valleyfield

The activities and work at the jobsites that are involved in the completion of Autoroute 30 continue to intensify. The commitment that we made in 2003 to see this highly anticipated project through to fruition is moving closer to reality with every passing day. The current government, the Ministère des Transports du Québec (MTQ), and the Bureau de projet de l'A-30 are pulling out all the stops to ensure that this major infrastructure will satisfy its two-fold mission: to become the main bypass route for the Montréal Metropolitan Area; and to enhance the road network for users in the Montérégie while contributing to the development of this vast region.

After conducting various studies and consulting a number of groups and individuals, the government made a major adjustment to the project in the Western section, which will be completed using the Public-Private Partnership (PPP) approach. The installation of tolls, which was originally planned for the entire Western section, has been downsized. As a result, tolls will only be collected on the segment that spans the St. Lawrence River between Salaberry-de-Valleyfield and Vaudreuil-Dorion. This measure will maximize user traffic on the new infrastructure by allowing users, and especially the citizens of the Montérégie region, to use A-30 free of charge between Châteauguay and Salaberry-de-Valleyfield. Therefore, the population in the region will be able to take full advantage of this new highway for local travel, with no added expense.

The Request for Qualifications period, which ran from November 2006 to February 2007, culminated in the qualification of four consortiums. Three of these consortiums were invited to participate in the next step, namely the Request for Proposals, which was launched on June 20, 2007. It is now up to the consortiums to submit their proposals.

To date, more than \$23 million has been invested in the Eastern section (south of Candiac, Delson, and Saint-Constant), and \$68 million has been invested in the Western section. In 2007, more than \$51 million will be allocated for work at the various jobsites, including on the 15/30 interchange, and for related activities on the Eastern section. During the same period, more than \$28 million will be injected into Phase 2 of the work at the Haute-Rivière site in Châteauguay, the relocation of Route 236, and other related activities, such as the repositioning of public utilities. It is expected that the acquisition process will be completed by the end of the year for both sections. The work on Autoroute 30 is progressing apace, and we are already starting to see the benefits of the four years of effort that have gone into the completion of this infrastructure, which is a crucial component in our economic development.

Jean-Marc Fournier
Minister of Revenue,
Minister responsible for Parliamentary Reform,
Government House Leader,
and Minister responsible for the Montérégie Region



A new jobsite opens

Work began on the Route 236 jobsite in Beauharnois on July 30, 2007. This work will be carried out over the course of the coming year by L.A. Hébert Ltée., at an estimated cost of close to \$6 million.

The site is located near Route 132, next to the Hydro-Québec generating station.

The work will be carried out in three separate phases:

1. Relocation of the railway and public services;
2. Installation of a storm sewer, landscaping, paving, lighting, and marking the roadway;
3. Installation of traffic lights and opening of the new Route 236.

Traffic maintenance, landscaping, and lighting work will also have to be carried out.

All three phases should be completed by June 2008.

In addition, at the request of the RCM, the MTQ will try to keep the bicycle path open during the first phase of the work, as long as user safety is not compromised. However, the bicycle path will be closed during the subsequent phases.

Changes to the toll structure in the Western section

On April 11, 2000, the MTA presented the Travel Management Plan for the Metropolitan Region to the public. This plan included the use of a PPP approach and the installation of tolls in order to facilitate the completion of Autoroute 30.

Since that time, the MTQ has examined several toll systems, primarily through the use of simulations, studying the number and locations of the collection stations, as well as the technology used. The processing capacity of the toll stations was also verified.

In light of these studies, the installation of the toll system that was originally planned for the entire Western section will be reduced, and will now include only the bridge that spans the St. Lawrence River between Salaberry-de-Valleyfield and Vaudreuil-Dorion. The bulk of the travel that will be affected by tolls will involve vehicles traveling from the south shore to the Island of Montréal, and transit traffic. Motorists will be able to travel between Châteauguay and Salaberry-de-Valleyfield without paying a toll.

These changes will encourage increased use of the new infrastructure, and will result in free regional travel for citizens of the Montérégie.

The recommended collection technology is referred to as “mixed” technology:

- Motorists who use the bridge on a regular basis will be able to open a client account with the private partner, and equip their vehicles with an electronic device that allows them to proceed through the toll station without stopping. The toll will be automatically debited from the corresponding client account. It is anticipated that this will be the predominant method of payment;
- Occasional users who do not wish to open a client account with the private partner will be able to pay the toll using a debit card. The payment will be processed on site by passing through toll lanes that are equipped with devices that are specifically designed for this type of transaction, thereby minimizing wait times;
- Another option is to allow the private partner to authorize cash payments, if it so desires.

However, it is still too soon to determine the cost of the toll. Discussions concerning this subject are expected to take place between the Government of Québec and its private partner following the signing of the Partnership Agreement, which is scheduled for the fall of 2008. In establishing the guidelines for the toll system, the MTQ will take into consideration practices that are in effect elsewhere in the world, with a view to maintaining a balance between revenues and traffic on the infrastructure.

Le centre écologique Fernand-Seguin

The completion of Autoroute 30 represents a major achievement that will change the landscape of the Montérégie region. In this context, the MTQ is intent on minimizing the impact that the construction will have on the environment and on local wildlife and vegetation.

The Centre écologique Fernand-Seguin, which is located in Châteauguay, is dedicated to conserving and increasing understanding of the environment. This enchanting site is also the ideal venue for observing various species of birds that are indigenous to the region.



Landscape at the Centre écologique Fernand-Seguin

Source: MTQ

Relocation of a pond

During the construction of the Western section of Autoroute 30, it will be necessary to relocate a pond in order to ensure the survival of local wildlife (animals, birds, amphibians, and white-tailed deer).

Working in conjunction with Héritage Saint-Bernard, which is the organization that manages the site, exploratory tours of the land made it possible to find a location that is suitable for the relocation of the pond within the confines of the Centre écologique. The data that were collected led to the creation of a concept for the new pond, which will feature the same characteristics as the original pond. Taking into account the lack of permanent streams, the MTQ was careful to dig the new pond deep enough to reach the water table, in order to ensure that it will receive a constant supply of fresh water.

The new pond will be situated closer to the pedestrian trails at the site, and therefore, access for visitors and hikers will be easier, thanks to an interpretation trail that will be set up along the edge. In addition to maintaining this essential habitat for local wildlife, those responsible for Héritage Saint-Bernard will be able to organize a variety of interpretation activities that will help to increase awareness and further educate the public with respect to the protection of the natural environment. This will create benefits for future generations.

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