

Junction



An international calibre candidate selected

With the selection of *Nouvelle Autoroute 30, S.E.N.C.*, the *ministère des Transports du Québec* has ensured that for the completion of A-30, it has enlisted a major private partner that benefits from extensive expertise in a variety of fields. *Acciona* and *Iridium* are the two main candidates that have been selected.

Founded in Madrid (Spain), Acciona is the product of the merger of the two biggest Spanish construction companies. In addition to major projects, its expertise also extends to the real estate, energy, city services, environment, and logistics industries. Acciona has worked in Africa, Latin America, North America, the Caribbean, Asia, the Middle East, and Europe.

Iridium is a Spanish company that specializes, among other things, in the management, operation, administration, maintenance, conservation, repair, and layout of infrastructures. It is active on the global market, chiefly in Spain, Ireland, France, Greece, the United States, Chile, and Canada.

You will see farther on, as you read this issue of Junction 30, the roles local companies will also play in the completion of the A-30.

Happy reading!



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Nouvelle Autoroute 30: Who is doing what?

Nouvelle Autoroute 30, S.E.N.C., is composed of the following companies:

- Acciona Concessions Canada Inc.
- Iridium Concessions Canada Inc.
- Acciona Infrastructures Canada Inc.
- Dragados Canada Inc.
- S.I.C.E.
- Arup Canada Inc.
- Construction DJL Inc.
- Verreault Inc.

Acciona and **Iridium** will jointly handle overall project management. These two companies are internationally renowned leaders in the execution of projects involving road infrastructures and major structures.

Acciona and Iridium will also be jointly responsible for the financial setup and arrangements, as well as for capital financing for the project.

Iridium will provide its expertise in order to ensure the smooth rollout of operating and maintenance activities relating to the electronic toll system (ETS) and the intelligent transportation system (ITS). Jointly with **S.I.C.E.**, which is responsible for this activity sector, these two companies may draw on their previous relevant experience with ETS and ITS systems all around the world.

Acciona Infrastructures Canada, a subsidiary of Acciona, will implement its extensive experience in the development of major bridges and substantial projects in highly complex civil engineering endeavours. Furthermore, it will be responsible for devising the "Corporate Operations", "Quality Plan", "Occupational Health and Safety", and "Environmental Protection Plan" guides in accordance

with ISO 9 001 and ISO 14 000 international standards.

Acciona Infrastructures Canada will share the design and construction responsibility with **Dragados Canada** and **Construction DJL**. The A-30 will certainly benefit from the know-how of these companies, which are experts in structural design, and promoters of innovative construction methods. In addition, they will be responsible for ensuring that all of the MTQ's technical requirements are met.

Backed by its own network of quarries, sand and gravel pits, as well as by numerous bituminous coating factories, Construction DJL has the means to provide the consortium with materials ranging from raw materials to leading edge technology products.

Verreault has completed several industrial, commercial, and institutional construction projects across Québec, the Maritime Provinces, and Ontario. The company has developed expertise in project management, construction management, value analysis, and economic studies.

These two Quebecois companies will bring the private partner local knowledge that will facilitate planning and design, as well as construction adapted to the conditions of the metropolitan region and contractual requirements.

Arup will mainly be responsible for the initial project design. Present in more than 37 countries, the company has successfully demonstrated that it knows how to put in place innovative solutions, regardless of any design challenges it faces.

Eastern Section by means of a conventional method Two major calls for tenders launched!



The A-30 project is not merely a public-private partnership. The entire Eastern Section is currently being developed by means of a conventional method under the responsibility of the Direction de l'Ouest-de-la-Montérégie. Accordingly, two major calls for tenders were launched at the end of June, and will make it possible, this fall, to begin the roadway work along the entire trajectory, from the existing A-30, in Saint-Constant, to the A-15, in Candiac.

From the 30/30 interchange to chemin Agritex

The first mandate is estimated at \$43 M. This involves the construction of the A-30 roads and bridges from the 30/30 interchange to chemin Agritex (about halfway along the southern trajectory) over approximately 5.5 km.

Many structures are planned. In fact, this is the most important part of the mandate. The entire project must be designed and constructed while respecting the environmental standards in effect.

Accordingly, new structures will be erected starting in September above rivière Saint-Régis, rivière Saint-Pierre, rang Saint-Régis Nord and Saint-Régis Sud, and lastly, rang Saint-Pierre.

The roadway construction phase will begin in the spring of 2009 and will continue until August 2010.

From chemin Agritex to the 15/30 interchange

The second contract must also begin in September, and includes the construction

of concrete cement slabs for the 15/30 interchange, as well as the construction of the roadway between chemin Agritex and the 15/30 interchange in Candiac.

Structures will be built to span rivière à la Tortue, montée de la Saline, the Canadian Pacific railway, and chemin de la Petite-Côte. It must also be possible for chemin Saint-François-Xavier to overpass the A-30.

The work is estimated at \$60 M and will be completed in July 2010.

The A-30 project site: Tremendous economic potential for the region!

The A-30 project site will have a major impact on the regional and provincial economies.

In fact, at least 75% of construction spending is local or regional, since the majority of the materials are only transported short distances. Construction workers and general labourers will also come from Québec. Accordingly, local workers will have the opportunity to develop new expertise.

In addition, this new infrastructure is liable to create or maintain as many as 18,900 direct and indirect jobs for the duration of design and construction work. Once it is operational, the A-30 will generate as many as 450 direct and indirect jobs per year in the industrial parks in the Montérégie.

Did you know?

- Improved traffic flow will lead to an approximate 1% reduction in greenhouse gases and other pollutants in the Greater Montréal Region.
- Studies conducted for the MTQ have demonstrated that following the opening of the A-30 as a bypass route, the mere fact of separating local and transit traffic will create a potential 18% reduction in accidents on routes 132 and 201, which are currently highly frequented.

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