

# Junction



## Work is well under way!

**S**eptember is a time for getting back to the grindstone! So now is the perfect time, as traffic intensifies on Quebec's roads, to confirm that the Autoroute 30 completion project is going well.

In fact, to date, some Autoroute 30 tasks have been completed and others are in progress or upcoming. This fall, there will be two major worksites for the Eastern Section, representing an investment of more than \$100 million. Furthermore, the awarding of contracts for these two mandates constitutes excellent progress since all that will remain after that will be the contracts for Jean-Leman Sector that will need to be awarded to complete this section of Autoroute 30.

If the work on Autoroute 30 project continues to progress efficiently, it is in part because of the work of several teams with the MTQ's Direction de l'Ouest-de-la-Montérégie. The acquisitions team has not been slacking off these past few years, and because of this, the acquisitions are nearly complete. The environmental experts have also significantly contributed to the project by recommending alleviation measures by seeking the authorizations necessary and ensuring the optimal integration of the project into its environment. The project managers with the Direction have made every effort to ensure the smooth rollout of activities in accordance with the established budgets and schedules.

Congratulations to all of the employees who, with their expertise and dedication, are making the completion of this major project possible.

Have a great fall 2008!



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Directeur de l'Ouest-de-la-Montérégie  
Ministère des Transports du Québec

## Eastern Section Impacts reduced to a minimum

With the construction of A-30, several measures are being implemented in order to reduce the impact that the new infrastructure has on its milieu.

The two work sites that will be implemented in the coming days will be no exception to this. In order to broach the Saint-Régis, Saint-Pierre and de la Tortue rivers, where no rare or endangered species have been identified, measures have nonetheless been taken to minimize the impact of the A-30 bridges over these rivers.

First and foremost, no work will take place in the waterways between April 1 and September 1, which is the period during which certain species of fish reproduce. Furthermore, no deforestation will take place between April 15 and August 15, in order to prevent disturbing the natural habitats during the birds' nesting period.

We will also proceed with manual deforestation over a band of 20 metres along the shores of rivière à la Tortue in order to prevent the debris from falling into the water and the machinery causing erosion.

The MTQ will also use a special type of machinery to limit the release of fine particles into the water. In addition, when necessary, shore and bank erosion control measures will be used.

Finally, because of the encroachment of the bridges in these rivers, compensation is being made for lost fish habitats.



The red cardinal is one of the species present in the Montérégie.

## Western Section The new Route 236

Phase 1 of the work to relocate Route 236 began in August 2007 and is complete. This section is now open to traffic.

This site, representing an investment of \$6.7 M, made it possible to construct the new Route 236, which begins at the west end of the existing route and runs to the Hydro-Québec hydroelectric plant. Note that this portion of the work will enable the private partner to access the construction site for the major A-30 bridge over the Beauharnois Canal, which in itself will generate a great deal of heavy vehicle traffic.

For safety reasons, a portion of the bicycle route in the Beauharnois-Salaberry Regional County Municipality, which runs along the canal in this area, will be closed during construction of the major bridge. It will be restored once the A-30 is operational.



While remaining accessible over approximately one dozen kilometres, in 2009, the bicycle route affected by the A-30 work site will be equipped with a brand new interpretation kiosk relating to Autoroute 30 and the Beauharnois Canal bridge.



The new CP bridge, in the picture on the left, is now operational, and the old bridge (on the right) will be destroyed in October.

## CP bridge work site in Candiac We're really rolling!

In recent months, MTQ built a temporary railway structure to the north of the existing CP track on the A-15 in Candiac, at a cost of \$10 M. This work site was necessary due to the proximity of the 15/30 interchange. This structure, located barely a few metres to the south, is therefore part of the same mandate as the interchange.

The new temporary CP bridge structure is complete and has been in operation since July 28!

In fact, AMT trains are presently using this temporary bridge to span A-15. Starting in October, the old rail bridge located just to the south will be demolished in preparation for its complete reconstruction. The demolition work will take place from 7:00 p.m. on Saturday, October 11, until 1:00 p.m. on Sunday, October 12. During this period, the highway will be completely closed to traffic in both directions.

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