

Junction



Acquisition of the Autoroute 30 rights-of-way

A colossal task was carried out to enable the ministère des Transports du Québec (MTQ) to become the owner of the properties required for the construction of Autoroute 30. In order to finalize all of the negotiations, the work related to the acquisition period started in 2003 and will continue for another few months after the government takes possession of the land. Today, virtually all (more than 99%) of the right-of-way in the Western section has been acquired between Châteauguay and Vaudreuil-Dorion. Mr. Martin Godbout, evaluation officer with the Direction de l'Ouest-de-la-Montérégie, is responsible for the acquisitions in this sector. The acquisitions in the Eastern section to the south of Candiac, Delson, and Saint-Constant, are headed by Mrs. Josée Proulx, chartered appraiser for the MTQ. Work may also be carried out over more than 99% of the required area in this sector.

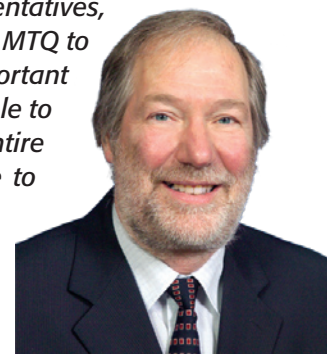
Parallel to the negotiations, a legal expropriation process was launched to ensure the availability of the necessary rights-of-way. This legal framework surrounding building acquisition activities for government purposes comprises three laws: the Act respecting the ministère des Transports and the Highways Act, both of which enable the acquisition of buildings for public purposes and outline the aspects of road ownership and management; and the Expropriation Act, which specifies the terms for expropriating the buildings required by the MTQ.

The Autoroute 30 project acquisition initiatives require that the appraisers and their agents fully respect the legal framework. Nonetheless, the right to ownership is anchored in our lifestyle,

and it is often difficult to explain the fact that public rights take precedence over private rights to owners who must be expropriated. The most important and most complex component is to engage in negotiations with the owners in question. The acquisition of property results into a property sale or transfer deed. From this perspective, those who are responsible for the acquisition process must be attentive, understanding, and demonstrate creativity when it comes to the different solutions proposed to owners.

Despite a tight schedule, the MTQ implemented several alternative measures in such a way that many of the projects were able to be completed one at a time. For example, when possible, the MTQ preferred to re-parcel farmland by exchanging properties in order to guarantee and even facilitate the continuation of operations.

As we approach the completion of the acquisition process for the Autoroute 30 Eastern and Western rights-of-way, I would like to thank the entire team with the Direction de l'Ouest-de-la-Montérégie, as well as its representatives, which enabled the MTQ to complete this important step so as to be able to ensure that the entire community is able to benefit from an infrastructure that is essential to the region's development.



Bernard Caron
Director

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News on the Jean-Leman segment

The process is well underway in the Eastern section. Acquisitions have almost been completed, a public-private partnership agreement has been signed, and work is underway.

The Jean-Leman segment is the 3.4 km highway ramp by means of which the A-30 will access the A-15 in Candiac, and rejoin the Jean-Leman interchange in the same town. It is important to remember that this ramp may help to prevent the 15/132 interchange, which is already busy, from being overloaded.

The pre-project for this segment has already been completed, which made it possible

to complete the right-of-way plan necessary to obtain the necessary expropriation orders in recent weeks. In fact, Decree 1051-2008 was obtained on October 29 and has made it possible to launch the legal acquisition proceedings with respect to securing the right-of-way for this segment.

Work on the Jean-Leman segment is slated to begin in fall 2009, and the roadway must be opened at the same time as the Western section of the A-30 under the terms of a PPP in 2012.

Archaeology

The execution of road projects requires meticulous preparation. For this reason, the MTQ ensures that all steps are respected during the process in order for the work to be carried out flawlessly. During these preparations, under the terms of the Environment Quality Act, some categories of projects must be covered by an impact study. Among the many aspects considered in a given study, archaeology is most certainly a priority.

It is possible for archaeological sites to be discovered in numerous areas of Quebec territory. Until now, research has led to the identification of more than 9,000 archaeological sites in Quebec. These sites are unique and fragile, and make it possible to recreate past events not documented in archives.

A review of the archaeological potential must first be carried out to determine if theoretically, such archaeological sites could be located in the right-of-way of a road development. When potential is identified, before construction work begins, an archaeological inventory in the form of manually excavated surveys using a shovel and trowel must be carried out on the soil to identify the presence or absence of buried remnants. These surveys are carried out every 15 metres.

The MTQ entrusts this work to specialized firms, and the archaeological research activities are subject to the *Cultural Property Act* of Québec.

When historical or pre-historical remnants are discovered, they are evaluated, and the discovery may become the target of systematic searches. These searches make it possible to collect all of the objects present in the soil, and all of the data is recorded so as to be able to reconstitute the events that may have occurred on the site in research reports.

Autoroute 30 has not escaped this process, and the areas of the right-of-way with archaeological potential have been the targets of systematic archaeological surveys.

For several months now, archaeologists mandated by the MTQ have been taking inventory before construction sites are even erected. In the case of the Eastern section of the A-30 to the south of Candiac, Delson, and Saint-Constant, the work is being carried out in cooperation with the Kahnawake Mohawk Council. So far, research has not indicated the presence of new archaeological sites, and the work is progressing according to schedule.

Goodfellow: a major agreement

The completion of the 15-30 Interchange is an important step in opening the new sections of Autoroute 30.

Following negotiations, an agreement was reached between the MTQ and Goodfellow Inc., which owns a portion of the properties required for the construction of this interchange. The acquisition of this land made it possible to begin work on this interchange in fall 2008.



15/30 Interchange in Candiac

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