

Junction



Unprecedented investments

In January, ministers Julie Boulet and Michel Després announced an unprecedented investment plan for the Québec road network totalling \$7.9 billion over the next four years.

The completion of Autoroute 30 will be a large part of this plan, and it will continue to be a major work site in 2007-2008, representing an investment of \$79,691,000.

Work on the Western section will cost more than \$12 million, including the final phase of the Haute-Rivière site in Châteauguay and the first phase of the relocation of Route 236. This work includes redesigning the access ramps and moving pylons and railway tracks. More than \$15 million will be invested in the section between Châteauguay and Vaudreuil-Dorion in order to relocate public utility installations and for a variety of other activities.

However, the Eastern section, south of Candiac, Delson, and Saint-Constant, represents the lion's share of the investment, including work on the A-15/A-30 interchange, the consolidation of soils with low bearing capacity, the beginning of construction work on the A-30/R-730 interchange, and a number of related activities, which together are estimated at more than \$51 million.

In 2007, the scope of the work that will be undertaken in order to complete the bypass route around the metropolitan region will become very evident.

To learn more,
visit our website:

www.autoroute30.qc.ca



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Request for Proposals for Autoroute 30: the qualified candidates have been identified!

On February 16, 2007, the governments of Canada and Québec announced the names of the qualified candidates who have been invited to participate in the Request for Proposals process, which is scheduled to take place in the spring of 2007.

The following consortiums were selected, following a thorough screening process:

Infras-Québec A-30, consisting of:

- Macquarie Bank Ltd.
- Construction Kiewit Cie
- Parsons Overseas Company of Canada Ltd.
- Genivar
- Miller Paving Ltd.

Nouvelle Autoroute 30, consisting of:

- Acciona S.A.
- Iridium Concesiones de Infraestructuras S.A.
- Groupe Axor Inc.
- Acciona Infraestructuras S.A.
- Dragados S.A.
- SICE
- Arup Canada Inc.

SNC-Lavalin, consisting of:

- SNC-Lavalin
- Pomerleau
- EBC
- Rizzani de Eccher
- Buckland & Taylor
- Tecsub
- Dexia
- Mainroad

This announcement was made following the Request for Qualifications process, which took place between November 8, 2006 and January 17, 2007. Four candidates submitted proposals in order to be considered for the next selection phase. They were required to demonstrate their ability to design, construct, finance, operate, maintain, and repair the infrastructure, including a toll system, for the duration of the partnership agreement. The three selected candidates are invited to continue the process with the second step, which is the Request for Proposals.

Each candidate must submit a proposal for the completion of the 35-km Western section connecting Châteauguay to Vaudreuil-Dorion and a 7-km section connecting Autoroute 30 to Salaberry-de-Valleyfield. This proposal must satisfy the requirements for the partnership with the government in terms of the deadline and the sharing of risks.

The Request for Proposals is expected to be launched in the spring of 2007, with a view to receiving proposals in early 2008 and signing the partnership agreement in the course of that year.

Relocation of Route 236

The completion of Autoroute 30 includes the relocation of Route 236 in Beauharnois, which is necessary in order to connect Autoroute 30 to Route 132, and to reroute the heavy transport traffic from downtown Beauharnois toward a new axis. Route 236 will be relocated to the industrial park on the west side of the city of Beauharnois, which will help to significantly reduce the impact of traffic on citizens and on activities in the downtown area.



the existing Route 236 is shown on the right, while the future Route 236 appears on the left.

The new Route 236, which will run along the east side of the Beauharnois Canal, is included in the initial stages of the construction calendar. It is also expected to provide access to the site from the major bridge that will span the Beauharnois Canal. A little later in the process, an interchange between A-30 and Route 236 is planned in the context of a public-private partnership.

The first phase will involve the section between Route 132 and the existing bicycle path that crosses the new Route 236, which will be used by a future contractor, who will build an access corridor. Unfortunately, for safety reasons, the bicycle path will not be accessible during the work. Phase 1, which will begin in the summer of 2007, is expected to be completed no later than December 2007. \$5 million will be invested in this area in 2007-2008.

One of the problems facing Route 236

However, the site of Route 236 presents a number of problems that must be addressed.

The relocation of Route 236 will have a significant impact on Hydro-Québec, because a number of power transmission lines of various sizes currently occupy the planned trajectory. Some of them will have to be moved, and the work to be carried out represents a cost of several million dollars. This work will require close cooperation with Hydro-Québec in order to ensure that project progresses smoothly, without hindering activities in the area.

In light of this, a specialized consultant has been given a mandate to determine the corrective work that is required. In order to avoid compromising the completion of Phase 1 of the Route 236 project, Hydro-Québec will proceed quickly with the relocation of the existing facilities of the Beauharnois plant that are affected by the construction of the new highway.

Another mandate has been given to locate water and sewer conduits and electrical cables on the site. Considering the large number of public utility installations that are located in this area, it is crucial that they be properly identified in order to allow for the preparation of plans and specifications for a Request for Proposals that will be issued for this work.

By addressing these problems in a deliberate manner and enlisting the cooperation of each of the partners, the success of this project will be guaranteed!

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