

Junction



Everyone here at the Direction de l'Ouest-de-la-Montérégie (DOM) is working hard, and in close cooperation with the Bureau de projet de l'autoroute 30, to make the completion of autoroute 30 a reality.

Several critical steps will be completed in 2006, including taking legal possession of the land in the Western section. The clearing of these rights-of-way, which is the responsibility of the DOM, will be completed in the summer of 2006. By the time the MTQ launches its Request for Proposals later this year, it will own all of the land required for the construction of the autoroute. The DOM is also relocating public utility infrastructures during the course of this year, and undertaking acquisition activities for the Eastern section, in order to clear the rights-of-way by the spring of 2007.

Construction of the overpass above autoroute 15 in Candiac will be completed in June. A Call for Tenders for the construction of the autoroute 15/30 interchange will be issued in the spring, for work to commence in June.

There is still a lot of work to be done by DOM employees. Autoroute 30 is a group project that requires the talent and dedication of the entire team, and I am proud to be at the helm!

Together, we will turn this project into a true highway worksite!



Bernard Caron
Director
Direction de l'Ouest-de-la-Montérégie

Jean-Leman Stretch of the Eastern Section

The BAPE recommends the MTQ's trajectory

On February 20, 2006, the Bureau d'audiences-publiques sur l'environnement (BAPE) published its report on the evaluation of the Jean-Leman section (<http://www.bape.gouv.qc.ca>). Keep in mind that this 3.4 km segment in Candiac will make it possible to safely join the Eastern section that is currently under construction with the existing autoroute 30.

The BAPE feels that the "completion of this project will make it possible to attain the MTQ's objectives in terms of routing, flow and security."

After considering the various options, the BAPE determined that "the trajectory recommended by the MTQ constitutes a compromise that minimizes the impact on the surrounding farmland and on the development of the urban perimeter of the town of Candiac."

In order for the Jean-Leman section to not be perceived as the new limit for urbanization, the BAPE is of the opinion that it would be preferable not to build an interchange near rang Saint-André: Therefore, "the only entrances and exits that should be built are those that the MTQ plans to build at either end."

The BAPE is also of the opinion that "the project for the completion of autoroute 30 between autoroute 15 and the Jean-Leman interchange should include a viaduct that will maintain continuity between rang Saint-André and Jean-Leman Boulevard."

Finally, the MTQ must compensate for any loss of wooded areas, and must ensure the vitality of the replanting through adequate follow-up.

The next step includes obtaining a decree from the Conseil des ministres to authorize the start of work.



Commissioners François Lafond and Louis Dériger at public hearings on the Jean-Leman section in September 2005.

Investments in the road network in 2006-2007

On January 31, 2006, Michel Després, Québec Minister of Transport and the Minister responsible for the Capitale-Nationale Region, and Julie Boulet, the Minister for Transport, announced the injection of \$1.3 billion into the Québec road network for 2006-2007. \$231.2 million of this will be invested in the territory of the Montérégie.



Michel Després, Québec Minister of Transport and the Minister responsible for the Capitale-Nationale Region (centre), and Julie Boulet, Minister for Transport, accompanied by Réjean Lafrenière, MNA for Gatineau and parliamentary assistant to the Minister of Transport, at the announcement of the investment in January.

And what about autoroute 30?

The completion of autoroute 30 is a government priority and a prominent item in the 2006-2007 budget, with a total of more than \$35 M allocated this year (\$18,680,000 for the Western section; \$17,208,000 for the Eastern section).

These investments are primarily earmarked for the relocation of public utility infrastructures, preparatory work, acquisitions, and work on the 15/30 interchange in the Eastern section.

The acquisition process

In order to ensure that autoroute 30 is completed in accordance with the established schedule, all of the steps in the project must be carried out without delay. However, these steps are contingent upon one activity: the acquisition of the required rights-of-way.

A very strict legal framework

All of the steps in the acquisition process (discussions, negotiations, meetings with owners, etc.) must take place within a very strict legal framework for each of the 300 cases.

In Québec, Common Law gives prevalence to individual rights in the case of the public use of assets. In light of this, an expropriation process has been developed over the years in order to enable the construction of infrastructures intended for public use.

The legal framework surrounding the activities involved in the acquisition of immovables for government purposes is set out in three Acts: the *Act respecting the Ministère des Transports*; the *Act respecting Roads*, which allows for the acquisition of immovables for public purposes, and which encompasses the concepts of ownership and road management; and the *Expropriation Act*, which specifies the terms for expropriation of immovables required by the MTQ. All acquisition activities by appraisers and their agents related to the completion of autoroute 30 must be carried out with unwavering respect for this legal framework.

The acquisition of a property must be accomplished through a bill of sale or a deed of transfer of property (*Expropriation Act*).

Working in this context, MTQ employees are striving to clear the rights-of-way as quickly as possible in order to be able to begin work on autoroute 30 in accordance with the established schedule.

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