



As part of the preparation of the Honoré-Mercier Bridge major project, the Ministère des Transports du Québec is collaborating with the Mohawk Council of Kahnawake. This document was produced in response to questions and concerns raised by the community, based on information available to date.

Bridge reconstruction:

1. What part of the bridge is being replaced and why?

The project concerns the provincial upstream structure (see map) of the Honoré-Mercier Bridge (toward the South Shore), which opened in 1934. Now 85 years old, this structure requires major work.

Reconstruction of this part of the bridge will make it possible to improve user safety, lift the ban on overloaded trucks, provide a lane width in accordance with standards, and add a multipurpose path to connect to cycling and pedestrian facilities on either side of the structure.

Until the new structure is commissioned, the MTQ will ensure that the work required to maintain the bridge safe and functional is performed.

2. Were other options considered including maintenance of the existing bridge or relocating the bridge elsewhere? If so, what was considered and why was the current option selected?

In putting together the project, we analyzed three options in depth:

- Major rehabilitation of the provincial structure toward the South Shore
- Reconstruction of the provincial structure toward the South Shore
- Reconstruction of both provincial structures (the one toward the South Shore and the one toward the North Shore)

An analysis of all technical, environmental, financial, and human issues pointed to rebuilding the structure toward the South Shore as the best long-term solution.

Relocation of the new structure was not considered, as it must connect to existing infrastructure on both sides (federal part of the bridge and route 138 in LaSalle).

3. Why can't the bridge be relocated away from Kahnawà:ke?

Since the provincial portion is only part of the Honoré-Mercier Bridge, the new upstream structure (toward the South Shore) cannot be relocated because it must connect to existing infrastructure on both sides (federal part of the bridge and route 138 in LaSalle). In addition, the federal government completely renovated its portion a few years ago.

4. What part of the bridge is being replaced? Can a map be provided?

See Question 1.



Honoré-Mercier Bridge Major project

QUESTIONS

ANSWERS

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- Major project
- Autoroute network





5. Will more land on the North Wall be required for the new bridge? If so, how much?

The new structure will have to connect to the existing federal portion. As such, it will rest on two of the piers on the North Wall. These two piers will have to be modified to meet current standards, so these piers may be enlarged somewhat. It is too early to say by how much. However, no new permanent piers will be erected and revisions to the piers must be within the existing footprint of the Mercier Bridge. No new additional lands will be required to be used for the piers.

6. Will the new bridge have more traffic lanes than the existing bridge?

No. The new provincial structure of the Honoré-Mercier Bridge toward the South Shore will have two traffic lanes, as it currently does, considering that it must connect to the federal portion of the bridge (south) and route 138 (north).

However, the deck will be wider since shoulders built to standard are planned to allow for better management of emergency events and facilitate winter maintenance. The addition of a multi-purpose path is also planned.

7. Where will the new bridge be located (between the existing spans or upstream)?

The exact siting of the new structure will be determined after completion of all studies required for the project.

8. Can additional lanes be added on either side of the Montréal-bound span instead of building a whole new span?

The widening or addition of traffic lanes on the downstream bridge (toward Montréal) would require just as much work as building a new structure. Therefore, this option was not selected for further study.

9. What will the new bridge look like?

The visual appearance of the new structure has not yet been determined. However, the MTQ agrees that it will be complimentary to its environment the downstream structure (toward Montréal) and the federal part of the bridge. The MTQ will gather feedback from the community, including Kahnawà:ke, in this regard.

10. How will the new bridge be constructed? If multiple options are being considered, what are they?

The MTQ is currently looking at the various construction options. No specific method is preferred at this time. It should be noted that the contractor is responsible for developing its own construction methods in accordance with contractual rules.



11. Has a feasibility study been completed to assess the options for the reconstruction? Can this be shared?

The project is subject to the [Directive sur la gestion des projets majeurs d'infrastructure publique](#), which sets out a process for identifying and overseeing the measures required to ensure proper management of major projects. In accordance with this directive, an opportunity case was prepared to analyze different options and recommend the best long-term solution. In April 2017, the Government of Québec officially announced the chosen solution, which is to build a new structure toward the South Shore. The opportunity case is an internal working document that government authorities use in decision making.

12. Could the bridge span be reconstructed on top of the existing piers? If not, why?

We looked at this option but chose not to pursue it, given that the piers are also 85 years old and would have needed to undergo major work to accommodate the new deck and comply with current standards.

In addition, building the new structure parallel to the existing one will facilitate traffic management, as traffic can be maintained during most of the work.

13. Will there be a staging area for construction on the North Wall? If so, how large will it be and will it impact natural areas on the North Wall?

At this point in the project, we can say that a staging area on the North Wall will be needed for construction and demolition. The area needed and the impact of its use will be evaluated with the institutions concerned, including with the Kahnawà:ke Environment Protection Office (KEPO). Environmental studies are ongoing in collaboration with KEPO. A mitigation plan to limit the impact of work on the environment will be developed in collaboration with KEPO.

14. What will be the impacts to the environment and wildlife on the North Wall associated with the bridge construction?

See Question 13.

15. How will impacts to fish including sturgeon from the construction of the new bridge be prevented?

A study on the lake sturgeon spawning area is ongoing to collect the most recent data. As mentioned in Question 13, all studies underway will help the MTQ develop mitigation plans, or alter workplans, to limit/avoid impacts on the environment.

16. Will water be diverted to facilitate the construction? If so, how much and where?

Construction methods have not been determined at this point in the project. For the moment, only the rehabilitation of Pier 14 on the North Wall will probably require a cofferdam, which will



consist of temporarily drying a small section of the river so work can be performed. Any works related to this will be planned so as to ensure limited environmental impact.

17. What will happen to the old bridge once the new section has been constructed?

The old structure will be demolished after the new one is built. Demolition methods have not yet been determined.

18. What are the plans for the contract? Will it be a Kahnawà:ke contractor? Will it be an open tender?

In a [press release](#) issued on August 1, the Government of Québec reiterated its commitment, regardless of the contractor selected, to prioritize Mohawk workers for maintenance of the provincial portion of the Honoré-Mercier Bridge and for the reconstruction project.

Contracts will be awarded in accordance with existing agreements. The MTQ cannot comment at this time on the award process or the nature of the award. Several remaining steps must be completed before planning the calls for tenders for execution of this work.

19. Will KEPO have unfettered access to monitor environmental impacts as needed?

The MTQ recognizes KEPO as a key organization concerned. Therefore, KEPO will have full access to the site to monitor the application of environmental measures.

20. How will traffic be diverted during the construction phase? Is it a limited timeframe?

Building the new structure parallel to the existing upstream structure (toward the South Shore) will allow traffic to be maintained during most of the project, with the exception of work required to connect the new structure to existing infrastructure. The MTQ cannot currently comment on the traffic restrictions that will be required but will work to limit obstructions on the current structure during the work.

21. What additional impact will the traffic place on the span receiving the counterflow traffic, and how will the impacts be monitored (for safety)?

Existing structures are constantly being monitored. All measures will be put in place before and during reconstruction work to keep existing structures functional and safe.

22. Will there be a truck ban for specific hours?

Building the new structure parallel to the existing upstream structure (toward the South Shore) will allow traffic to be maintained, including truck traffic, during most of the project, with the exception of work required to connect the new structure to existing infrastructure. The MTQ will work cooperatively with the MCK and Kahnawake Peacekeepers to come up with a traffic management plan to limit the impacts of the work.



23. Will there be provisions for emergency vehicles to get across the bridge in an expedited manner?

The deck of the new structure will be widened to provide standard shoulders up to the federal section, which will facilitate emergency service response operations.

Geotechnical drilling:

24. Why is geotechnical drilling necessary and how will it be done to prevent impacts to wildlife?

A geotechnical study is necessary to ascertain the exact state of the soil where work is planned. The data collected will be used to determine the location of the future piers.

The boreholes will be approximately 89 mm (3.5 inches) in diameter. Work will be performed outside of the reproduction window for fish species inhabiting the study area. All machinery will have biodegradable oil to avoid any harm to the environment in case of an accidental spill. Water used for drilling will be collected and sediment will be disposed of in an appropriate site after water decantation. Clean water will be returned to the river.

25. How does it work?

Soil tests are performed using drilling rigs, and samples are extracted for laboratory analysis to determine soil properties.

26. Why are there geotechnical drilling locations identified on the North Wall and upstream of the current bridge?

The MTQ must collect as much data as possible to determine the exact condition of the soil in the area where work is planned. The exact location of the projected bridge and the temporary structures required for its construction will be guided by the findings of the geotechnical study.

27. What are the dimensions of the boreholes? Where will materials from the boring be stored?

The boreholes will be 89 mm (3.5 inches) in diameter. Boring materials will be stored on the barge, analyzed, and sent to an authorized waste management site in accordance with current regulations.

28. Will these boreholes be capped?

Only the two boreholes on the North Wall will be capped.

29. How will the barge stay in place when the drilling is occurring?

A spud system will help keep the barge in place.

30. How will the community be consulted? What is the plan?

The MTQ is working with the Mohawk Council of Kahnawà:ke and regularly informs it of progress on the major project. A formal consultation process for the projects was established



between the MTQ and Mohawk Council of Kahnawake in April 2018 and will continue as the project moves forward.

31. Who has final say on the design and who gives the go ahead on the project?

At the design stage, the MTQ will look at how well the new structure fits into its environment and how it coordinates with the downstream structure (toward Montréal) and the federal part of the bridge. The MTQ will gather feedback from the community in this regard.

As provided in the [Directive sur la gestion des projets majeurs d'infrastructure publique](#), the Québec government cabinet is responsible for authorizing the project after submission of the business case.

32. How long would it take to replace the existing span in the same location, on the same piers?

See Question 12.