

# Highway planners create a very moving model

By CHARLES LAZARUS

The Trans-Canada Highway issue has stirred Quebec Roads Department planners to the point where the scale model giving every detail of the route and design has a moveable section of the controversial area along Notre Dame street east.

The model sits on a long table

behind locked doors on the 16th floor of the roads department offices in the Hydro Quebec Building on Dorchester Boulevard. A flick of a switch starts a hydraulic motor which "removes" the Notre Dame east section of the expressway and replaces it with a model of the area in its present form; then the expressway comes back into place,

and the homes and plants disappear. A spokesman for the roads department says the care taken "to pursue these detailed studies on the effect on this region is seen in how much work has been put into this unique model. Certainly this proves that the entire project has been planned for a long time, with the knowledge of the provincial and municipal authorities."

## Safety stressed

One of the revealing aspects of the model, which covers the distance from Sanguinet Street to the Hippolyte-Lafontaine bridge-and-tunnel crossing of the St. Lawrence, is the attention paid to the safety factor at access and exit ramps. There will be four sets of ramps along the eastern section of the eight-lane superhighway: Around the new CBC site, at Fullum, at Bourbonnière-Bennett, and at Dickson.

Eliminating the hazardous crisscrossing of vehicles trying to get on and off the expressway, the designers have come up with a two-level ramp that not only eliminates the danger, but will speed traffic as well.

The scale model also shows that the eastern section will be below ground level, like the Decarie Expressway, from a point near Bleury to Sanguinet; will tunnel under Viger Park; will be depressed again between St. Hubert and Papineau; elevated under the Jacques Cartier Bridge to Fullum, and at ground level for most of the rest of the way to the Hippolyte-Lafontaine bridge-tunnel.

Just how soon the easternmost section of the expressway may get started is a matter of speculation on the part of roads department officials since the big question is financing.

## High priority

However, these same officials emphasize that the expressway is now a matter of high priority, not so much for the jobs it will create, but to serve the basic needs of moving traffic through the downtown area, and serving major developments such as the CBC headquarters area, and such projected complexes as Place Desjardins and Cité Concordia.

One official said that "although the protesters may be sincere, they still don't realize that the Trans-Canada's functions are completely different from the Spadina Expressway idea in Toronto or any other expressway, for that matter."

He explained that "for one thing, no city in the world has the unique congestion problems of Montreal, because we are an island with midtown traffic blocked by the mountain. Then there is the problem of lowering pollution by speeding traffic, rather than let hundreds of motors idle on the main thorough-



Staff, Photo by Morris Edwards