JACQUES CARTIER BRIDGE

A jewel of our heritage, the Jacques Cartier Bridge is an icon of Greater Montreal. Inaugurated in 1930, this five-lane bridge links Montreal to Longueuil and provides access to Île Sainte-Hélène.

LENGTH

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
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</thead>
<tbody>
<tr>
<td>Bridge length abutment to abutment</td>
<td>2,765 m</td>
</tr>
<tr>
<td>Including the on-ramps and off-ramps</td>
<td>3,382 m</td>
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</tbody>
</table>

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of spans: 40 (24 on the Longueuil side and 16 on the Montreal side)</td>
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<tr>
<td>Main channel width: 304.8 m between the wharf and the pier in the river</td>
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<tr>
<td>Roadway width: 18.3 m between the curbs</td>
<td></td>
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<tr>
<td>Multipurpose path width: 2.5 m</td>
<td></td>
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<tr>
<td>Sidewalk width: 1.5 m</td>
<td></td>
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<tr>
<td>Weight of steel of the bridge and pavilion (original construction): 33,267 tonnes</td>
<td></td>
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<tr>
<td>Amount of concrete in the piers and other supports (original construction):</td>
<td></td>
</tr>
<tr>
<td>86,547 m³</td>
<td></td>
</tr>
<tr>
<td>Amount of cut stone for the piers (original construction): 13,379.7 m³</td>
<td></td>
</tr>
<tr>
<td>Amount of gravel and other fill materials in the embankments (original construction):</td>
<td>95,569 m³</td>
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<tr>
<td>Amount of paint required for one coat (original construction): 38,641.8 L</td>
<td></td>
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TRAFFIC

- Five (5) traffic lanes
- Speed: 50 km/h
- Trucks: AUTHORIZED
- Oversized trucks: LICENSE REQUIRED
- Scooters: AUTHORIZED
- Cyclists (including bicycles and powered scooters): AUTHORIZED on the multipurpose path
- Pedestrians: AUTHORIZED on the multipurpose path and sidewalk
- Towing: exclusive contract on the bridge
- Monitoring: Sûreté du Québec
STRUCTURE
+ Concrete for the deck and substructure of south approach and main span.
+ Steel for the superstructure and substructure of north approach.

DECK
The bridge deck is 23.1 m wide. It has a multipurpose cantilever path on the upstream side and a pedestrian cantilever sidewalk on the downstream side.
The deck is supported by riveted trusses that rest on concrete piers at the south approach and steel towers at the north approach.
In the cantilever section, dowels (trunnions) and tension anchors are used to articulate some of the assemblies.

ILLUMINATION - LIVING CONNECTIONS
Thanks to intelligent programming, the Jacques Cartier Bridge is the first connected bridge that comes alive every night and changes with the rhythm of Montreal’s seasons and energy.

2,807 lights
10.4 km of cables
50,000 hours: estimated lifespan of the LED lights

SOUTH APPROACHES

SECTION 1
Steps at the 326.2-m fill section at the south approach.

SECTION 2
Extends from Pier 1 to Pier 9.

SECTION 3
Spans the St. Lawrence Seaway and is approximately 36.6 m above the canal surface.

SECTION 4
Extends from Pier 10 to Pier 19A, which is the southern boundary of the Île Sainte-Hélène Pavilion.

SECTION 5
The Île Sainte-Hélène Pavilion is a three-story building. A rare example of Art Deco architecture in Montreal it is being renovated for a new use. It has a pedestrian tunnel decorated with murals that lets people get from one side of the bridge to the other under the traffic lanes.

SECTION 6
Extends from the north boundary of the Île Sainte-Hélène Pavilion to Pier 23.

 SECTION 7
The most recognizable part of the bridge, this cantilever section extends from Pier 23 to Pier 26 and spans the St. Lawrence River. It has two anchor spans at each end, two cantilever spans and a central suspended span. The bridge engineer’s combined aesthetics and technique to create a remarkable interplay of proportions.
The main span includes the four finals often called the “Tiffel Towers” from the deck, you would never believe that each one is nearly 4.6 m tall and weighs about 6 tonnes.

MAIN SPAN

SECTION 8
Includes a section with steel towers.

SECTION 9
North approaches that are partly concrete arches.

NORTH APPROACHES