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| 1. **IDENTIFICATION DES TRAVAUX** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Communiqué :** | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | | | | **Projet :** | | | | | | | | | | | | | Cliquez ici pour taper du texte.**Jai 154-xx-xxxx** | | | | | | | | | | | | | | | | **Dossier :** | | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | |  | |
| **Date de début du chantier :** | | | | | | | | | | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | **Date de fin du chantier :** | | | | | | | | | | | | | | | | | | | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | **Parachèvement** | | | | | | | | | | |
| **Configuration actuelle de la route :** | | | | | | | | | | | | | | | | | | | | | | | | | | **1 chaussée** | | | | | | | | | | | | | | | | | | | | **2 chaussées** | | | | | | | | | | | | | | |  | | | | | |  | | | | | | | | | | | | | |
| **Nature des travaux :** | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. **LOCALISATION de l’entrave** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Municipalité :** | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | |
| **Nom de la route à 5 chiffres, le cas échéant :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Sur la chaussée** | | | | | | | | | | **Sortie no** xxx | | | | | | | | | | | | | | | | | | | | **Accès** | | | | | | | | | | | | **Échangeur** | | | | | | | | | | | | **Accotement** | | | | | | | | | | | | | | | **Voie de desserte** | | | | | | | | | | | |
| **RTSSC de DÉBUT** | | | | | | | | | | | **Route :** | | | | | | | | | |  | | | | | | **Tronçon :** | | | | | | | | | | | | |  | | | | | | | | **Section :** | | | | | | | |  | | | | | | **Chaînage :** | | | | | | | | | | |  | |  | | | | | |
| **RTSSC de FIN** | | | | | | | | | | | **Route :** | | | | | | | | | |  | | | | | | **Tronçon :** | | | | | | | | | | | | |  | | | | | | | | **Section :** | | | | | | | |  | | | | | | **Chaînage :** | | | | | | | | | | |  | |  | | | | | |
|  | **Structure (uniquement pour les travaux concernant la structure) : P-** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | |  | | |
| **Autre RTSSC (si plus d’un site) :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Repère physique du début de l’entrave:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |
| **Repère physique de la fin de l’entrave:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |
| **Entrave en direction (conséquence pour l’usager) :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Sud** | | | | | | | | | | | **Nord** | | | | | | | | | | | **Est** | | | | | | | | **Ouest** | | | | | | | | | | | | |
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| 1. **ENTRAVE et heure de l’entrave** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Circulation :** | | | | | **En alternance** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Sur voie rétrécie** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Sur accotement** | | | | | | | | | | |  | | | | | | |
|  | | | | | **À contresens** | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | **Sur voie déviée** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Sans entrave** | | | | | | | | | | |  | | | | | | |
| **Fermeture :** | | | | **Complète** | | | | | | | | | | | | | | | | **Chemin de déviation** | | | | | | | | | | | | | | | | | | | | | | **Détour (Remplir section F)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Fermeture de voie :** | | | | | | | | | | | | |  | | | | | **sur** | | | | | | |  | | | | | | **voies** | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Autres entraves :** | | | | | | | | |  | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Lundi** | | | **Mardi** | | | | | | | | | | | | | | | | | | | **Mercredi** | | | | | | | | | | | | | | **Jeudi** | | | | | | | | | | | **Vendredi** | | | | | | | | | | | | **Samedi** | | | | | | | | | | | | **Dimanche** | | | | | | | | | |
| **Heures :** | |  | | | | **24 h sur 24 h** | | | | | | | | | | | | | **ou entre** | | | | | | | | | | | | | |  | | | | | | | | | |  | | | **et** | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | |  | | | | |
| **Précisions supplémentaires :** | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. **AUTRES DÉTAILS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Entrave sur un réseau routier autre que celui du MTMDET :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
| **Entrave d’un accès en provenance du réseau municipal :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
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| 1. **ENTRAVES LIÉES AUX CHARGES ET DIMENSIONS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Largeur de la voie réduite à mètres** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Interdiction aux véhicules lourds** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hauteur réduite à mètres** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Glissières rigides** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Rayon de virage serré. Préciser au besoin :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. **DÉTOUR** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Préciser les axes :** | | | | | | | | | | | | | | | | **Réseau local** | | | | | | | | | | | | | | | | | | | | | **Voir plan de localisation** | | | | | | | | | | | | | | | | | | | | | | | | | | | **Itinéraire facultatif** | | | | | | | | | | | | | | | | |
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| 1. **PERSONNES RESSOURCES** | | | | | | | | | | | | | | | | |
|  | **Responsable** | | | | **Employeur** | | | | | | | | | | | | | | | | | **1er numéro**  **de téléphone** | | | | | | | **2e numéro**  **de téléphone** | | | **3e numéro**  **de téléphone** | | | | | | |
| **1** |  | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | |  | | | | | | |  | | | |  | | | | |
| **2** |  | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | |  | | | | | | |  | | | |  | | | | |
| **3** |  | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | |  | | | | | | |  | | | |  | | | | |
| **Exécution des travaux :** | | | | | | **MTMDET** | | | | | | **Entrepreneur** | | | | **Services publics** | | | | | | | | | | | | | | **Municipalité** | | | | **Autres** | | | |
| Services publics  Autres | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Nom de l’exécutant (DG, CS, entrepreneur, etc.) :** | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
| **Nom du chargé d’activité ou du chef des opérations du MTMDET :** | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | |
| **Nom de l’entreprise de signalisation :** | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. **AUTRES INFORMATIONS - OPÉRATIONS** | | | | | | | | | | | | | | | | | |
| **Informations utiles aux CIGC** | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |
| **KM – borne kilométrique du premier élément de signalisation :** | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |
| **KM – borne kilométrique du dernier élément de signalisation :** | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |
| **Autres axes avec signalisation du chantier concerné :** | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |
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| **Présence possible de radar photo** | | | | | | | | | | | | | | | | | | | | **Utilisation de véhicule escorte** | | | | | | | | | | | | | | | | | |
| **Entente policière (chantier ciblé)** | | | | | | | | | | | **no** xxx | | | | | | | | | | **Utilisation de PMV** | | | | | | | | | | | | | | | | |
| **Longueur de l’entrave (au besoin) :** | | | | | | | | | | | |  | | | | | | | | | **En cas d’intempéries, travaux reportés** | | | | | | | | | | | | | | | | |
| **Limite de vitesse réduite :** | | | | | | | | |  | | | | | | | | | | | | **Environnement** | | | | | | | | | | | | | | | |  |
| **Horaire des travaux :** | | |  | | | | | | | | | | | | | | | | | | | | | **Certificat  no :** Cliquez ici pour taper du texte. | | | | | | | | | | | | | |
| **Travaux mobiles** | | | | | | |  | | | mètres à la fois | | | | | | | | | | | | | | **Autorisation no :** | | | | | | | | | | | | | |
| **Utilisation de**  feux, de  signaleurs (alternance) | | | | | | | | | | | | | | | | | | |  | | | | | **Annexe no :** Cliquez ici pour taper du texte. | | | | | | | | | | |  | | |
| **Partenaires informés :** | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Inconvénients commerces, résidents, etc. Préciser :** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 1. **PLAN DE LOCALISATION JOINT** | | | | | | | | | | | | | | | **OUI** | | | | | | | | | | | **NON** | | | | | | | | | | | |
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| Rédigé par : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Autorisé par chargé d’activités (ingénieur) ou Chef des opérations (gestionnaire) : | | | | | | | | | | | | | Cliquez ici pour taper du texte. | | | | | | | | | | | | | | | | | | Date : | | | | | | |
| Transmettre à : | | Courriel (boîte ou liste commune) de la Direction générale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IMPORTANT pour le CIGC **:**  Détecter rapidement le chantier signalé lorsque l’entrave est sur 2 routes différentes, un chantier par route est requis. Identifier les axes en périphérie sur lesquels il y a de la signalisation. Appeler les ressources rapidement (1er, 2e, 3e, etc.) lors d’un événement sur le chantier.  Les bornes kilométriques constituent un repère opérationnel mais ne sont pas diffusées (exception : réserve faunique, aucun repère, etc.).  IMPORTANT pour les ressources affectées à la saisie des informations dans le système TRR (diffusion sur Québec 511) :  Cibler le centre du chantier et détecter les repères de début et de fin. Comprendre l’entrave par rapport à la configuration de la route (1 chaussée, 2 chaussées, etc.).  S’il y a entrave sur 2 routes, utiliser le champ « Autres entraves » si la 2e entrave est simple. Sinon, remplir un autre formulaire d’avis de travaux pour les informations concernant la 2e route. Le champ « Autres entraves » peut être utilisé pour une entrave de courte durée lors de l’installation du chantier, par exemple.  **DÉLAIS Entraves majeures**  • 10 jours ouvrables avant le début de l’intervention pour la diffusion aux partenaires et la coordination des travaux.  • 5 jours ouvrables avant le début des travaux pour une modification des informations (précision, ajout, révision ou mise à jour).  **Entraves mineures**  • 3 jours ouvrables avant le début de l’intervention pour la diffusion aux partenaires et la coordination des travaux.  • Dès que connue pour une modification des informations (précision, ajout, révision ou mise à jour).  **Cas exceptionnel de modification à l’entrave le jour même**  • Lundi au vendredi : avant 13 h  • Samedi, dimanche et jours fériés : le jour ouvrable précédant le début de l’intervention, avant 13 h  **Travaux sans entrave**  • 1 jour ouvrable avant le début de l’intervention | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |