

## A65 Langon - Pau

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**Year of commitment** : 2010

**Sustainable mobility** : Roads, Engineering structures, Tunnels, Viaduct  
**Biodiversity & Ecosystems** : / Ecosystem restauration, Ecosystems preservation /



1 200 000 000 €

**Builder**

Eiffage

**Manager / Dealer**

A'lienor

### GENERAL INFORMATION

#### Participate in the planning in Aquitaine:

The A65 motorway is an infrastructure development service territory for the isolation and improving communications in the Aquitaine region.

It strengthens the cohesion of the territory by improving relations between the north and south of the region and bringing Pau, second regional capital, its capital, Bordeaux.

The A65 will also provide better access to the territories of Mont-de-Marsan, is the Landes and the neighboring departments of Gers and Hautes-Pyrenees.

#### Contribute to regional economic development:

Reducing travel time allows to connect Bordeaux to Pau in an hour and a half. Estimated time savings are significant:

- About 50 minutes saved on the route Bordeaux - Pau for light vehicles - about 30 minutes saved on the path Mont-de-Marsan - Pau

Improved sailings will strengthen existing economic activities but also to develop new ones: 8 areas of activities are being implemented at the level of broadcasters.

Furthermore, a recent study by CCIPB, by Jean Poulit, former Regional Director of Equipment of Ile-de-France, said the impact of the opening of the A65

motorway to 120 million euros per year to the local economy.

#### **Ensure comfort and safety to users:**

The traditional route Pau - Langon is known for its danger and accidents on the route are numerous: limited visibility, crossings of many cities, inadequate overtaking gaps ... In this context, the improvement of traffic conditions (fluidity of traffic, driving comfort) had become a necessity. That is why the State and communities have chosen a new route, offering motorists a safe route, monitored 24 hours / 24, comfortable and welcoming.

## Progress Status

Delivered

## Data Reliability

Self-declared

## Funding Type

Public/Private Partnership

## Website Enterprise / Infrastructure

<http://www.a65-alienor.com/>

## Sustainable Development

**Attractiveness :**

#### **Employment**

At the end of August 2009, at the height of its activity, the A65 employed more than 2000 people in its construction phase. Between them, the teams of Eiffage Travaux Publics in mobilizing more than 1000.

**Well Being :**

Noise management and operating during the construction phase and nuisances - Phase Work

Of noise control measures are implemented by companies. Via a construction sound file, elected officials and residents were informed of the planned work on each municipality, planning and scheduling activities, as well as measures to reduce the noise (construction machinery conform to prescribed standards, barricade acoustic signaling and security rule). The routes gear were established in consultation with elected representatives. Furthermore, the construction of a motorway requires a large supply of materials.

Thus, for earthmoving, material deficiency in certain areas led to operate eight quarries in direct edge of the site, thus providing the best scenario in terms of carbon footprint, therefore avoiding transport of rubble and its associated noise. In the same vein, local solutions have been preferred for the provision of pavement materials, respecting regional deposits.

- Operating phase

Given the soundscape recorded before the construction site noise levels not to exceed after the highway commissioning will be applied to the right of the dwellings in scope impacting the A65, and that over time of infrastructure life. Various means defined at the design permits:

- Distance of the route
- Excavation layout of the plot
- Phonic protection embankments
- Phonic shields

**Social Cohesion :**

#### **Consultation with local residents and local authorities:**

Consultation with local residents, elected officials, local authorities, etc. began in 2006, once A'LIENOR preferred bidder. Several consultation phases were conducted to precisely calibrate the route of the highway in the band of 300 meters:

- Phase 1 - September / December 2006

listening phase with presentation of the preliminary route. Considered remarks.

- Phase 2 - December 2006 / May 2007

Plot presentation adapted taking into account the comments.

- Phase 3 - Autumn / Winter 2007-2008

Public meetings synthesis organized in the municipalities concerned.

This cooperation continues in the construction phase. Meetings are held regularly by councils to manage the many topics related to coactivity (maintaining riparian corridors, agricultural access, definition of circuits for the site). Continuous information is given to residents to inform on the progress of work.

### Governance

A'liénor

**Holder Type :** Consortium of companies

Eiffage

**Builder Type :** Construction Industry

A'lienor

**Manager / Dealer Type :** Private

The dealer A'Liénor:

Eiffage and Sanef have formed a company dedicated to the financing, implementation and operation of the project: A'LIÉNOR. It is 65% owned by Eiffage and 35% by Sanef.

The design-builder group, GIE A65 - Eiffage Construction:

A'LIÉNOR concluded a design-build contract with GIE A65 consortium led by Eiffage Travaux Publics and involving all branches of the work group Eiffage. GIE A65 in charge of designing the project in consultation, and to control the coordinate, realize land acquisitions and build the structure on behalf of the concessionaire. This group enjoys all the skills and expertise of Eiffage Group. It aims to deliver the key motorway in hand in spring 2011.

The operator, Sanef:

The operation of the A65 motorway will be provided by a dedicated subsidiary of Sanef which will account for the A'LIÉNOR and as part of its public service mission, the daily management of the book:

- o traffic monitoring
- o security and interventions on accident
- o winter Road
- o servicing
- o Toll Collection

### Sustainable Solutions

Remodeling Soil and Landscape Integration

**Description :**

VEGETUDE assured the landscape design of the current section according to two principles: insert the A65 in the environment by reducing the impact on residents; and create a safe axis for the motorist, punctuated by openings on the outside. After consultation with the 52 towns crossed, the project has been refined by the seven identified landscape units. Particular attention was paid to land modeling to adapt better to the natural ground. The visits of Landscape at the construction site also helped erase topographic breaks. A cut along Highway: embankments, reinforced embankments planted visual and acoustic protection, fall gently to the existing plant strata. In total, more than 350,000 trees will be planted, in particular for making the junction with woodland crossings. Besides plantations (palatable species and swaths of branches to the right works) and amenities (riparian forests, ponds) to reduce the impact on wildlife or the guide (project management: BKM for the northern and VEGETUDE to the south).



- o Biodiversity :
- o Infrastructure
- o Water management
- o Soil management
- o Management of natural areas
- o Environmental charter

**Company (es) Website :**

Compensation of ecological debt

**Description :**

Once considered avoidance and mitigation measures, the residual ecological debt remains regarding thirty fauna and flora species. Public authorities asked A'liénor the offset on 1372 ha for 60 years. Work entrusted to CDC Biodiversity, which must find, by mid-2012, those eligible land surfaces and secure (by acquisition, conventionne- ment or leases), develop management plans and monitor compliance with the trajectory ecological time. The area identified for implementing such compensation encompasses the alluvial valleys of the Escource and Canteloup, nearly 1000 hectares located approximately 60 km crow flies from the A65. The cons, a marshy alder-ash-Saint-Paul-en-Born (Landes), an alluvial natural habitat of 156 ha which was the subject of an agreement with the Compagnie des Landes. Objective: To adjust the operating practices of the surrounding pine forests (used parts, frequency and methods of cutting, passageways gear) to preserve the tranquility of an environment conducive to the European mink.



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## Contest

### Building candidate in the category



Coup de Cœur des Internautes

Grand Prix Infrastructure Durable

