

**Rock-solid business  
Company specializing in unique and difficult stabilization projects coming to Champlain**

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If it falls, they can rebuild it. If it's ready to fall, they can secure it. And they're coming to Champlain.

Janod Inc. is a world-renowned slope-stabilization specialist. It analyzes and secures exposed-rock structures, utilizing a combination of mechanized equipment and rock-remediation specialists.

The company brochure and photographs show men and equipment dangling from nearly vertical slopes as they examine and stabilize the steep rock walls.

Janod is moving its equipment-maintenance and storage facility from Swanton, Vt., to the Town of Champlain. Janod President Daniel Joumeaux said the company plans to put up a temporary dome within five to six weeks, followed by a 10,000-square-foot permanent facility next year.

He said he hopes the facility doesn't see a lot of use.

"We don't like to see the equipment in storage," Joumeaux said, "We prefer to keep it out on the road."

The company employs approximately 50 people, eight in the company offices in Vaudreuil-Dorion, Que., and the rest on site at various projects.

Janod was founded in 1968 by Douglas Joumeaux, originally focusing on soft-earth tunneling. The company first became involved in rock-slope stabilization when Quebec Cartier Mining called in 1970 after major rockfall along Carder's 270-mile long rail line.

The rail line, from Port Cartier to the mine site in Fremont, contains approximately 80 miles of rock cuts. Janod sustained a maintenance contract along the rail line for 23 years.

"We got a lot of experience with railways from that job. We actually progressed from the rail line to the mine," Joumeaux said.

Working in the open-pit mine, they stabilized walls which ranged from 50 to 1,200 feet high.

"That gave us a lot of experience working on a larger scale," Joumeaux said.

"That's where we started developing some of our equipment."

In the ensuing 30 years, the company has developed several pieces of innovative equipment.

In 2000, the company developed a railway multi-functioning maintenance vehicle, an all-in-one unit used for stabilizing slopes along rail lines.

The vehicle incorporates a hydraulic hi-rail attachment for rail travel as well as roadways. Behind the cab, a side-dump platform serves two purposes.

It is used to carry tools and equipment to and from the site. As work progresses, a hydraulic clam bucket loads scaled debris onto the platform, which is then transported to a suitable dumping site along the rail line.

The vehicle also features an articulating crane, useful in loading and unloading equipment, including track-protection systems. The 10-ton capacity crane is used for some of the stabilization work and can also remove fallen boulders.

Another piece of equipment Janod uses is a spider excavator for work on slopes with loose soil faces. Each of the excavator's four legs can be manipulated individually

"It is made for working on slopes up to 50 degrees or more," Joumeaux said. "It was developed in Europe, but we happen to have one."

It is equipped with a shovel arm for working with loose materials. The arm can be replaced with a boom holding a hammer drill.

"We can manipulate the boom to whatever angle we need and then install anchors to hold slopes together," Joumeaux said.

The company employs rock-remediation technicians to analyze and secure slopes. Qualifications include experience in rappelling, geology and construction.

While the company tries to hire locally, Europeans and Canadians are often brought in to train new crew members.

"Historically, a lot more of this type of work has been done in Europe and Canada," Journeaux said.

In the United States, similar projects typically involve widening the rock cut. He said Europe simply doesn't have the space to move rock slopes back from highways and railroads, while in Canada, lower costs lead to the use of rock-stabilization techniques.

The company plans to eventually create its own training complex, in something like an old mining facility.

"It can take three to five years to train someone to do the drilling and rock stabilization," Journeaux said.

Janod Vice-President Andrew Salmaso said the company's rapid response to emergency calls means employees travel extensively, as was the case when a section of California's Highway 1 between Big Sur and San Simeon was lost.

"We had our equipment there within 37 hours; our men were there within 24 hours," Salmaso said.

Janod's crew was called to make sure the work area was safe.

"It is very mountainous, rugged terrain," Journeaux said. "They were concerned about the rocks above the road."

In 2000, the company installed an 18-foot-tall BRUGG snow avalanche control system in Washington. At the time, it was the world's largest system of that type.

It was installed in Snoqualmie Pass above Interstate 90, the year-round cross-Cascades pass handling the most traffic annually.

After determining the most likely spot for an avalanche to start, a combination of high-yield anchors and netting is installed to prevent the layers of snow from slipping.

The company has worked on several environmentally sensitive projects nationwide, including at Yosemite Park, Niagara Falls, Glacier National Park and the Cumberland Gap.

He said the company is trying to convince New Hampshire officials to let them re-assemble The Old Man of the Mountains, which crumbled in early May.

"We've got a team together to show them it can be done," Salmaso said. "We've been in contact with the ex-governor and the state geologist."

The company has not received much interest in their proposal.

"It looks like they're leaning toward God took it away, and let's leave it at that," Journeaux said.

They recently completed work on stabilizing and preserving the appearance of King's Bluff in Weehawken, N.J., where frequent rock falls threatened the path of a new commuter line. The company's technicians examined every rock for stability, then installed bolts and 30,000 linear feet of steel-fiber reinforced shot-crete, a cement, aggregate and water mixture sprayed using compressed air.

"We then sculpted and colored the whole slope so it looks as it did when we started", Journeaux said.