

Alignment Alternatives

Baudette-Rainy River International Bridge



FEATURES

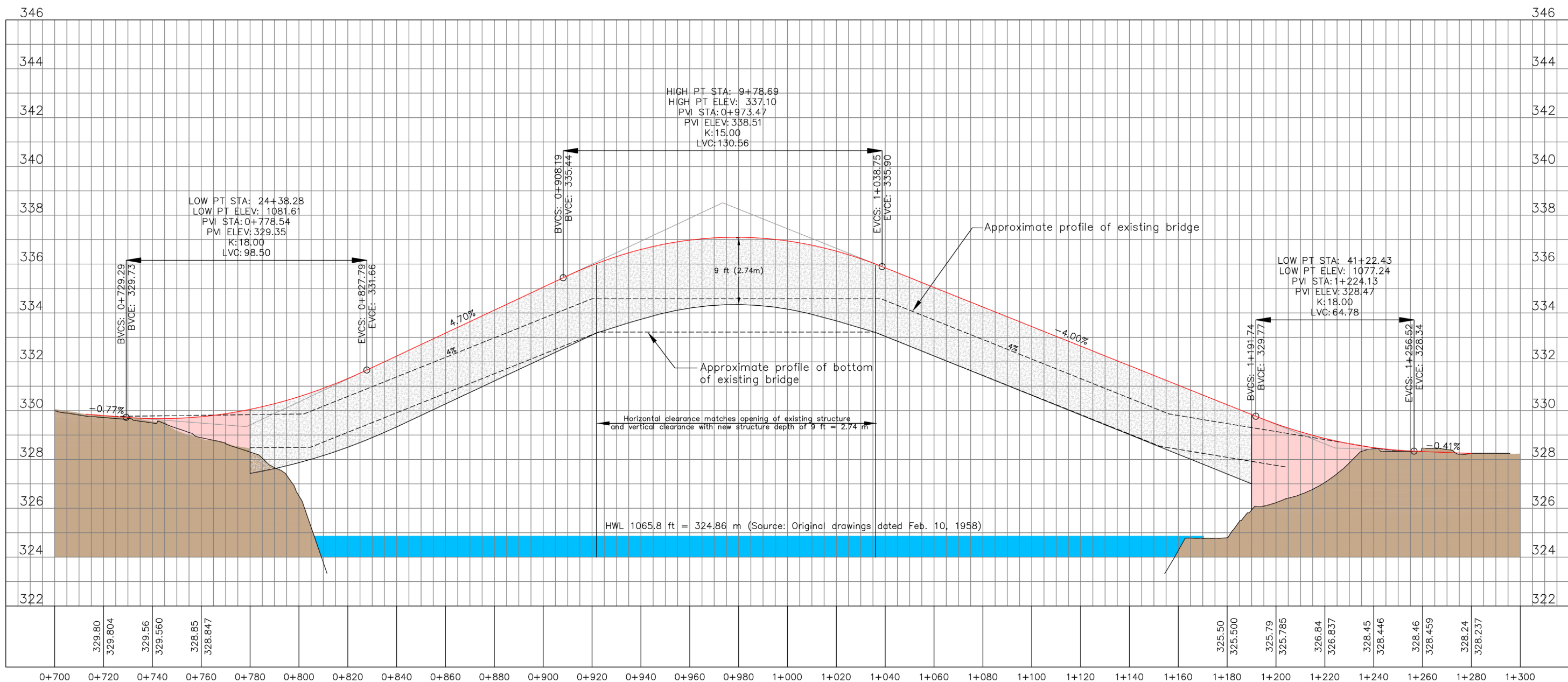
- Replacement bridge is built downstream of the existing bridge with approximately 1.0 m (3 ft) separation from the existing bridge
- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete

ADVANTAGES

- Avoids impact to Baudette City Park on U.S. side
- Avoids impact to unidentified gravesites/cultural heritage features on U.S. side

DISADVANTAGES

- Requires purchase of private/municipal property on the U.S. side of border
- Construction area between the existing bridge and the CN rail bridge is constrained
- Trucks approaching U.S. Port of Entry can use right lane only
- Relocation of detection equipment is required to accommodate trucks in left lane on the U.S. side of the border
- May impact contaminated soils from former electric power plant on the U.S. side of border



Metric Scale 20m Imperial Scale 50ft

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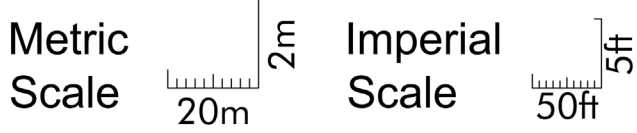
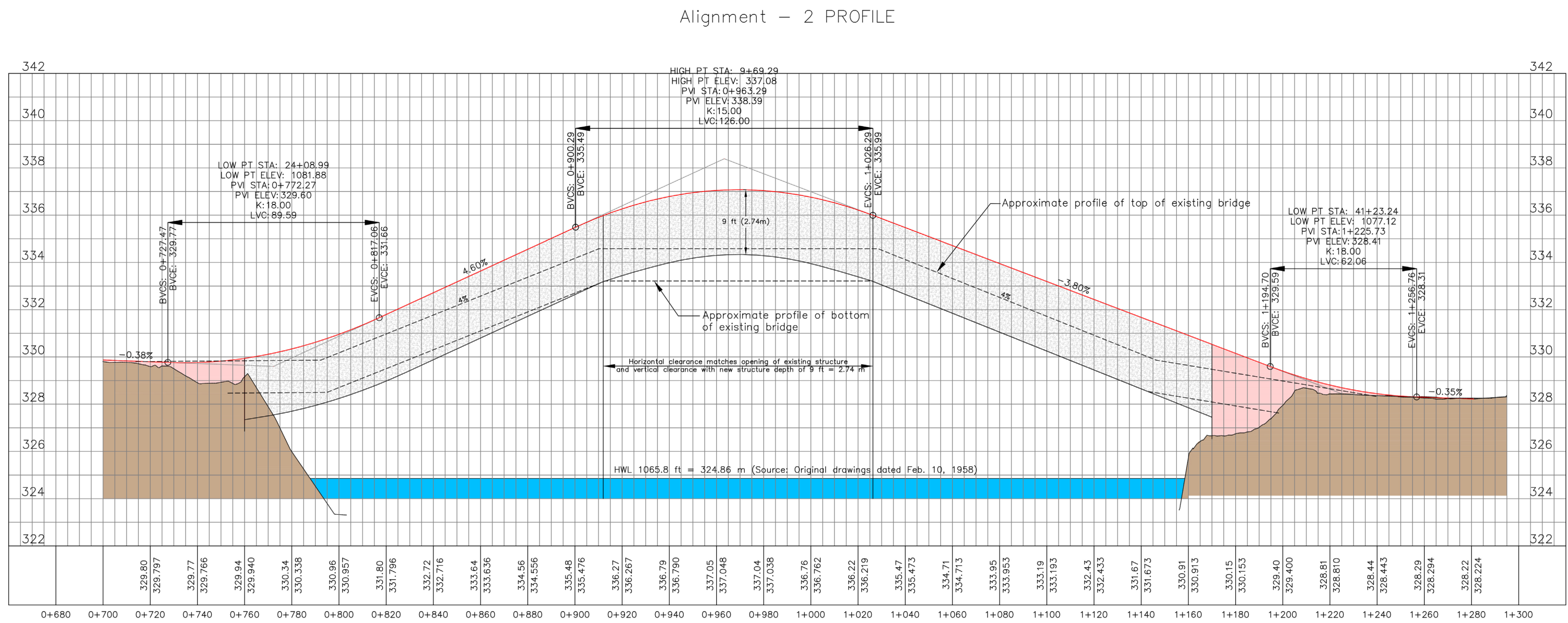
- Replacement bridge is built upstream of the existing bridge with approximately 1.0 m (3 ft) separation from the existing bridge
- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete

ADVANTAGES

- Provides desirable geometric alignment connections to existing U.S. and Canadian Ports of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes

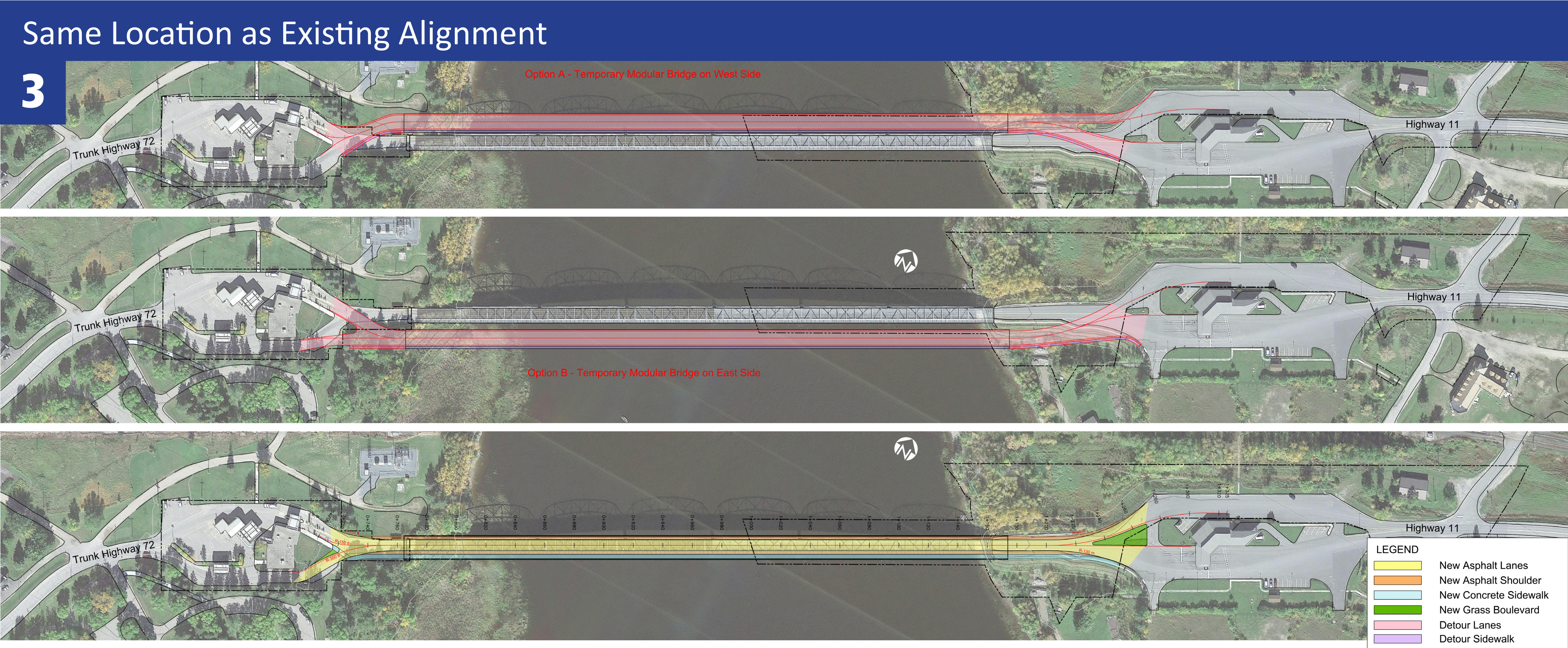
DISADVANTAGES

- Impacts Baudette City Park (Designated Parkland 4 (f))
- May impact unidentified gravesites/cultural heritage features on U.S. side
- Requires purchase of property on the U.S. side of border and Canadian side of border
- May result in impacts to wetlands located south of the existing bridge on the U.S. side



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- Temporary bridge is built either downstream or upstream of the existing bridge to provide access while the replacement bridge is being constructed on the existing alignment

ADVANTAGES

- Maintains existing alignment and minimizes permanent impacts to U.S. and Canadian Ports of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes
- Provides desirable geometric alignment connections to existing U.S. and Canadian Ports of Entry facilities

DISADVANTAGES

- Cost of temporary bridge is high, resulting in significant throw away costs
- Temporary traffic delays due to narrow temporary bridge
- Increased duration of construction
- Increased risk of environmental impact due to additional piers in water for temporary bridge

