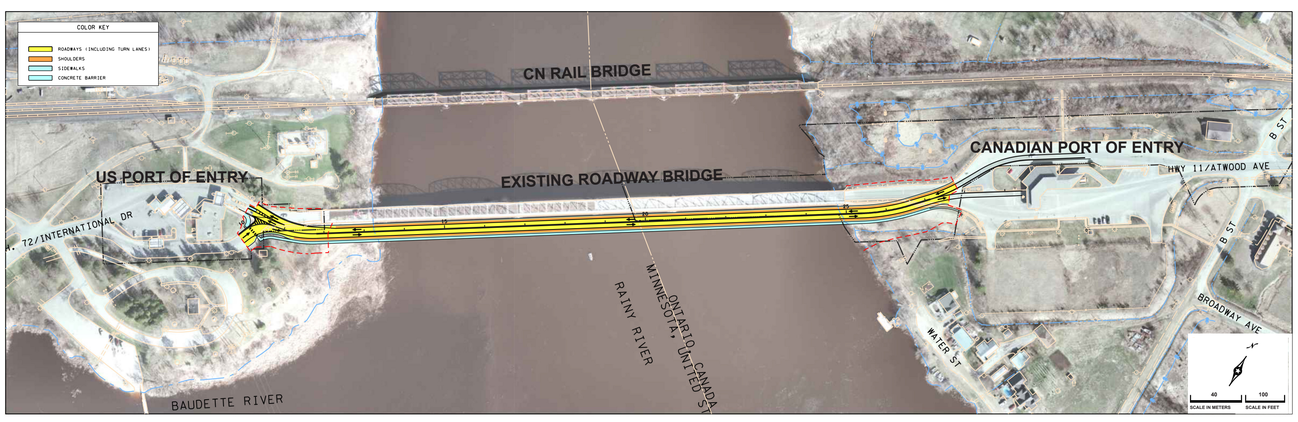
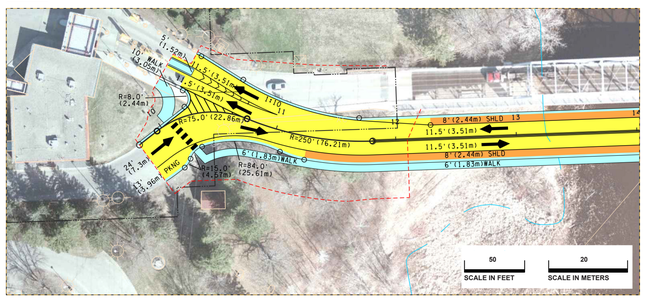
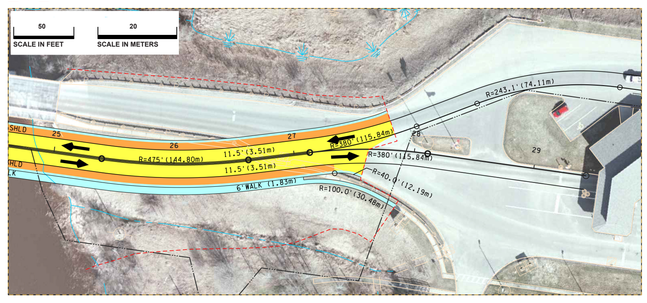
The Preferred Plan

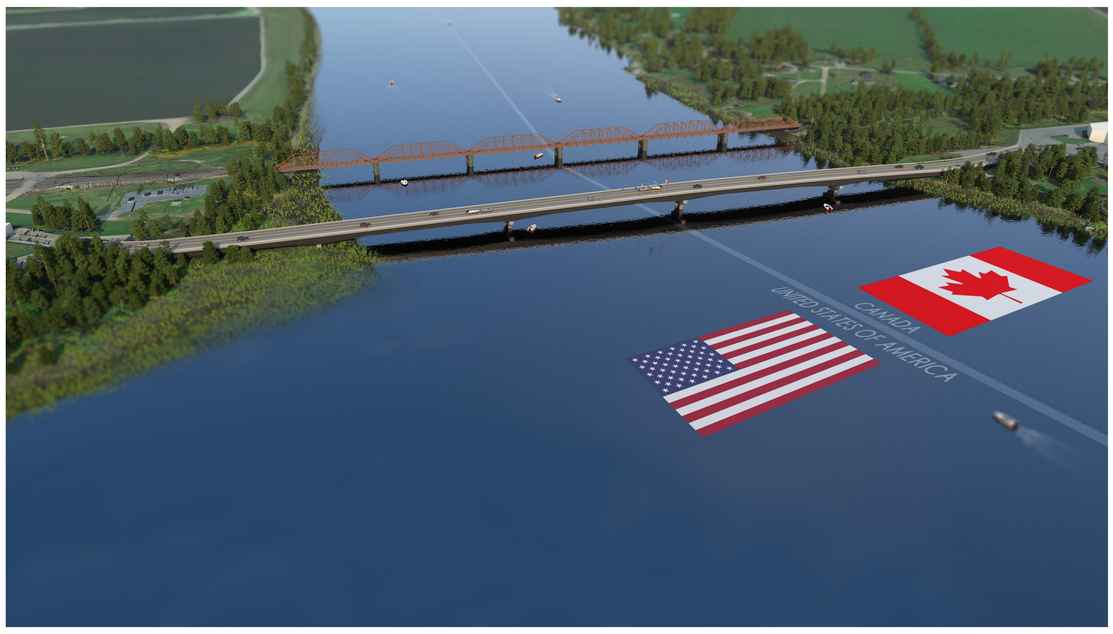


US PORT OF ENTRY TIE-IN



CANADIAN PORT OF ENTRY TIE-IN



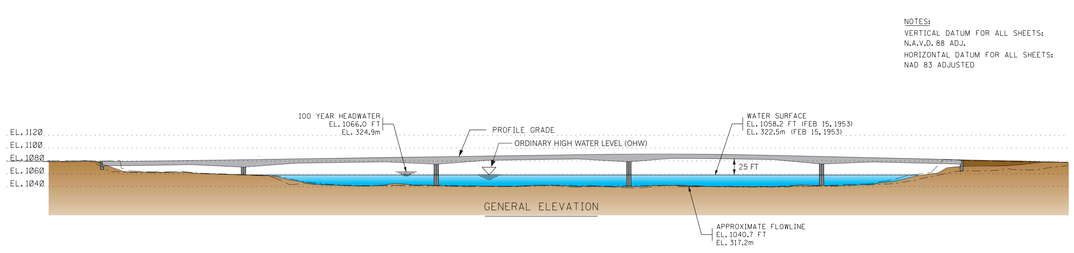


Alternative 2 was selected as the Preferred Alignment because:

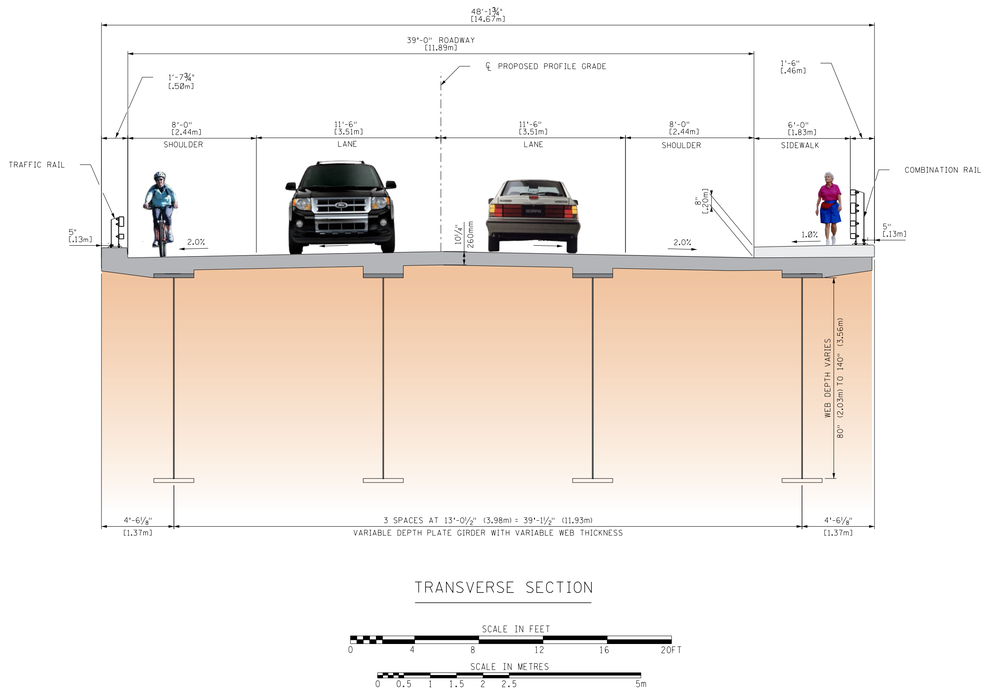
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accomodated in both lanes
- Reduced cost compared to Alternative 3 since a temporary modular bridge is not required
- Refinements can be made to alternative to minimize impacts to Baudette City Park and unidentified gravesites/cultural heritage features

The Proposed Bridge

CONTINUOUS STEEL I-GIRDER, 5 SPAN BRIDGE



Distance from Bottom of Structure to Surface of the Rainy River		
Structure	Elevation in Feet/Metres	Distance to Water in Feet/Metres
Existing Roadway Bridge	1093/333.1	35/10.7
Proposed Roadway Bridge	1083/330.1	25/6.1
Existing CN Rail Bridge	1078/328.6	20/6.1



TRANSVERSE SECTION

Alternative A (5 Span Steel I-Girder) was selected as the Preferred Structure Type because:

- It is a standard structure type in Minnesota and Ontario
- Typical construction methodology and maintenance
- Fewer number of piers in river
- Can accomodate lower bridge profile
- Can use prefabricated elements

The Preferred Plan includes the following:

- The replacement of the existing bridge with a new bridge on a new alignment located approximately 3 ft (1m) upstream of the existing bridge
- Alignment and profile improvements that will improve sight distance across the bridge
- Realignment and regrading of Port of Entry Tie-in to accomodate the new bridge location
- Drainage improvements
- Maintaining two lanes of traffic on the existing bridge during construction
- A sidewalk on the south (upstream) side of the bridge and shoulders on both sides of the roadway